



U.S. Department of
Transportation

News

Federal Aviation Administration
Office of Public Affairs
Western-Pacific Region
Post Office Box 92007
Worldway Postal Center
Los Angeles, CA 90009-2007

94-01.
January 19, 1994

FAA Contact: Fred O'Donnell
Telephone: (310) 297-1431

FAA TO DECOMMISSION LOS ANGELES APPROACH CONTROL FACILITY

The Federal Aviation Administration (FAA) today announced plans to decommission the Los Angeles (LAX) Terminal Radar Approach Control (TRACON) facility at Los Angeles International Airport. The facility will cease operations at its present location February 12, 1994, with responsibilities relocated to San Diego.

The current air traffic management responsibilities of LAX TRACON will be transferred to the new Southern California TRACON located in San Diego, Calif. The Los Angeles TRACON is the first of five TRACONs to be consolidated under the FAA's plan to modernize Southern California airspace management. The remaining facilities are Coast, Burbank, Ontario, and San Diego TRACONs.

"The consolidation is designed to increase efficiency, reduce cost, and enhance safety for all aviation users in Southern California airspace," said Carl Schellenberg, Western-Pacific Regional Administrator.

Effective with the commissioning, air traffic controllers at Southern California TRACON will respond to "SO-CAL APPROACH," replacing the former "LOS ANGELES APPROACH" currently used by approaching pilots.

Operating from 95 controller positions, the Southern California TRACON will provide radar air traffic control services to all aircraft operating in controlled airspace from the San Fernando Valley north of Los Angeles, to the Mexican border.

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Current plans call for the decommissioning and consolidation of Coast TRACON into the new facility in May 1994. This will be followed by Burbank, October 1994; Ontario, May 1995; and finally San Diego TRACON in September 1995.

Details for a public ceremony officially dedicating the new Southern California TRACON will be announced in February 1994.

For additional information, contact Charles B. Aalfs, Manager, Southern California TRACON, at (619)537-5800.

-FAA-



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, January 27, 1994

FAA 01-94

Contact: Ed O'Hara

Tel.: (202) 366-5571

**DOT PROPOSES LEGISLATION TO FUND AIRPORT GRANTS,
MEET CLINTON GOAL OF REVITALIZING AVIATION**

Transportation Secretary Federico Peña has sent Congress proposed legislation that would authorize the Federal Aviation Administration (FAA) to fund billions of dollars in airport improvements over the next four years. It would also finance air traffic control facilities and equipment, support research, engineering and development and help revitalize the aviation industry.

The Aviation Investment Act of 1994 would authorize the FAA to fund an estimated \$7 billion in airport grants and alternative financial assistance through the 1997 fiscal year. The federal grant program, known as the Airport Improvement Program (AIP), lapsed last September. Congress has set a \$1.69 billion level for the program this fiscal year, but because reauthorization legislation has not been passed, the FAA cannot provide new grants for airport planning and construction projects.

"Getting airport grant money to communities is a major component of our recently-announced plan to revitalize the aviation industry," said Peña. "The aviation industry is strategically critical to America's economic future and we must provide more continuity in funding for investment in its infrastructure. This legislation meets those goals."

The legislation will also help the administration meet its aviation goals of fostering intermodalism by integrating aviation planning into the national transportation system, thereby improving access to airports and airlines, promoting airport development and growth, enhancing safety, and protecting the environment.

- more -

Peña proposed a multi-year FAA reauthorization to avoid future disruptions in the airport grant program and to provide more predictable funding for FAA's Capital Investment Plan and for airport operations. Work on restructuring FAA is progressing independently and, as appropriate, will be the subject of a later legislative proposal.

The proposed legislation authorizes \$5 billion for the agency's capital investments in the 1996 and 1997 fiscal years and \$879 million for research, engineering and development in fiscal years 1995 through 1997. Those funds, Peña said, would be used for projects such as accelerating satellite navigation use (through the Global Positioning System) by aviation and pushing forward with state-of-the-art explosives detection systems to enhance airport security.

The proposed legislation would also put more emphasis on the environment and intermodal planning by increasing the amount of aviation system planning funding available to state and metropolitan planning organizations. The legislation would designate large and medium hub airports as major modes of transportation, giving them a voice in metropolitan planning.

Criteria for AIP funding would also be expanded to allow those state and local governments that are not airport operators to be eligible to receive FAA grants for land use planning and control efforts. In this way, zoning powers could be used more directly to control noise problems at airports.

In addition, the legislation proposes to allow passenger facility charges, collected by local airports, to be used to meet federal environmental and accessibility mandates.

