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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, July 6, 1989

FAA 41-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA PROPOSES NEW REQUIREMENT FOR EXPLOSIVE DETECTION DEVICES AT AIRPORTS

Secretary of Transportation Samuel K. Skinner today announced issuance of a proposed new rule that would require U.S. airlines to install automated explosive detection systems (EDS) for screening checked luggage on international flights at airports here and abroad.

Initial installations would be concentrated at approximately 40 airports over the next 2-3 years. The Federal Aviation Administration (FAA) would make determinations about where additional screening systems should be installed.

The proposal also invites comment on whether the FAA should expand the requirement at a later date to cover all domestic flights as well, or whether it should limit the EDS requirement to flights at designated airports.

The move is the latest in a series of FAA actions to enhance aviation security in an effort to prevent future incidents such as the Dec. 21, 1988, bombing of Pan American World Airways flight 103 over Lockerbie, Scotland that took 270 lives. Investigators have concluded that the bomb was hidden in checked luggage loaded in the forward cargo compartment.

Secretary Skinner said that while the proposed FAA rule does not specify a particular EDS technology, the Thermal Neutron Analysis (TNA) device has been "shown to have the highest degree of explosive detection currently possible for detecting known civilian and military explosives manufactured here and abroad." FAA already has ordered six TNA units which will be deployed at New York's Kennedy Airport, London's Gatwick Airport and other airports.

Any system used by the airlines would have to be approved by the FAA Administrator, according to the proposal, and meet the following general criteria: (1) It must be automated; (2) it must detect defined quantities and configurations of FAA-defined explosives, and (3) it must be safe for operators and baggage.

For security reasons, FAA will not publish the full detection system performance criteria or detailed operational information in documents generally available to the public.

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The equipment will be installed initially at the busiest international airports in the United States and at designated airports overseas that are served by American carriers. EDS deliveries would be keyed to production rates with FAA requiring that they be installed as fast as they can be supplied by the manufacturer or manufacturers following adoption of the final rule. The FAA said the cost of an initial TNA unit is $750,000.

TNA was developed by Science Applications International Corp. of San Diego, Calif., under FAA contracts, and prototypes have been tested successfully at several airports. The system emits low-energy neutrons that pass through luggage and cargo and interact with the chemical elements in explosives. An alarm is triggered when their presence is detected. All functions are performed automatically and human monitoring of the process is not required.

Because of a statutory requirement signed June 30, the FAA has only 60 days to issue a final rule and comments are due by Aug. 7, 1989.

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U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, July 7, 1989

FAA 42-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA STRENGTHENS SECURITY ALERT SYSTEM

The Federal Aviation Administration is strengthening its system for issuing security information to airlines by requiring mandatory compliance with prescribed countermeasures and making disclosure of information in security alerts a violation subject to penalty.

The FAA action puts into effect one of the new security initiatives announced by Secretary of Transportation Samuel K. Skinner on April 3, 1989. The Secretary said at the time that the changes "will ensure that countermeasures to be taken by U.S. airlines in response to threats are clearly specified..." He also stressed that compliance will be mandatory.

Under the new system, FAA will issue two kinds of security documents -- Information Circulars and Security Directives. Information Circulars will be used to notify U.S. airlines of general situations and security information for which the agency will not prescribe mandatory countermeasures.

Security Directives will be used to inform U.S. carriers on specific credible threats that may be limited by such factors as location, number or identity of carriers, method of attack, or duration of time. It will contain mandatory countermeasures, and the airlines will be required to acknowledge receipt and provide specifics on implementation of the countermeasures within a specified time period.

Previously, FAA disseminated both general and specific threat information by means of Security Bulletins. However, the airlines were not required to acknowledge receipt of this information or comply with recommended countermeasures. Since 1986, the agency has issued 93 Security Bulletins, approximately one-third of which addressed specific threats for which countermeasures were possible.

FAA said it believes the airlines have been responsive in the past to the actions recommended in Security Bulletins but noted that mandating compliance will further strengthen the system. Moreover, it added, the new two-tiered system will help the airlines distinguish between situations where they are required to respond as opposed to those that warrant merely an exchange of information.

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In addition, the agency said availability of both types of documents will be restricted to air carriers and personnel with an operational need to know because of the sensitive nature of the information they contain. Release of any information contained in them without the prior written authorization of the FAA Director of Civil Aviation Security will constitute a violation of the Federal Aviation Regulations and will be subject to civil enforcement action.

The FAA rule is effective upon publication in the Federal Register, which is scheduled for July 10. The agency will accept public comments on the action until Aug. 9.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, July 11, 1989

FAA 43-89
Contact: John Leyden
Tel.: (202) 267-3443

JAMES BUSEY SWORN IN AS FAA ADMINISTRATOR

Retired Navy Adm. James B. Busey IV was sworn in today as Administrator of the Federal Aviation Administration by Secretary of Transportation Samuel K. Skinner.

The 56-year-old Busey succeeds T. Allan McArtor who resigned earlier this year to return to the private sector. President Bush announced his intention to nominate Busey as the federal government's top ranking air safety official on May 12, and he was confirmed by the U.S. Senate on June 23.

Skinner praised Busey's Navy record, noting that he had risen from enlisted man to four-star Admiral and had proved himself in combat as well as in the administrative and management fields.

"With his extensive aviation and executive experience, Jim Busey was the obvious choice to fill the very difficult and demanding post of FAA Administrator," Skinner said. "I know from my conversations with him that he is dedicated not only to advancing aviation safety but also to motivating, promoting and understanding the people of FAA."

Prior to taking the FAA job, Busey served for two years as Commander-in-Chief of U.S. Naval Forces in Europe and Commander-in-Chief of Allied Forces in Southern Europe, a NATO Command.

At the FAA, Busey will direct a predominantly technical work force of 47,000 people who are responsible for a broad range of safety functions including the certification of aircraft, airmen and airports and the operation and maintenance of the air traffic control system. The agency also oversees aviation security at U.S. airports, administers a $1 billion-plus annual airport grant program and is implementing a multi-billion dollar program to modernize the National Airspace System.

A career Naval aviator, Busey enlisted in the Navy in 1952 and was assigned to the Naval Aviation Cadet Program. He received his commission and Navy wings of Gold in August 1954.

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Busey's 37-year career as a naval officer included tours in Vietman in 1967-1968, where he received the Navy Cross for combat action. Other key assignments included a tour in Washington, D.C., following his promotion to Rear Admiral in 1979, where he served successively as the Auditor General of the Navy and the Deputy Chief of Naval Material, Resource Management.

Following an operational flying assignment in California, he was promoted to Vice Admiral and returned to Washington in July 1983 as Commander of the Naval Air Systems Command. In 1985, he was appointed Vice Chief of Naval Operations and promoted to full Admiral.

Busey is a native of Urbana, Ill. He attended the University of Illinois in Urbana and the Naval Postgraduate School where he received a bachelor's degree and a master's degree in management.

He is married to the former Jean Cole of Sidney, Ill. They have two married daughters and one son.

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U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
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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
July 24, 1989

FAA 45-89
Contact: John Leyden
Tel.: (202) 267-3443

FAA SETS PUBLIC MEETING ON COLLISION AVOIDANCE AND WINDSHEAR WARNING SYSTEMS

The Federal Aviation Administration will hold a public meeting Aug. 16 in Washington to discuss possible changes in the schedules under which airlines are required to install two new safety systems in their aircraft.

