ATA ADOPTS SAFETY AGENDA FOR 1990

WASHINGTON, D.C., December 20, 1989 -- The Air
Transport Association (ATA) has adopted its 1990 Safety Agenda,
identifying specific safety issues the association and its member
airlines will address in the coming year.

"Since its formation in 1936, ATA and its many
technical committees have emphasized safety above all else and
have played a leading role in improving aviation safety," Robert
J. Aaronson, ATA president, said. "The 1990 Safety Agenda
continues that leadership role for the association and its
members," he said.

Objectives in the 1990 agenda (copy attached)
include:

* Validation of airborne collision avoidance
  equipment utilizing a significant sample of the
  commercial fleet.

* Improvement of airline corrosion control programs.

* Introduction of improved de-icing fluids for
  aircraft.

* Development of improved aircraft designs to ensure
  the survivability of flight critical functions.

* Adoption of tougher enforcement by FAA of federal
  regulations regarding hazardous material shipments.

- more -

* Development of airborne equipment that can warn
  flight crews of windshear, wake vortex, and clear
  air turbulence before they enter such turbulence.

* Implemention of a new industry-wide training
  program for security screeners.

"While the FAA is responsible for the regulation of safety, it is the individual carrier that bears the ultimate responsibility for safe operation of its aircraft," Aaronson said. "The ATA safety agenda for 1990 will help assure the continuance of safe air transporation as the number one priority of the U.S. scheduled airlines," he said.

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ATA SAFETY AGENDA FOR 1990

I.   Safety of Flight Operations

A.   Reduce risk of mid-air or ground collision

1.   Conduct an operational validation of TCAS II and perform an analysis utilizing a significant fleet sample. Seek prompt resolution of certification and implementation schedule issues. Work cooperatively with FAA and other industry bodies to complete development of TCAS III specifications.

2.   Undertake action to ensure that air carrier aircraft arriving and departing airports with ARSAs will be operating in airspace requiring automatic altitude reporting equipment for all aircraft.

3.   Seek ATC system enhancements that will provide VFR Mode C intruder conflict alert service and conflict resolution advisories for terminal and enroute controllers prior to implementation of the Advanced Automation System.

4.   Participate with FAA in assessment of key terminal areas to identify equipment and personnel requirements as well as airspace modifications and operator and air traffic procedural changes to reduce operational errors.

5.   Seek government/industry solutions to reduce incidence of runway incursions that might cause collisions on the ground, including airport surface detection equipment and expert systems techniques where appropriate.

6.   Identify and pursue an action plan to improve pilot/controller communications discipline with specific near term emphasis on readback errors. Pursue expanded use of data link.

7.   Seek full capability precision approach systems for new and existing runways so as to provide the highest level of safety.

8.   Encourage development of enhanced ground
      proximity warning systems.

9.   Seek techniques, technologies and procedures
      which will provide aircraft separation for
      oceanic areas utilizing automatic dependent
      surveillance and closer spacing for precision
      approaches.

B.   Continued Airworthiness of Aircraft

1.   Implement a schedule of maintenance, repair and
      modifications of aging aircraft that will
      ensure continued airworthiness throughout the
      operational life of those aircraft.

2.   Aggressively pursue enhanced corrosion control,
      non-destructive inspection, advanced indicating
      and monitoring systems, maintenance/inspection
      human factors, and data interchange techniques
      and technologies. Facilitate industry efforts
      to assure an adequate future workforce.

3.   Develop systems survivability design
      recommendations to ensure preservation of
      redundant safety of flight critical functions.

4.   Develop improved engine containment design
      concepts.

5.   Initiate a three year program to develop an
      industry data base to anticipate and support
      the airworthiness requirements of the air
      transport fleet.

C.   Reduce severe weather risks

1.   Work actively to achieve additional projected
      deployment of improved and expanded windshear
      ground sensing capability (LLWAS and Terminal
      Doppler) and development and implementation of
      better means of communicating windshear and
      other severe weather warning messages to pilots.

2.   Stimulate the development of airborne
      windshear, wake vortex, and clear air
      turbulence detection equipment which provides
      pre-entry warning information to the cockpit.

3.   Introduce new aircraft ground de/anti-icing
      fluids, equipment and procedures and develop
      icing forecasts to extend aircraft protection
      during winter operations. Ensure compatibility

with aircraft structure and operational procedures. Continue support of R & D to develop validated hold-over times for representative atmospheric conditions.

D.   Flight Crew Performance

1.   Ensure implementation of Joint Task Force Flight Crew Performance recommendations for pilot training and checking. This should include the development of guidance material and rulemaking for the Advanced Qualification Program, LOFT, and CRM, and to permit the application of modern technological advances in computer based instruction and training devices.

2.   Seek methods to assure safety and reliability in decision making related to rejected take-offs.

3.   Encourage the implementation of Digital Flight Data Recorder Monitoring Programs to identify and correct deficiencies in pilot training programs, ATC procedures, or other operational issues and at the same time provide appropriate crew identification and enforcement safeguards..