The legislation also seeks new authority for the FAA to enter into consortium agreements with private industry to speed up development and introduction of new technology and to give the FAA administrator expanded authority to provide safety training and services to the international community.

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**Federal Aviation
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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

Monday, January 31, 1994

FAA 02-94

Contact: Pat Cariseo

Tel.: (202) 267-8521

GLOBAL COMPETITION WILL BE FOCUS OF FAA AVIATION FORECAST CONFERENCE

Aviation competition on a global scale will be the focus of a Federal Aviation Administration (FAA) conference scheduled for Friday, March 4, in Washington, D.C.

The theme of the agency's 19th annual Commercial Aviation Forecast Conference is "Competing in a Global Environment."

The event will feature addresses by Transportation Secretary Federico Peña, FAA Administrator David Hinson, and the keynote speaker, Seth Schofield, chairman, president and chief executive officer of USAir, who will deliver remarks at the conference's luncheon.

During the event, the FAA will also release its latest 12-year aviation forecast for domestic and international air traffic demand and aircraft activity for commercial air carriers, regional and commuter airlines, general aviation and helicopters.

The forecast also predicts the workload in FAA air traffic control towers, centers and flight service stations.

The conference will be held at the Mayflower Hotel and is open to all interested parties. For registration and other information, contact Helen Kish, (301) 949-7477.

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, January 31, 1994

FAA 03-94

Contact: Pat Cariseo

Tel.: (202) 267-8521

**HIGH-TECH VOICE COMMUNICATIONS SYSTEM
DELIVERED TO SEATTLE AIR TRAFFIC CONTROL CENTER**

Quicker, clearer and more reliable communications between air traffic controllers and airborne flight crews moved a step closer to reality as a major new high-tech voice communications system was delivered to the Seattle air route traffic control center.

The Federal Aviation Administration's (FAA) Seattle center received the first voice switching and control system (VSCS) today. After testing and evaluation, the system in Seattle is expected to be operational in about a year.

VSCS will help controllers manage their workload better by providing complete and flexible digital air-to-ground and ground-to-ground radio and telephone voice communications links between controllers and en route aircraft.

"Clear, fast, reliable and precise communications between controllers and pilots are essential to maintaining the world's safest and busiest air traffic control system and providing air travelers with the highest level of safety," said FAA Administrator David Hinson. "Upgrades, like this new voice communications technology, are absolutely essential to move the FAA into the 21st century."

VSCS uses computer-controlled processors and switching, with back-up systems, to virtually eliminate outages and ensure the highest reliability. Its fiber optic voice routing and digital switching techniques enable air traffic controllers to connect calls in fractions of a second with virtually no voice delay.

- more -

VSCS can accommodate an expected peak traffic load of at least 1,400 calls a minute at air traffic centers. The system's flexibility allows it to be configured to meet the specific needs of each air traffic control facility.

VSCS will replace older 1950's technology which consists of electro-mechanical and vacuum tube voice switches. VSCS display monitors, which use color-coded icons and are activated by touch, will be installed in older, existing controller consoles and connected to current controller headsets. Later, VSCS monitors will be integrated into new controller workstations and controllers will receive new headsets when the Advanced Automation System becomes operational.

In addition to the Seattle center, VSCS will be installed in 21 additional air route traffic control centers, New York and Los Angeles airport terminal radar approach control facilities and the FAA Academy in Oklahoma City, where controllers receive initial training. All facilities are scheduled to become operational over the next few years with the last locations going on line in 1997.

After more than a decade of research and development, the Harris Corp., Melbourne, Fla., began limited production of the communications system. The 15-year contract, valued at \$1.7 billion, was awarded to Harris by FAA in December 1991.

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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 TUESDAY
February 8, 1994

FAA 04-94
Contact: Ed O'Hara
Tel.: (202) 366-5571

PUBLIC INVITED TO FEB. 22 MEETING ON PLAN FOR AIR TRAFFIC CONTROL CORPORATION

The Department of Transportation will hold a public meeting Feb. 22 to hear comments from interested parties on the Clinton Administration initiative to restructure the Federal Aviation Administration's Air Traffic Control system into a separate government corporation.

The meeting will be held from 9 a.m. to 4 p.m. in the FAA Auditorium (Room 311), at the agency's headquarters building, 800 Independence Ave. S.W., in Washington.

In response to recommendations of the National Commission to Ensure a Strong Competitive Airline Industry and the National Performance Review, an interagency committee is developing detailed proposals for the corporation.