Under an FAA rule issued in January 1989, the airlines are required to have Traffic Alert and Collision Avoidance System (TCAS) equipment installed in aircraft by Dec. 30, 1991. A rule on the windshear warning and escape path flight guidance system, published in September 1988, allows the airlines to phase in the installation of windshear equipment in accordance with an FAA-approved schedule over a period of years ending Jan. 4, 1993. Both rules affect large aircraft — those with more than 30 passenger seats.

In March 1989, the Congressional Office of Technology Assessment (OTA) recommended that the installation of TCAS be phased in over a longer period of time. OTA said this approach would allow FAA and industry to conduct a "structured evaluation program" that would help identify and resolve any possible technical or procedural problems. OTA's proposed schedule would require full compliance by Dec. 30, 1993. The current TCAS deadline was mandated by Congress, so any change would require additional legislation.

Any extension of the TCAS schedule would facilitate co-installation of the windshear warning devices. FAA, therefore, is asking for comments at the meeting on whether the windshear equipment retrofit schedule should also be revised to make it compatible with an extended TCAS schedule. Other issues concerning this program raised in a recent petition filed by the Air Transport Association also will be covered.

The meeting will be held Aug. 16 and, if necessary, Aug. 17 as well, in the FAA headquarters, 3rd Floor Auditorium, 800 Independence Ave., S.W., Washington, D.C. Discussion topics will include TCAS rule extension, phased-in implementation schedule, operational flight evaluation program, and the windshear equipment installation schedule.

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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
July 28, 1989

FAA 44-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA ISSUES REPORT ON NORTHEAST CORRIDOR STUDY

A joint government-industry team has submitted 156 recommendations to the Federal Aviation Administration for enhancing air traffic operations in the Northeast Corridor of the United States.

The report by the System Safety and Efficiency Review team is the result of a comprehensive, six-month study of aviation activity in the Boston-to-Washington corridor. Its basic conclusion was that the corridor "operates safely," despite high traffic volumes, but said that "improvements can be made to enhance operations."

The recommendations, designed to achieve these improvements, cover such areas as facility staffing and training practices, inter-facility working relationships, airspace utilization and procedures, pilot and controller communications, aeronautical charts, Traffic Management Units, and retention of the skilled Airway Facilities work force.

A System Safety and Efficiency Review (SSER) essentially represents a self audit of FAA's activities by interdisciplinary teams which include representatives from industry and local government authorities. FAA initiated the process last year under the leadership of the newly-established Associate Administrator for Aviation Safety. Previous SSER studies have involved Chicago's O'Hare International Airport and San Diego's Lindbergh Field.

In the Northeast Corridor review, which began last December, input was solicited from more than 200 FAA employees and industry representatives during the course of the evaluation.

Considerable attention was given in the final report to issues affecting FAA's Airway Facilities Specialists -- that is, the technicians who install and maintain the various elements of the air traffic control and air navigation system. These recommendations included the development of a plan to resolve short-term staffing problems and follow-up action to resolve long-term issues. New training initiatives also were suggested.

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On the issue of pilot-controller radio communications, the report notes that poor phraseology, incorrect clearance readbacks and cockpit noise can present special problems in busy airspace like the Northeast Corridor. It recommends reactivation of the FAA's "Call to Action" program which was conducted last year to educate the pilot community to the importance of good communications skills.

Discussing inter-facility working relationships, the report said controllers at some facilities "appear to have limited knowledge of operational concerns at other facilities..." It said major facilities in the Northeast Corridor should develop and implement a program that promotes inter-facility awareness, communications and cooperation at all levels.

Improved standards and guidelines for the training and certification of controllers performing traffic management (flow control) functions also was supported in the report. It said this action would promote better understanding among traffic management specialists of their respective roles and responsibilities within the system.

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U.S. Department of Transportation

News:

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

EMBARGOED FOR RELEASE SUNDAY
July 30, 1989

FAA 46-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA LAUNCHES REVIEW OF GENERAL AVIATION COMPLIANCE AND ENFORCEMENT PROGRAM

OSHKOSH, WIS. -- In their first joint announcement, Transportation Secretary Samuel K. Skinner and FAA Administrator James B. Busey today announced a comprehensive review of the agency's general aviation compliance and enforcement program to determine its effectiveness in promoting air safety.

Skinner and Busey were in Oshkosh to participate in the Experimental Aircraft Association International Fly-In.

Skinner said, "There is some feeling among the pilot community that the FAA is too focused on punishing violators and not focused enough on working with private and business pilots. If the FAA is neglecting to provide education that could prevent violations or is missing opportunities to help general aviation fly more safely in the system, we want to know it, and do better."

Busey launching his first major policy initiative since being sworn in as administrator on July 11, said he is concerned about these negative perceptions of FAA's enforcement policies on the part of some general aviation pilots.

Busey said, "The purpose of this study is to determine whether those views are warranted and, if so, how we might alter the thrust of FAA's compliance and enforcement policy so that it will be a more positive force in fostering system safety and efficiency."

The focus of the "System Safety and Efficiency Review" will be on general aviation activities exclusively -- that is, private and business flying. It will not involve a review of the agency's enforcement policies for air carriers.

The review will be a team effort utilizing a wide variety of talent and expertise from both within and outside FAA. Representatives of the general aviation community will play an important role in the review.

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FAA's associate administrator for aviation safety, Keith Potts, will direct the review. Since it was established last year, his office has conducted similar reviews of Chicago's O'Hare International Airport, San Diego's Lindbergh Field and the Northeast Corridor stretching from Boston to Washington. A review is under way of San Francisco Bay area aviation operations.

The new review will be conducted in three phases. The first involves data gathering and analysis; the second will consist of a series of yet-to-be-scheduled listening sessions at various locations around the country; and finally the team will evaluate issues including those identified in the listening sessions.

Among the areas covered in the review will be FAA's Enforcement Handbook, the Sanction Guidelines, the surveillance program, the accident prevention program, enforcement attitudes, program guidelines/staffing standards, and development and coordination of enforcement actions.

A final report is expected to be ready by the end of the year.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, August 3, 1989

FAA 47-89
Contact: Fred Farrar
Tel.: (202) 267-8521

STUDY OF AIRCRAFT/ENGINE VULNERABILITY ISSUES SET

FAA Administrator James B. Busey today announced the formation of a special government/industry task force to explore ways of improving aircraft survivability following major in-flight structural damage.

The action comes in the wake of the July 19 DC-10 accident in Sioux City, Iowa -- the third accident in which major in-flight damage resulted, or nearly resulted, in total loss of control of an aircraft.

The task force will explore feasible improvements to the backup flight control systems of all existing and future wide-body aircraft.

It also will examine engine designs with an eye toward possibly preventing crippling damage to an aircraft in the event of an engine explosion.

The task force will first focus on wide-body aircraft because all three incidents of major in-flight damage involved such aircraft. In addition, most wide-body aircraft have hydraulically actuated flight control systems. All other aircraft with similar controls will also be included in the review.

In the case of the United DC-10, the fan stage of the center engine apparently ruptured, sending shrapnel through the case of the engine which disabled the primary hydraulic system and its two backups.

Current FAA regulations require that jet engines be able to contain within their casing any fragments of fan, compressor, and turbine blades that break off in service. However, the regulations recognize that there is no practical way to contain the parts on which the blades are mounted -- the disks -- when they fail because of their weight and the speed at which they travel.