4.   Implement the program elements and seek continued federal funding to support the National Plan to Enhance Aviation Safety Through Human Factors Improvements focusing on needs identified therein. Foster cooperation between FAA and other organizations to achieve the objectives of the National Plan.

5.   Ensure that design decisions with regard to cockpit technology are compatible with and will augment the capabilities of the flight crews.

6.   Encourage efforts to enhance the quality, experience and quantity of future air carrier pilot candidates.

E.   Reduce Hazards to Flight

1.   Continue domestic customer and industry awareness programs to improve U.S. air safety by promoting shipper's and passenger's compliance with dangerous goods requirements.

I. Safety of Flight Operations (cont)

    2.   Encourage FAA enforcement of regulations regarding undeclared and unidentified hazardous materials shipments.

    3.   Oppose construction of tall structures in approach/departure areas and the imposition of local airport noise restrictions which require significant close-in maneuvering or power changes.

II. Safety in the Cabin

    A.   Encourage the required research to determine the standards for safer crewmember seats and infant/child safety restraints.

    B.   Ensure DOT rules regarding carriage of the handicapped satisfy legitimate needs of handicapped passengers without degrading the level of safety afforded all passengers.

    C.   Reduce the danger potential of fires.

        1.   Investigate possible causes of fire penetration of cabin interiors to determine effective design changes to minimize that fire hazard.

        2.   Evaluate FAA/CAA Industry cabin water spray equipment designed to reduce the threat of fuel-fed fires into the aircraft cabin.

        3.   Initiate FAA/Industry full-scale evaluation of passenger smoke hoods to determine their effectiveness.

        4.   Evaluate FAA/Industry R & D test results of self-sealing breakaway fittings for fuselage fuel systems.

        5.   Evaluate FAA/Industry R & D conducted to determine methodology to locate hidden fires.

III. Strengthening FAA/Industry Security and Anti-Terrorism Measures

    A.   Seek effective and operationally viable explosives detection equipment.

    B.   Guide the introduction of the initial FAA-approved explosive detection systems for airline operational use.

III.   Strengthening FAA/Industry Security and Anti-Terrorism
       Measures (Cont't)

       C.   Implement enhanced airline passenger screening
            training and a screener selection program.

       D.   Promote a joint FAA/industry security recognition and
            award program for exemplary performance on the part
            of individuals, companies or airlines.

       E.   Continue the expanded airline program of testing the
            screening process.

IV.   Improved Safety Data and Safety Program Management

       A.   Implement an automated industry safety data base that
            would permit collection, analysis and dissemination
            of timely accident/incident information.

       B.   Review existing guidelines for internal safety audits
            by airlines to insure compliance with all FAA
            regulatory requirements as well as to more
            effectively monitor incidents or other developments
            that may indicate a need for special corrective
            action.

       C.   Cooperate with government and industry to identify
            improved indicators of the current level of safety in
            the air carrier industry. Insure ATA safety
            objectives are included in FAA safety priorities.

       D.   Support the need for highly competent, well trained
            FAA inspection and safety personnel working in
            concert with airline, manufacturers and other
            government participants to foster safety and
            continued airworthiness.

V.   Increase Public Awareness of Airline Safety Programs and
       Accomplishments

       Continue a strong public information program to assure
       broad understanding of the airlines' highest priority
       commitment to safety and the safety activities of the
       industry. This program is to be conducted in conjunction
       with efforts to increase public and Congressional awareness
       of the need to enhance safety and expand the capacity of
       the nation's airports and airspace facilities through
       modernization. Demonstrate that cooperative airline,
       manufacturer, government participative efforts are a more
       productive means of assuring airworthiness safety than
       enforcement actions.

Air Transport Association **ata** OF AMERICA

WILLIAM W. HOOVER
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February 21, 1990

Mr. Edwin S. Harris, Jr. (AXO-1)
Executive Director - Systems Operations
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC   20591-0001

Dear Mr. Harris: *Ed*

The Air Transport Association is pleased to provide you
with a copy of the 1990 ATA Safety Agenda.

Please contact me if you have questions or comments on
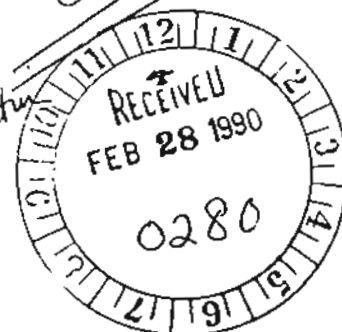the Safety Agenda.

Sincerely,

Bill

William W. Hoover

Attachment

DICK HILL
THOR EKLUND

FYI Gus

P.S. Good to use as justification for projects

RECEIVED
FEB 28 1990
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Ifo copies to Divisions on 2/29