The executive oversight committee is actively seeking the views and concerns of airspace system users, industry, labor, experts and other interested parties before developing its recommendations. The committee is chaired by Frank Kruesi, DOT's assistant secretary for transportation policy. It includes senior officials from the Department of Transportation, Department of Defense, Office of Management and Budget, Council of Economic Advisers, the National Performance Review and other agencies.

The committee is considering options for a corporate structure that would assure system safety, streamline procurement, simplify the personnel process, provide funding stability, and ensure continuity of leadership. The committee is seeking comment on specific issues including:

- o How should a restructured ATC system be organized, operated, and maintained to best guarantee safety?

(more)

o What budget and financial approaches should be considered (including the source of revenues for the corporation)?

o What procurement authority should the corporation have and should parts of the current procurement process be retained?

o How should the functions and placement of FAA employees be handled? What personnel rules should apply to a new corporation?

o How should an ATC corporation be governed and made accountable to the public and to Congress?

Those who wish to speak at the meeting should submit requests to the FAA no later than Feb. 15, 1994. Requests should be sent to Margo Inskeep, Corporation Assessment Ad Hoc Task Force, 800 Independence Ave. S.W., Washington, D.C., telephone (202) 267-9227; telefax (202) 267-9595. A notice about the meeting was published in the Feb. 4, 1994, Federal Register.

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Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Monday, February 14, 1994

FAA 05-94
Contact: Pat Cariseo
Tel.: (202) 267-8521

FAA SPONSORS GENERAL AVIATION FORECAST CONFERENCE MARCH 17-18

The Federal Aviation Administration (FAA) will sponsor a two-day general aviation conference in San Antonio, Texas, March 17-18, focusing on a wide range of topics including the impact of the satellite-based Global Positioning System (GPS) on general aviation. FAA's 12-year forecast for the industry will be presented on the second day.

Conference discussions will also cover the aircraft resale market, international aircraft marketing, small aircraft certification, regulatory outlook, federal grants to airports and military air base conversion to civilian use.

The conference features a keynote address by FAA Deputy Administrator Linda Daschle on March 17. Other conference speakers include experts from private industry; local, state and federal government; and aviation trade associations.

The event, open to the aviation industry and the public, will be held at the San Antonio Sheraton Gunther Hotel. For registration and other information, contact Helen Kish, (301) 949-7477.

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U.S. Department of
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, March 17, 1994

FAA 6-94

Contact: Liz Neblett

Tel.: (202) 267-8521

**FAA ANNOUNCES ACTION PLAN
TO RE-ENERGIZE GENERAL AVIATION INDUSTRY**

Pledging to forge a stronger partnership with general aviation, a Federal Aviation Administration (FAA) official today announced a multi-year strategy to help the industry survive and grow.

FAA Deputy Administrator Linda Daschle outlined a broad range of initiatives to lower the cost of flying for the general aviation community, boost safety and technology, and guarantee fair and equal access to airways and airports.

In a speech to the General Aviation Forecast Conference in San Antonio, Texas, Daschle said the FAA's revised General Aviation Action Plan represents a team effort between government and industry. "This is not just a plan, it's a partnership," Daschle said.

Daschle said the new plan will help promote an economic upturn in general aviation. "This optimism is not based on a single event, but on the momentum we have seen building in the past year to re-energize the industry," Daschle said. "Make no mistake about it, FAA Administrator David Hinson and I are determined to work with you to keep this momentum going."

Daschle also stressed the importance of the Clinton Administration's proposal to establish a separate corporation to run air traffic control. Calling it a "bold solution," Daschle said a government corporation would not be hampered by cumbersome rules governing procurement, financing and personnel. It would not compromise FAA's "unexcelled standard of safety" and "will not discriminate against general aviation."

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She said the proposal to corporatize the air traffic control system "best serves the long-term interests of the entire aviation community and makes good sense for every sector of the aviation industry, for every person who flies, either as a passenger or as a private pilot."