The second incident was the crash of a Japan Air Lines 747 in Japan on Aug. 12, 1985. The aircraft suffered the loss of all hydraulic power after the rear pressure wall ruptured and a rush of air from the cabin knocked off part of the vertical stabilizer and the rudder.

In the third, an Eastern Airlines L-1011 landed safely at Kennedy Airport on Sept. 22, 1981, after the shaft on which the fan section of the center engine was mounted broke allowing the fan section to move forward into the fuselage.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, August 10, 1989

FAA 49-89
Contact: John Leyden
Tel.: (202) 267-3443

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

The Federal Aviation Administration today reported significant decreases in near midair collisions, air traffic controller errors, and pilot deviations in the first half of 1989.

The total of 280 near midair collision reports received from pilots in the January to June period was 25 percent below the 371 received in the same period in 1988. The decline so far this year comes on top of a 33 percent drop in 1988 when compared with 1987.

Actual midair, or inflight, collisions also are down significantly this year with seven through the month of June. That represents a 42 percent drop from the same period last year (when there were 12 collisions) and continues the pattern of improvement of the past several years. In all of 1988, there were 19 midair collisions, down from 25 in 1987 and 29 in 1986.

The 469 operational errors by controllers in the January-June period was eight percent below the figure of 509 for the same period of 1988. Pilot deviations declined 30 percent, from 1,580 in first half of 1988 to 1,104 for the comparable period this year.

FAA credited the continuing record of improvement to a variety of educational, regulatory and enforcement measures. Recent actions include a rule to expand the requirement for carriage of Mode C (altitude-reporting) transponders to give controllers more complete information on aircraft targets and creation of additional Airport Radar Service Areas (ARSAs) and Terminal Control Areas (TCAs) to provide increased control of flights in busy airport airspace.

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 no hazard existed.

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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 Federal Aviation 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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U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
August 17, 1989

FAA 51-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA PROPOSES $240,000 CIVIL PENALTY FOR HAZARDOUS MATERIALS VIOLATIONS

The Federal Aviation Administration (FAA) has proposed a $240,000 civil penalty against Textile Treatments International of Austin, Texas, for improper shipment of hazardous materials that resulted in a cargo hold fire on an airline jet. The civil penalty is the largest ever proposed by FAA for alleged violations of hazardous materials regulations.

FAA said the company violated federal rules governing both the labeling and packaging of hazardous chemicals used for "stone washing" clothing materials. Included was five gallons of a hydrogen peroxide solution which is banned from both passenger and cargo-only flights.

According to the FAA "Notice of Proposed Civil Penalty," a TTI executive offered the materials for transportation aboard an American Airlines passenger flight from Austin to Dallas on Feb. 2, 1988, and then to Nashville the following day on another American flight.

When the aircraft was approaching Nashville at 5,000 feet, FAA said passengers and flight attendants began smelling fumes in the cabin area and noticed that the floor was hot. Once the airplane was on the ground, the captain ordered an emergency evacuation. The incident resulted in injury to several passengers and flight crewmembers.

Firefighters arriving on the scene found smoke coming from the middle baggage compartment and extinguished the fire. Damage to the aircraft was estimated at $228,823 and the lost use of the aircraft amounted to another $262,177 for a total of $491,000. The aircraft was out of service for 19 days. The damage estimates are not related to the amount of the proposed penalty, which is based on the number of violations of federal aviation regulations.

The company has 30 days from receipt of the Aug. 2 notice to respond. Under FAA's Rules of Practice, the company is entitled to an on-the-record adjudication by an administrative law judge within the Office of the Secretary of Transportation.

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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
August 21, 1989

FAA 50-89
Contact: Dianne Speed
Tel.: (202) 267-3442

FAA ISSUES NEW LIST OF TECHNICAL REPORTS

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

The list covers the period from January 1989 through June 1989 and updates an earlier list released on March 17, 1989.

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

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

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AIRCRAFT SAFETY AND AIRPORT TECHNOLOGY

DOT/FAA/CT-TN87/54,I
ANALYSIS OF HELIPORT ENVIRONMENTAL DATA: INDIANAPOLIS DOWNTOWN HELIPORT. VOL. I SUMMARY. 10/88, 50p. ADA 206 708

DOT/FAA/CT-88/20
TECHNOLOGY ASSESSMENT FOR AIRCRAFT COMMAND IN EMERGENCY SITUATIONS. FINAL REPORT: 4/28/87-5/31/88. 10/88, 134p. ADA 205 341

DOT/FAA/CT-88/25,I
CONTROLLER EVALUATION OF INITIAL DATA LINK AIR TRAFFIC CONTROL SERVICES. MINI-STUDY 1, VOL. I . 9/88, 38p. ADA 202 932

DOT/FAA/CT-88/25,II
CONTROLLER EVALUATION OF INITIAL DATA LINK AIR TRAFFIC CONTROL SERVICES. MINI-STUDY 1, VOL. II. 9/88, 119p. ADA 203 787

DOT/FAA/CT-88/31
ELECTROMAGNETIC EMISSIONS FROM A MODULAR LOW VOLTAGE ELECTRO-IMPULSE DE-ICING (EIDI). 3/89, 44p. ADA 208 191

DOT/FAA/CT-TN88/38
DESCRIPTION OF THE DERIVATION OF THE COLLISION RISK MODEL USED IN THE VERTICAL SEPARATION SIMULATION RISK MODEL. TECHNICAL NOTE: 2/89, 20p. ADA 205 109

DOT/FAA/CT-TN88/39
SATELLITE LOW RATE VOICE DEMONSTRATION TEST PLAN. 6/88-3/89. 12/88, 17p. ADA 206 710

DOT/FAA/CT-TN88/42
AN OPERATIONAL DEMONSTRATION AND ENGINEERING FLIGHT TEST OF THE MICROWAVE LANDING SYSTEM ON RUNWAY 22L AT CHICAGO'S MIDWAY AIRPORT. 10/88, 41p. ADA 206 719

DOT/FAA/CT-TN89/1
INSTRUMENT LANDING SYSTEM MATHEMATICAL MODELING STUDY FOR ORLANDO INTERNATIONAL AIRPORT RUNWAY 17R LOCALIZER, REVISED AIRSIDE DOCKING PLAN (SCHEME IIIA). 11/88, 33p. ADA 204 722

DOT/FAA/CT-TN89/4
INSTRUMENT LANDING SYSTEM MATHEMATICAL MODELING STUDY FOR ORLANDO INTERNATIONAL AIRPORT RUNWAY 35 L LOCALIZER. FINAL AIRSIDE DOCKING PLAN (SCHEME IIIA)
12/88, 30p. ADA 205 351

DOT/FAA/CT-TN89/9
AIR TRAFFIC CONTROLLER SCANNING AND EYE MOVEMENTS IN SEARCH OF INFORMATION- A LITERATURE REVIEW. TECHNICAL NOTE: 6-12/88. 3/88, 30p. ADA 206 709

DOT/FAA/CT-TN89/11
TEST REPORT FOR THE DIRECT ACCESS RADAR/NATIONAL AIRSPACE (DARC/NAS) BI-DIRECTIONAL INTERFACE TEST.
1/89, 67p. ADA 203 748

DOT/FAA/CT-89/14,I
CONTROLLER EVALUATION OF INITIAL DATA LINK AIR TRAFFIC CONTROL SERVICES: MINI-STUDY 2; VOL. 1
3/89, 36p. ADA 208 871

DOT/FAA/DS-88/09
A PROCEDURE FOR OPERATING DEPENDENT INSTRUMENT APPROACHES TO CONVERGING RUNWAYS. 9/88, 77p. ADA 204 723

DOT/FAA/DS-89/03
FAA ROTORCRAFT RESEARCH, ENGINEERING AND DEVELOPMENT BIBLIOGRAPHY, 1962-1988. 3/88, 103p. ADA 207 162

DOT/FAA/DS-89/05
NOTICE TO AIRMEN (NOTAM) SYSTEM OPERATIONAL CONCEPT. TECHNICAL NOTE.
12/88, 54p. ADA 206 720

DOT/FAA/DS-89/07
SEARCH AND RESCUE (SAR) CONCEPT OF OPERATIONS. 1/89, 51p. ADA 207 327

DOT/FAA/PS-89/1
RESPONSE OF PAVEMENT TO FREEZE-THAW CYCLES: LEBANON, NEW HAMPSHIRE, REGIONAL AIRPORT. 1/89, 35p. ADA 206 421

DOT/FAA/PP-89-2
ELIGIBILITY OF NOISE ABATEMENT PROPOSALS FOR GRANTS-IN-AID UNDER THE AIRPORT IMPROVEMENT PROGRAM. 1/89, 28p. ADA 204 724

DOT/FAA/RP-89-3
SEVENTH ANNUAL REPORT OF ACCOMPLISHMENTS UNDER THE AIRPORT IMPROVEMENT PROGRAM- FY 1988. 9/88, 121p. ADA 208 200

AVIATION MEDICINE

FAA-AM-88-1
AN EVALUATION OF THE EFFECTS OF HIGH VISUAL TASKLOAD ON THE SEPARATE BEHAVIORS INVOLVED IN COMPLEX MONITORING PERFORMANCE. 1/88, 16p. ADA 190 641

FAA-AM-88-2
AGE, ALCOHOL, AND SIMULATED ALTITUDE: EFFECTS ON PERFORMANCE AND BREATHANALYZER SCORES. 1/88, 20p. ADA 190 642

FAA-AM-89-1
A COMPARISON OF DETECTION EFFICIENCY ON AN AIR TRAFFIC CONTROL MONITORING TASK WITH AND WITHOUT COMPUTER AIDING. 1/89, 12p. ADA 206 422

FAA-AM-89-2
PREVALENCE OF DISEASE AMONG ACTIVE CIVIL AIRMEN. 10/88, 13p. ADA 206 707

FAA-AM-89-3
INJURIES TO SEAT OCCUPANTS OF LIGHT AIRPLANES. 2/89, 39p. ADA 207 579

FAA-AM-89-4
INHALATION TOXICOLOGY: IX. TIMES-TO-INCAPACITATION FOR RATS EXPOSED TO CARBON HYDROGEN CYANIDE ALONE, AND TO MIXTURES OF CARBON MONOXIDE AND HYDROGEN DYANIDE. 1/89, 27p. ADA 208 195

ENVIRONMENT

FAA-EE-88-3
THE NATIONWIDE AIRPORT NOISE IMPACT MODEL AND ITS APPLICATION TO REGULATORY ALTERNATIVES, FINAL REPORT. 7/87, 131p. ADA 201 845

NAVIGATION

DOT/FAA/CT-TN89/16
LORAN C FIELD STRENGTH CONTOURS:
CONTIGUOUS UNITED STATES. 5/89, 109p. ADA 208 973

DOT/FAA/RD-81/65
EXPERIMENTAL MEASUREMENTS OF LOW-ANGLE
GROUND REFLECTION CHARACTERISTICS AT
L-AND C-BANDS FOR IRREGULAR TERRAIN.
11/82, 231p. ADA 201 880

DOT-FAA-APO-87-9
ESTABLISHMENT AND DISCONTINUANCE CRITERIA
FOR RUNWAY VISUAL RANGE AT CATEGORY I
PRECISION LANDING SYSTEM RUNWAY. 1/87, 104p. ADA 207 328

WEATHER

DOT/FAA/PS-88/2
WEATHER RADAR STUDIES. TECHNICAL SUMMARY:
10/1/86-3/31/88. 3/88, 143p. ADA 206 712

DOT/FAA/SA-89/1
EFFICIENT DEALIASING OF DOPPLER VELOCITIES
USING LOCAL ENVIRONMENT CONSTRAINTS.
FINAL REPORT. 1/89, 44p. ADA 207 504

DOT/FAA/SA-89/2
GROUND CLUTTER FILTERS FOR STAGGERED
PULSE TRAINS. FINAL REPORT. 3/89, 71p. ADA 207 503

DOT/FAA/PS-89/6
ASR-9 WEATHER CHANNEL TEST REPORT.
EXECUTIVE SUMMARY. 5/89, 34p. ADA 208 284

DOT/FAA/PS-88-9
SELECTED WIND SHEAR EVENTS OBSERVED DURING
1987 EVALUATION OF ENHANCEMENTS TO THE
FAA LOW-LEVEL WIND SHEAR ALERT SYSTEM AT
STAPLETON INTERNATIONAL AIRPORT. 2/89, 142p. ADA 206 711

MISCELLANEOUS

DOT/FAA/PM-86/46
AERONAUTICAL DECISION MAKING: COCKPIT
RESOURCE MANAGEMENT. FINAL REPORT. 1/89, 174p. ADA 205 115

FAA-APO-88-13
AIRLINE DELAY: 1976-1986. BASED UPON THE
STANDARDIZED DELAY REPORTING SYSTEM.
3/89, 40p. ADA 209 139

NATIONAL AIRSPACE SYSTEM PLAN: FACILITIES, EQUIPMENT, ASSOCIATED DEVELOPMENT AND OTHER CAPITAL NEEDS. 6/88, 364p. ADA 202 615

FAA-APO-89-1
FAA AVIATION FORECASTS--FY1989-2000.
3/89, 272p. ADA 206 716

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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
August 30, 1989

FAA 52-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA ADOPTS NEW REQUIREMENT FOR EXPLOSIVES DETECTION DEVICES AT AIRPORTS

The Federal Aviation Administration issued a final rule today requiring U.S. airlines to use automated explosives detection systems (EDS) to screen checked luggage at international airports here and abroad.

The equipment will be installed initially at the busiest international airports in the United States and at designated airports overseas that are served by U.S. carriers -- approximately 40 airports altogether.

The FAA and the Department of Transportation will continue discussions with foreign governments to facilitate the placing of the systems at their airports.

The new rule also provides for the possibility of requiring the devices at additional international airports but not before the airlines have been given a chance to comment.

The move is the latest in a series of FAA actions to enhance aviation security and prevent incidents such as the Dec. 21, 1988, bombing of Pan American World Airways Flight 103 over Lockerbie, Scotland, that took 270 lives. Investigators have concluded that the bomb was hidden in checked luggage loaded in the forward cargo compartment.

The FAA rule does not specify a particular EDS technology but says the Thermal Neutron Analysis (TNA) device has been "shown to have the highest degree of explosives detection currently possible for detecting known civilian and military explosives, manufactured here and abroad."

The FAA has ordered six Thermal Neutron Analysis units which will be used in an operational evaluation and test program. The first was installed in August in the TWA terminal area at New York's Kennedy International Airport. Airports under consideration for the remaining units are Miami and San Francisco and one other airport in this country. Units also are to be delivered to London's Gatwick Airport and Germany's Frankfurt Airport.

Any system used by the airlines would have to be approved by the FAA Administrator, according to the rule, and meet the following general criteria: (1) it must be automated; (2) it must detect defined quantities and configurations of FAA-defined explosives, and (3) it must be safe for operators and baggage.