The five-part general aviation action plan's goals are:

- o **Safety.** The FAA will expand its voluntary compliance program and redouble efforts to provide pilots, maintenance technicians and flight instructors with high-quality safety information, remedial education and training. The FAA will improve the dissemination of weather and air traffic information to pilots.
- o **FAA Services.** The agency is working to promote uniform and predictable delivery of FAA services throughout the country. It is re-engineering pilot, operator and aircraft certification and air traffic procedures. The FAA will train its own employees to make them more aware of customer needs and will conduct customer surveys to gauge the agency's performance.
- o **Product Innovation and Competitiveness.** The agency is pushing for the rapid introduction of new cockpit technologies such as the Global Positioning System's satellite navigation. The FAA and NASA have agreed to combine technical resources and increase investments in research and development for general aviation. Low-cost clean fuels, affordable data link, quieter propulsion systems and improved manufacturing techniques are all being researched.
- o **System Access and Capacity.** The FAA's objective is to reverse a 20-year decline in the number of public use landing facilities. The agency is working with the military, state and local governments to select locations which are critical to maintaining a general aviation airport system.
- o **Affordability.** Without compromising safety, the agency seeks to target specific regulations and policies that impose an undue cost burden on general aviation. The FAA will also work with the industry to increase general aviation parts availability through a streamlined parts approval process which supports safe operation and reduces costs.

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Media Advisory: The Transportation Radio Network (TRN) offers free radio actualities and current news and information from the Department of Transportation's nine administrations, including the FAA.

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, March 24, 1994

FAA 7-94

Contact: Fraser Jones

Tel.: (202) 267-8521

CYNTHIA RICH NAMED TO TOP AIRPORT POST AT THE FEDERAL AVIATION ADMINISTRATION

Cynthia Rich, an aviation professional with more than 14 years' experience in airport administration, has been named assistant administrator for airports for the Federal Aviation Administration (FAA).

Rich will report directly to the FAA administrator and will be responsible for national airport planning which includes safety standards, design, and engineering. The office also administers the \$1.7 billion federal airport grant program and the passenger facility charge program which enables local airport authorities to collect fees from passengers for airport improvements.

"I am delighted to have Cynthia Rich join our team in this important position," FAA Administrator David Hinson said. "Her airport policy and planning skills will be a vital asset to the agency."

Prior to her appointment to the FAA, Rich held top level positions at Cleveland's Department of Port Control which oversees Hopkins International, a medium hub airport, and Burke Lakefront Airport, a general aviation facility. She was recognized for her numerous accomplishments including developing an airport disadvantaged business enterprise program, resolving several potential environmental issues, and increasing funding for noise mitigation.

She has been the department's director since 1990. She previously served as the department's assistant director and was comptroller from 1979 to 1990.

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Rich, a summa cum laude graduate of Kent State University in Ohio, majored in accounting. Before serving 14 years with the Cleveland Department of Port Control, Rich was an accountant with Arthur Andersen & Company.

She has held several posts in professional organizations including Airports Council International, American Association of Airport Executives, Airport Minority Advisory Council and American Women's Society of Certified Public Accountants.

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

FOR IMMEDIATE RELEASE

Thursday, March 24, 1994

FAA 8-94

Contact: Hank Price

Tel.: (202) 267-8521

**BARRY VALENTINE NAMED TO POLICY POST
AT THE FEDERAL AVIATION ADMINISTRATION**

Barry Valentine, a pilot with over 30 years of experience in aviation and government, has been named assistant administrator for policy, planning and international aviation for the Federal Aviation Administration (FAA).

FAA Administrator David Hinson said, "I am extremely pleased to have Barry Valentine on board. His vast knowledge of aviation issues, as well as his proven experience in the federal, state, and local government, will be a tremendous asset for the agency. I look forward to his counsel and advice as we work to advance the nation's goals in aviation."

In his new position, Valentine will report directly to the administrator. He will be responsible for long-range strategic planning and setting national and international aviation policies, goals and priorities. This will include national environmental and energy policy.

Valentine served on the U.S. Senate Select Committee on POW/MIA Affairs from 1992 to 1993. There he served as the Senate majority leader's staff representative/investigator on the panel to resolve the issue of Americans unaccounted for in Southeast Asia.

From 1987 to 1991, Valentine served as airport manager for the Portland International Jetport in Portland, Maine. As manager of the Northern New England airport, he oversaw the entire operation of the facility. His work involved interaction with the city council, neighborhood associations, private companies, and various federal agencies, including the FAA.

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Valentine also worked as director of aeronautics for the Maine Department of Transportation from 1983 to 1987. As the chief advisor to the governor of Maine on aviation issues, he initiated a host of successful air transportation programs and worked with the FAA to expand and develop the state's Biennial Airport Capital Program.

His career has spanned a wide range of aviation, private sector, and government related areas including: vice president and treasure of Gleichman and Co., of Portland Maine from 1981 to 1983; district manager of U.S. Census Bureau in Portland from 1979 to 1980; state representative to the Maine House of Representatives from 1977 to 1979; administrative assistant to Maine's House of Representatives majority leader from 1974 to 1976; and chief pilot and aircraft sales manager of York Aviation Inc. of Biddeford Municipal Airport in Maine from 1972 to 1973.