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The FAA said the initial cost of the TNA units is estimated at $750,000 each. However, the agency believes that the cost will drop as the rate of production increases. FAA noted that the benefits achieved by preventing tragedies such as the destruction of Pan Am Flight 103 would outweigh the cost of the devices.

TNA was developed by Science Applications International Corp. of San Diego, Calif., under FAA contract and has been tested successfully at several airports. The system emits low-energy neutrons that pass through luggage and interact with the chemical elements in explosives. An alarm is triggered when their presence is detected. The detection is done by computer and no human interpretation is involved in the process.

# # # #

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, September 1, 1989

FAA 54-89
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA, EASTERN REACH
AGREEMENT ON CIVIL PENALTY

The Federal Aviation Administration and Eastern Airlines have reached an agreement to settle two groups of civil penalty actions against the airline for alleged violations of Federal Aviation Regulations.

One of the agreements, which includes a settlement of $1.9 million, covers all alleged violations of FAA maintenance and operations regulations that occurred prior to March 9, 1989, the date the airline filed bankruptcy proceedings following the strike against it by the machinists union.

The other, which includes a settlement of $1 million, involves alleged violations of security regulations, including failure to detect test objects at airport screening points over the same period of time.

The agreements were reached on August 31 and were included in a proof of claim filed with the bankruptcy court on the same day to protect the agency's right to collect a total of $11,458,609 in civil penalties and other debts from the airline.

The proof of claim also includes a schedule by which, if it is approved by the bankruptcy court, Eastern would pay off the indebtedness, with interest.

The $1.9 million agreement settles two recently issued civil penalty letters. One letter sought $839,000 for Eastern's alleged failure to comply with requirements for making, retaining, and monitoring records at Eastern's maintenance facility at New York's John F. Kennedy airport.

In May, when confronted with FAA findings of these systemic maintenance violations, Eastern amended its operations specifications, thereby precluding it from performing any maintenance at the Kennedy facility.

As far as the activities of individual employees are concerned, the agency's investigation remains open.

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The other civil penalty letter sought $1,353,000 for maintenance and operations violations allegedly committed in 1987 and 1988.

Included in the repayment schedule is $8.5 millon that remains to be paid from a $9.5 million civil penalty that Eastern agreed to pay in 1987. The agreement allowed Eastern to pay $1 million at the time and the remainder by the end of 1989.

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**Federal Aviation
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M-49

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, September 7, 1989

FAA 55-89
Contact: John Leyden
Tel.: (202) 267-3443
JoAnne Sloane
Tel.: (202) 267-3447

O'NEILL TO DIRECT FAA PUBLIC AFFAIRS

FAA Administrator James B. Busey today announced the appointment of Hugh L. O'Neill as the agency's Assistant Administrator for Public Affairs.

A veteran Washington communicator who has worked on Capitol Hill and the White House staff, O'Neill has served for the past 18 months as Director of Communications for the Governor of Florida. In addition to his position as the governor's principal spokesman, he also was responsible for the overall direction of the press office, scheduling office, correspondence control unit and graphic design section.

"Hugh O'Neill's broad range of experience in the public information field will be a very definite asset in our efforts to keep the public fully informed about FAA programs to enhance air safety and system capacity," Busey said in announcing the appointment.

Prior to taking the Florida post, O'Neill served as Assistant Administrator for Public Communications at the Small Business Administration from 1987 to 1988. Other government posts included Director of Public Affairs for the Peace Corps, 1984-86; Director, Delegation Liaison for the 1983 economic summit at Williamsburg, Va.; and staff assistant to the President, 1981-83. He also served as a consultant to the Office of Management and Budget and the Department of Energy.

Additionally, O'Neill worked for the Reagan/Bush campaign committee in 1980 and 1981 and in John Connally's campaign for President in 1979 and 1980. He was press secretary to Senator Bob Packwood in 1978 and 1979, and a consultant for industry groups from 1977 to 1979.

The 49-year-old O'Neill is a native of Boston, Mass., and attended Florida Southern College and George Washington University in Washington, D.C.

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U.S. Department of Transportation

News:

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

M-49

FOR RELEASE MONDAY
September 11, 1989

FAA 53-89
Contact: Lowell Johnson
Tel.: (202) 267-3831

AIRPORT GRANT ALLOCATIONS
ISSUED FOR THIRD QUARTER

The Federal Aviation Administration approved $539,027,602 in allocations under the Airport Improvement Program (AIP) during the third quarter of Fiscal Year 1989. The money went for 374 planning and development projects in 48 states and two 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 $539 million allocated in the third quarter, $418,703,598 went for 157 projects at primary airports. This includes multiyear projects in which sponsors commit future-year entitlements over two or more fiscal years. Another $66,065,687 was allocated for 143 projects at general aviation airports and $40,802,445 was approved for 42 projects at reliever airports that help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of $11,663,473 for 18 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 14 airport system plan studies totaling $1,792,399.

Letters of intent (LOIs) were issued at the following four locations: Kansas City, Mo.; Las Vegas, Nev.; Newburgh, N.Y. (reliever); and Austin, Texas. An LOI indicates the government's intent to provide future discretionary and/or entitlement funds for major capacity projects which require a significant investment. Future year funding, although identified by specified amounts in the LOIs, is subject to adjustment depending on future appropriations by Congress.

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ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

APRIL 01, 1989 TO JUNE 30, 1989

ALABAMA	$1,631,097
ALASKA	$20,850,372
ARIZONA	$10,592,810
ARKANSAS	$7,298,248
CALIFORNIA	$15,700,059
COLORADO	$1,204,999
CONNECTICUT	$110,917
FLORIDA	$33,287,872
GEORGIA	$3,696,273
HAWAII	$7,782,500
IDAHO	$8,737,551
ILLINOIS	$13,893,416
INDIANA	$9,300,800
IOWA	$5,209,829
KANSAS	$4,913,357
KENTUCKY	$6,359,945
LOUISIANA	$5,143,440
MAINE	$2,934,090
MARYLAND	$5,963,170
MASSACHUSETTS	$16,736,962
MICHIGAN	$14,291,771
MINNESOTA	$5,768,317
MISSISSIPPI	$1,111,030
MISSOURI	$28,348,950
MONTANA	$845,550
NEBRASKA	$2,932,870
NEVADA	$63,999,085
NEW JERSEY	$11,677,000
NEW MEXICO	$3,160,000
NEW YORK	$38,454,850
NORTH CAROLINA	$9,000,018
NORTH DAKOTA	$3,039,655
NORTHERN MARIANA IS	$375,000
OHIO	$9,983,661
OKLAHOMA	$1,244,000
OREGON	$4,025,074
PENNSYLVANIA	$56,552,424
PUERTO RICO	$1,474,000
RHODE ISLAND	$2,850,000
SOUTH CAROLINA	$150,000
SOUTH DAKOTA	$960,000
TENNESSEE	$5,345,500
TEXAS	$62,438,978
UTAH	$2,282,565
VERMONT	$72,000
VIRGINIA	$11,140,299
WASHINGTON	$2,541,685
WEST VIRGINIA	$229,585
WISCONSIN	$11,715,443
WYOMING	$1,670,585
TOTAL	$539,027,602

U.S. Department
of Transportation

**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, September 11, 1989

FAA 56-89
Contact: John Leyden
Tel.: (202) 267-3443

FAA RE&D CONFERENCE SET FOR SEPT. 27-28

The Federal Aviation Administration's Research, Engineering and Development (RE&D) program will be the subject of a two-day conference on Sept. 27-28 at the Hyatt Regency Crystal City in Arlington, Va.

The annual meeting will preview the FAA's current RE&D plans to give the aviation community an opportunity to submit comments and recommendations that will be considered in defining the final program. Copies of the draft of the agency's latest two-volume "Federal Aviation Administration Plan for Research, Engineering and Development" will be distributed at the conference and provide a basis for discussion.

FAA's Executive Director for System Development, Joseph Del Balzo, said the conference will emphasize the continued development of an RE&D program that will "meet the demands of the 21st century in the areas of safety, security, capacity and efficiency." To help achieve this objective, "we have included a panel on future systems definition in this year's conference."

The conference will be organized around four panel discussions. The topics are Aviation Security and Future Aviation Systems Definition on Sept. 27 and Aviation Safety and Aviation System Capacity on Sept. 28. The panels will be chaired by top-ranking FAA officials.

The luncheon speaker on Sept. 28 will be Robert Everett, Chairman of the FAA's RE&D Advisory Committee.

The meetings will begin at 9 a.m. on both days. For information on registration, contact the Conference Coordinator, DTS-930, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142. The telephone number is (617) 494-2307.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, September 13, 1989

FAA 57-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA SCHEDULES SECOND ANNUAL AGING AIRCRAFT CONFERENCE

The Federal Aviation Administration will hold its Second Annual International Conference on Aging Aircraft Oct. 3-5 at the Marriott Inner Harbor Hotel in Baltimore.

The three-day meeting will focus on actions taken by government and industry to ensure the continued airworthiness of older aircraft since the initial aging aircraft meeting in Washington, D.C. in June 1988. The opening sessions will include status reports on various aging aircraft initiatives by representatives of FAA, the National Aeronautics and Space Administration and the aviation industry.

Following the presentation of these reports, the conference will be organized into panel sessions covering such topics as metal fatigue, flight loads, corrosion, non-destructive evaluation, non-destructive inspection, and human factors. Each panel session will include ample discussion time to encourage the broadest possible participation.

As a result of the June 1988 meeting, FAA undertook a number of new programs to deal with the problems of aging aircraft. These include: formulation of an aging aircraft research and development program; acquisition of internal expertise in non-destructive testing and inspection techniques; consideration of the need for new structural inspection programs for older commuter airplanes; and monitoring of major maintenance checks on older airline aircraft by FAA teams.

Another result of the first conference was the establishment of a government-industry task force to develop modification programs to keep older jets flying safely as long as they remain in service. The task force already has recommended a program for older Boeing jets and these recommendations have been incorporated into proposed Airworthiness Directives by FAA.

The conference will be conducted for FAA by the Flight Safety Foundation, 2200 Wilson Blvd., Suite 500, Arlington, Va., 22201, telephone (703) 522-8300. It will handle all conference logistics including registration. The registration fee has been set at $200. News media will be admitted free to all sessions.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, September 15, 1989

FAA 58-89
Contact: Joann Sloane
Tel.: (202) 267-8521

FAA CITES 27 AIRLINES FOR AIRPORT SECURITY LAPSES

The Federal Aviation Administration today announced more than $1.2 million in civil penalties against 27 airlines for alleged security lapses at airport screening points.

This marks the fifth announcement of civil penalty actions against a group of airlines for failing to detect test objects during security checks by FAA inspectors since October 1987 when the agency began imposing heavier penalties for these violations.

The FAA said, however, that increased emphasis on enforcement has resulted in a significant improvement in airline detection rates, which have increased from the 1987 level of 78.9 percent to 87.9 percent in 1988 and 91.9 percent in the first six months of 1989.

Today's action brings the total amount of civil penalties proposed against U.S. airlines for weapons screening failures to $6,455,500. The airlines involved have been cited for a total of 935 alleged violations.

The FAA noted that on July 26, U.S. airlines announced the adoption of the first industry standards for the hiring and training of the security personnel who check passengers and carry-on items.

FAA said that the 27 airlines receiving the notices of proposed civil penalty failed in 178 cases to detect simulated weapons and explosives that were taken through airport screening systems by FAA inspectors. Agency inspectors regularly check airline screening systems to measure the effectiveness of airline security personnel in detecting test objects hidden on their persons or in carry-on baggage. The agency ran more than 6,800 such checks in 1988.

-more-

Under FAA rules, the airlines are responsible for screening all passengers and their carry-on items prior to flight. At some airports, contract personnel will perform the screening function 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 are performed by others.

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.

For security reasons, FAA does not disclose the names of the specific airports where the alleged violations occurred. The 27 carriers involved are:

BREAKDOWN BY CARRIER
SEPTEMBER 1, 1989

AIR CARRIER	TOTAL # CASES	TOTAL $ AMOUNT
Air Wisconsin	1	1,000
Alaska Airlines	2	20,000
Aloha Airlines	1	10,000
American	22	134,000
America West	2	20,000
Braniff	5	41,000
Britt	2	20,000
Continental	15	114,000
Delta	26	179,000
Eastern	12	75,500
Emerald Air	1	10,000
Hawaiian Airlines	3	30,000
Henson	1	10,000
Horizon	1	1,000
Key Airlines	1	1,000
MGM Airlines	1	1,000
Midway	3	21,000
Midwest Express	2	20,000
Northwest	13	58,000
Pan Am	11	65,000
Piedmont	10	82,000
Rocky Mountain	2	2,000
Southwest	4	40,000
Suburban	2	2,000
TWA	6	60,000
United	12	84,000
US Air	17	143,000
TOTAL: 27 carriers	178 cases	$1,244,500

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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
September 20, 1989

FAA 59-89
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA PROPOSES $630,000 IN CIVIL PENALTIES AGAINST PAN AMERICAN FOR SECURITY VIOLATIONS

The Federal Aviation Administration (FAA) has proposed a total of $630,000 in civil penalties against Pan American World Airways for alleged security violations at London's Heathrow Airport and Germany's Frankfurt Airport.

The alleged violations involve security breaches in preboard screening of passengers and baggage. They were detected during the inspections of Pan American security procedures at Heathrow and Frankfurt following the Dec. 21, 1988, inflight explosion and crash of Pan Am Flight 103 at Lockerbie, Scotland. The inspection was conducted between Dec. 22, 1988, and Jan. 31, 1989.

However, FAA said that since the investigation, Pan American has corrected the alleged deficiencies at Heathrow and Frankfurt which led to the proposed civil penalties.

In addition to alleged violations related to Flight 103, FAA cited security lapses on three other Pan American flights at Heathrow and two more at Frankfurt.

The alleged violations include failure to apply security procedures to identify passengers for further screening before allowing them and their baggage aboard, improper methods used to check carry-on baggage of passengers identified for additional screening, and failure to conduct the required search of cargo areas prior to loading cargo.

In a Sept. 19 letter to Pan American, FAA proposed $480,000 in civil penalties for the violations that reportedly occurred at Heathrow and $150,000 for those at Frankfurt. The carrier has 30 days from receipt of the letter to respond to the FAA allegations.

The agency's letter to Pan American contained no allegations that any of the violations contributed to the Flight 103 tragedy. The criminal investigations into the cause and circumstances of the explosion are continuing. FAA will not comment on these investigations.