Valentine served as captain and pilot in the U.S. Air Force from 1967 to 1972 and was awarded the Distinguished Flying Cross and four air medals. An avid aviator, he first soloed at age 16, and has logged 3000 hours, including 1000 hours of combat time, in over two dozen types of aircraft ranging from single-engine lightplanes to multi-engine jet transports.

He received a bachelor of science degree in management engineering in 1966 from Rensselaer Polytechnic Institute in Troy, N.Y., and worked as an industrial engineer at the Portsmouth Naval Shipyard in Kittery, Maine from 1966 to 1967.

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News:

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FOR IMMEDIATE RELEASE

Monday, March 28, 1994

FAA 9-94

Contact: Pat Cariseo

Tel.: (202) 267-8521

**SANDRA ALLEN NAMED TO HEAD PUBLIC AFFAIRS
AT THE FEDERAL AVIATION ADMINISTRATION**

Sandra Allen, an aviation executive who has headed up corporate communications for three airlines, has been named assistant administrator for public affairs at the Federal Aviation Administration (FAA).

In making the announcement, FAA Administrator David Hinson described Allen as an "outstanding choice to head public affairs for the FAA. Her many years of experience in aviation and the public relations arena have given her a solid understanding of today's aviation issues. Her strong managerial skills will benefit us in planning and implementing public information strategies."

In her new position, Allen reports directly to the agency's administrator. She is responsible for numerous public affairs functions including news media operations, employee communications, consumer hotline, exhibit and video production, and the agency's historical archives.

From 1986 through 1991, Allen directed corporate communications at Midway Airlines. She was also director of corporate communications for Frontier Airlines in 1985 and 1986 and director of public relations for Aloha Airlines in 1984 and 1985.

Before holding these communications positions, Allen worked for American Airlines from 1971 to 1981, rising to manager of inflight service. She was director of inflight service for Aircal, a carrier based in Newport Beach, Calif., from 1981 to 1984.

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Most recently Allen was director of public relations for Budget Rent a Car Corp., Chicago, from June 1992 through this January. She was also vice president of Ogilvy Adams & Rinehart Public Relations, Chicago, in 1992.

Allen received a master's in business administration in 1983 from Pepperdine University, Los Angeles; a master's in 1981 from the University of Texas, Dallas; and a bachelor's degree in 1971 from Idaho State University, Pocatello.

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FOR IMMEDIATE RELEASE

Monday, March 28, 1994

FAA 10-94

Contact: Liz Neblett

Tel.: (202) 267-8521

**DOT, FAA TO HOST ICAO'S 50TH ANNIVERSARY
CELEBRATION IN CHICAGO OCT. 30-NOV. 1**

A three-day conference to celebrate the 50th anniversary of the International Civil Aviation Organization (ICAO) will be held this fall in Chicago. The Department of Transportation and Federal Aviation Administration (FAA) are sponsoring the meeting.

The ICAO celebration runs from Sunday, Oct. 30, through Tuesday, Nov. 1. All events will be held at the downtown Chicago Hilton Hotel, the site of the founding of ICAO.

ICAO, a United Nations agency, was the catalyst for the post-World War II boom in global aviation. It sets international aviation standards and regulations and serves as a focal point for cooperation among its 183 member states.

Transportation Secretary Federico Peña praised ICAO's past contributions, but said the best is yet to come. "As aviation continues to expand into every corner of the world, ICAO will play an increasingly vital role in making aviation safer in the next 50 years," he said.

FAA Administrator David R. Hinson lauded ICAO's work and stressed that FAA is pursuing worldwide "harmonization" of standards for aircraft certification and operation, as well as air traffic control systems.

- more -

The three-day celebration will feature a major conference to explore the future of global aviation, a trade show and exhibit of U.S. aerospace products to emphasize foreign marketing and business opportunities, and a commemorative meeting of the ICAO Council.

On Nov. 1, 1944, the Chicago Conference on International Aviation was attended by 52 World War II allied nations. ICAO was born at the conference and now has headquarters in Montreal. The conference adopted the Chicago Convention on International Civil Aviation, which is still the world's legal framework for civil aviation growth and cooperation.

For information on conference registration and trade show exhibit fees, contact Edmund Pinto, publisher, McGraw-Hill Aviation Week Group Newsletters, 1-800-752-4959 or (202) 383-2453, Fax: (202) 383-2396. For information on the reception, luncheon and commemorative ICAO Council meeting, contact FAA's Austin Hogan, (202) 267-8171, Fax: (202) 267-5306.

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