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M-49:24

U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
September 22, 1989

FAA 60-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA SUSPENDS USAIR PILOTS INVOLVED IN SEPT. 20 ACCIDENT AT LAGUARDIA AIRPORT

The Federal Aviation Administration has issued Emergency Orders of Suspension against the captain and first officer of USAir Flight 5050 that crashed in the East River at New York's LaGuardia Airport on September 20 after the pilots made an unsuccessful attempt to abort takeoff.

In addition, FAA issued subpoenas ordering both pilots to report to the FAA Eastern Region headquarters in Jamaica N.Y., today to testify on the accident and to bring with them their pilot certificates, logbooks and all relevant documents and records pertaining to the accident. Subpoena action now has been voided since the pilots met this afternoon with the National Transportation Safety Board and FAA.

FAA Administrator James B. Busey said he is particularly disturbed by the actions of the two pilots since the accident in that they were not available to investigators.

"For these two pilots to have been sequestered for more than 36 hours after an accident that took two lives and to do so with no explanation is highly questionable," Busey added. "There are many questions that only they can answer relating to public safety."

"These actions also have negated the opportunity for any meaningful toxicological testing, thereby denying us factual information as to whether drugs were or were not a factor," he continued. "The importance of air carrier programs for post-accident drug testing, such as will be required later this year under FAA regulations, is again emphasized by this accident."

The FAA suspension orders indicate that the circumstances of the accident are such that the two pilots "may no longer be qualified to exercise the privileges of an Airline Transport Pilot Certificate." The orders are effective immediately and the suspensions will remain in effect until such time as each pilot qualifies for recertification.

The two pilots may appeal the suspensions to the National Transportation Safety Board but the suspensions will continue pending decisions in each case.

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U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
September 28, 1989

FAA 62-89
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA RULE REQUIRES STRONGER FUEL TANK ACCESS COVERS

The Federal Aviation Administration has issued a new regulation that requires the strengthening of fuel tank covers on certain large jet aircraft to minimize the potential for fire following an accident or incident.

The FAA rule cited several incidents in which fuel tank access panels have failed in service, including the August 1985 accident involving a British Air Tours B737 in Manchester, England. In that case, a part from an exploding left engine punctured a fuel tank access cover during the aircraft's take-off run. The resulting fire killed 55 of the 137 people on board.

Following the accident, the FAA ordered the strengthening of the fuel tank access covers on all U.S. 737s. The new action expands the requirement to all large jet aircraft that have fuel tank access covers in locations where they would be susceptible to damage from engine parts, pieces of tire tread, or other kinds of debris.

Both existing and newly certificated aircraft are covered by the rule. Boeing aircraft are particularly affected since all have fuel tank access covers on the bottom surfaces of the wings where the risk of damage is greatest. Most other aircraft have them on the top.

The agency said the airlines have two years from the effective date of the final rule to comply with the retrofit requirement. The effective date will be 30 days after publication in the Federal Register. Some 26,812 access doors will have to be changed under the retrofit requirement. The total cost to make and install the new covers is estimated at $19.7 million.

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M-49 126

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
September 27, 1989

FAA 61-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA APPROVES $60 MILLION GRANT FOR NEW DENVER AIRPORT

Approval of a $60 million Federal Aviation Administration (FAA) grant to begin construction of a major new airport in Denver was announced jointly today by Secretary of Transportation Samuel K. Skinner and FAA Administrator James B. Busey.

The grant agreement was signed prior to the announcement during a formal ceremony this morning at the Department of Transportation in Washington, D.C. Attending a news conference were Colorado Gov. Roy Romer, Denver Mayor Federico Pena and members of the Colorado Congressional delegation.

The $60 million grant will be used to reimburse land acquisition costs, and to fund relocation assistance, terminal building design and Phase I site preparation on the centerfield terminal area and the east-west runway.

The new airport will be built on a 53-square mile parcel of land the city of Denver recently annexed approximately 18 miles northeast of downtown. It is scheduled to become operational in 1993 with five runways. It will expand to a 12-runway configuration by the year 2020.

Skinner said, "This is a significant event in view of the fact that no new major airport has been built in the United States since the Dallas-Fort Worth Airport opened in 1974. This clearly is a breakthrough in one of the cities where we most need a new airport. Denver has shown dramatically that a community can reach a consensus and surmount all of the obstacles to new airport development. Its success should give new impetus to other communities that are currently striving to address airport problems.

"I congratulate the forward-looking citizens of the Denver area who have consistently supported the development of a new airport," the Secretary added. "By their actions, they have defined Denver's role as a major economic, social and political force in the 21st century."

Skinner, who visited Denver earlier this year to support the airport referendum effort, said the new airport "is a positive step toward addressing the problem of limited capacity at the nation's airports."

Busey noted that the construction of the new facility would remove a "major bottleneck" in the air transportation system.

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"Denver's Stapleton Airport has proved woefully inadequate in bad weather, when it is reduced to a one-runway operation, frequently causing air traffic to back up throughout the system," he said. "Replacing Stapleton with a new all-weather airport not only will benefit Denver but also will promote more efficient traffic flows nationwide."

The FAA chief cited agency forecasts indicating that the new airport will be the nation's third busiest by the year 2000 in terms of both aircraft operations and passenger enplanements, as compared to the current number five ranking for Stapleton. He said the new airport is projected to handle 817,000 takeoffs and landings and board 33.2 million passengers that year.

Approval of the $60 million grant followed approval by FAA officials of a Record of Decision for the Final Environmental Impact Statement for the new airport. The action, which represented the federal government's approval of the project, was the culmination of a two-year environmental evaluation of the airport site.

# # # #

U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
Washington, D.C. 20591

U.S. Department of Transportation

News:

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

M-49

FOR RELEASE WEDNESDAY
October 4, 1989

FAA 63-89
Contact: John Leyden
Tel.: (202) 267-3443

FAA AWARDS UNISYS $45 MILLION TO UPGRADE TERMINAL RADAR SYSTEMS

The Federal Aviation Administration has awarded the Defense System unit of Unisys Corp. a $44.95 million contract to provide increased capacity and performance capabilities for the Automated Radar Terminal Systems (ARTS IIIA) at the nation's busiest airports.

FAA said the upgraded equipment will enable the agency to prevent computer saturation at busy airports during peak periods. It also will enable the agency to accommodate projected increases in traffic at major airline hubs until the ARTS IIIA systems are replaced in the late 1990s by the Advanced Automation System (AAS). The AAS, which is currently under development by IBM, will perform both en route and terminal air traffic control functions.

ARTS IIIA, which is installed at more than 60 medium and large air traffic control facilities across the country, provides controllers with aircraft position information as well as identification, altitude and other data obtained from the transponder carried in all airliners and many general aviation aircraft. This information is processed by computer and presented directly on the radar display next to the appropriate aircraft target.

The contract calls for Unisys to replace existing computer memories with new solid state memories, upgrade hundreds of disk drive units, and enhance operational software at ARTS III installations. This will be achieved by expanding the current ARTS IIIA systems' modular design, allowing the FAA to avoid massive replacement of hardware and software.

Deliveries will begin in approximately 18 months and be completed in three years.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, October 27, 1989

FAA 67-89
Contact: Fred Pelzman
Tel.: (202) 267-3481

SKINNER SAYS FEDERAL FUNDING AVAILABLE TO BEGIN REPAIR OF PRIMARY RUNWAY AT OAKLAND INTERNATIONAL AIRPORT

Transportation Secretary Samuel K. Skinner today announced approval of an allocation of $8 million to reconstruct part of a runway at Oakland International Airport damaged by the recent earthquake. The funds will be made available to the City of Oakland from the Federal Aviation Administration's (FAA) Airport Improvement Program discretionary fund.

Skinner said, "The funds will be used to restore 3,500 feet of the runway. Making these interim repairs will restore this primary runway to operational capability so it can be used by large jet aircraft."

Some 3,500 feet of pavement at the northwestern end of the 10,000 foot runway was damaged by the earthquake.

In addition, repairing damage to the airport's terminal building will cost an estimated $5 million, of which $2.8 million will be provided by the FAA from the airport's entitlement fund. Emergency interim repairs to a runway protective dike will be made by the City of Oakland using local funds. But federal monies will be required at a later date to complete this project, which may cost an estimated $10 million.

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U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
November 2, 1989

FAA 68-89
Contact: John Leyden
Tel.: (202) 267-3443

BUSEY FILLS TOP FAA POLICY POST

FAA Administrator James B. Busey today announced the appointment of Michael C. Moffet, President of the Airport Research and Development Foundation, as the FAA's Associate Administrator for Policy and International Aviation.

In his new post, Moffet will be responsible for developing and coordinating U.S. national and international aviation policies, as well as FAA's long-range strategic plans extending into the next century. He also will be responsible for directing FAA safety and certification activities overseas.

"We are fortunate to have someone of Mike Moffet's ability to head our policy and strategic planning effort at this particular time," Busey said. "Mike has broad experience in a number of key areas. He is a lawyer with a background in policy development, legislative experience as a counsel to a major Senate committee, and international aviation experience with FAA in Brussels."

Moffet has been President of the Airport Research and Development Foundation since June 1988. The new foundation was established by the American Association of Airport Executives to foster and conduct research, development and educational programs on airport issues.

As a special assistant to former FAA Administrator Donald D. Engen, he provided advice on the entire range of FAA policies and programs. He also served from 1982 to 1984 as a special assistant to the Director of FAA's Europe, Africa and Middle East office, headquartered in Brussels.

Busey said, "Moffet's knowledge and experience of the European aviation system will be particularly valuable now as we are working more closely with our European counterparts to help improve their aviation systems."

Prior to that, Moffet was Aviation Counsel to the Senate Committee on Commerce, Science and Transportation, where he was responsible for all legislation affecting civil aviation. From 1978 to 1981, he was a legislative assistant to Sen. Nancy Kassebaum. In that capacity, he was responsible for legislation affecting transportation, banking, energy and foreign affairs.

A native of Kansas, the 38-year-old Moffet is a 1972 graduate of the William Allan White School of Journalism at the University of Kansas. He also earned a law degree at the University of Kansas in 1975.

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U.S. Department of Transportation

News:

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

M-49

FOR IMMEDIATE RELEASE
Monday, November 6, 1989

FAA 69-89
Contact: Fred Farrar
Tel.: (202) 267-3441

BUSEY ANNOUNCES CHANGES IN TOP FAA MANAGEMENT POSTS

FAA Administrator James B. Busey today announced he has selected Wayne J. Barlow, the agency's Executive Director for Systems Operations, to become Executive Director for Regulatory Standards and Compliance.

Barlow will replace C. R. Melugin, who recently retired, as head of that part of the agency that not only writes safety regulations but also oversees compliance with them.

At the same time Busey announced several other management changes.

"These changes," Busey said, "will strenghthen the agency in critical areas and better prepare it for the challenges of the future."

Barlow, who was Administrator of the Northwest-Mountain Region before becoming Executive Director for System Operations in October of 1988, will be replaced by Edwin S. Harris, Associate Administrator of Airways Facilities.

Harris will be replaced by Arnold Aquilano, now Associate Administrator for NAS (National Airspace System) Development.

Aquilano's spot will be filled, on an acting basis, by Martin T. Pozesky, Deputy Associate Administrator for NAS Programs.

Anthony J. Broderick, who has been Acting Executive Director for Regulatory Standards and Compliance since Melugin's retirement, will return to his permanent position as Associate Administrator for Regulation and Certification.

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M-49

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
December 14, 1989

FAA 73-89
Contact: John Leyden
Tel.: (202) 267-3443

FAA PUBLISHES 1989 EDITION OF THE NATIONAL AIRSPACE SYSTEM (NAS) PLAN

The Federal Aviation Administration (FAA) has published its eighth and final edition of the National Airspace System (NAS) Plan in its present format.

First issued in December 1981, the NAS Plan is the FAA's blueprint for upgrading the nation's air traffic control and air navigation services nationwide through the year 2000. Beginning in 1990, it will be incorporated into a more comprehensive document that better describes total capital investment requirements and clearly distinguishes between near-term and longer-range planning.

FAA Administrator James B. Busey said the new capital investment planning document will include both NAS Plan programs and post-NAS Plan programs. There also will be a section on entirely new facilities and equipment requirements, including projects needed to increase system capacity and accommodate emerging technologies. Still another section will focus on infrastructure improvements.

"In short," he added, "it will be a more flexible document that can be more easily modified as progress, time and technology sharpen our understanding of future needs."

The just-published 1989 NAS Plan lists the advances made since the last plan was issued in the spring of 1988. These include the commissioning of the Host computer systems in all 20 domestic air route traffic control centers, award of the Advanced Automation System acquisition contract, installation and commissioning of the first of the new ASR-9 airport surveillance radars, contract awards for new long-range en route radars and terminal Doppler weather radars, and completion of the first phase of the flight service station modernization program.

The 450-page volume also contains a new chapter that recognizes the significant role that the Department of Defense plays in air traffic control as both a user and provider. Projects also have been added to this year's plan to meet growing operational needs in the Chicago area, to increase capacity at locations with closely-spaced parallel and/or converging runways, to improve logistics and to upgrade communications and surveillance performance.

Copies of the 1989 National Airspace System Plan are available from the Government Printing Office, North Capitol and H Streets, N.W., Washington, D.C. 20402. The Stock number is 050-007-00798-1 and the price is $17.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, December 28, 1989

FAA 74-89
Contact: John Leyden
Tel.: (202) 267-3883

FAA AWARDS $53.6 MILLION RADAR CONTRACT TO WESTINGHOUSE

The Federal Aviation Administration (FAA) has awarded a $53.6 million contract to Westinghouse Electric Corp. of Linthicum, Md., for 14 additional airport surveillance radars, known as ASR-9s.

FAA ordered 109 of the new-generation terminal radar systems from Westinghouse in September 1983 under a contract valued at $405 million. The first of these was dedicated at Huntsville, Ala., in May 1989. The equipment currently is being delivered at a rate of three per month to various airport sites around the country where it will replace older radar systems.

Of the 14 new units, 11 are destined for FAA sites with the other three going to the Department of Defense. Deliveries will begin in early 1992.

One of the key features of the ASR-9 is the use of separate channels for traffic and weather information. This allows depiction of weather conditions on radar displays without obscuring aircraft targets. Controllers, thus, are in a better position to direct flights around thunderstorms and other hazardous weather.

The ASR-9 also represents a significant improvement over previous terminal radars in its ability to detect small aircraft in severe ground clutter. The equipment uses a Moving Target Detection System which reduces returns from non-aircraft targets and provides controllers with a cleaner, clearer display of all aircraft movements.

Additionally, the ASR-9 employs various back-up systems that will increase its reliability and reduce maintenance costs. The equipment even monitors its own performance and alerts maintenance technicians located off site when a problem exists.

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