

ORDER

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POLICY STATEMENT OF THE FEDERAL AVIATION ADMINISTRATION



April 12, 1985

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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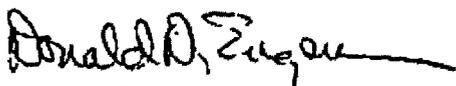
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FOREWORD

This order prescribes Federal Aviation Administration (FAA) policy on numerous subjects from safety and national security to internal FAA programs and the environment. It seeks to establish a source of reference for FAA policy in a concise format.

All levels of management are requested to become thoroughly familiar with this order. Every attempt has been made to provide meaningful guidance covering a broad range of functions. Undoubtedly, however, individual issues will arise from time to time requiring individual decisions. This should be the exception, not the rule.

As additional statements of policy become necessary or desirable or a particular policy requires revision, changes should be initiated through the Office of the Associate Administrator for Policy and International Aviation.



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Administrator

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CHAPTER 1. GENERAL

1. PURPOSE. This order prescribes FAA policy in a variety of areas and is the primary source of guidance concerning FAA policy and position.
2. DISTRIBUTION. This order is distributed to branch level in Washington, regions, and centers and limited distribution to field offices and facilities.
3. CANCELLATION. Order 1000.1, Policy Statement of the Federal Aviation Agency, dated May 6, 1965, is canceled.
4. EXPLANATION OF CHANGES. This order updates, clarifies, and expands Order 1000.1 by:
 - a. Including additional statements of FAA policy on new programs.
 - b. Including revised statements which reflect current FAA policy.
5. OBJECTIVE. The objective of this Policy Statement is to assure a standard, one-FAA position regarding the issues contained herein.
6. RELATIONSHIP FAA - DOT. This documentation of a policy base for FAA activities is intended to enhance legitimate, administratively sound relationships between the Federal Aviation Administration and the Office of the Secretary of Transportation.
- 7.-19. RESERVED.

CHAPTER 2. PROMOTING AVIATION SAFETY

20. STATUTORY RESPONSIBILITY. It is the statutory responsibility, and primary mission, of the Federal Aviation Administration to promote safety and to provide for the safe use of airspace. Practically every activity in which the FAA is engaged is either motivated or strongly influenced by safety considerations. The following statements of policy pertain to promoting and maintaining safety in the aviation system:

a. The FAA will maintain an aggressive action-oriented attitude with respect to problems of aviation safety. Rather than waiting for incidents to generate improvements, the FAA will assume the initiative and attempt to identify and implement those safety improvements necessary to achieve and sustain the high level of safety mandated by the Federal Aviation Act.

b. The FAA recognizes the existence of a strong Federal interest in promoting aviation safety, both domestically and internationally. Therefore, it will actively seek to encourage the use and worldwide adoption of aviation/airport standards that will both maintain and improve the current level of aviation safety. Consistent with its obligations under the Chicago Convention, the United States will use International Civil Aviation Organization (ICAO) standards except where different standards are necessary in the U.S. for specific operational reasons.

c. In developing safety standards for the common carrier and other segments of aviation, the FAA will recognize and take into account both the private rights and public obligations of each segment as important considerations in determining the level of aviation safety required in the public interest.

d. The FAA will pursue a regulatory policy which recognizes the obligation of the air carrier to maintain the highest possible degree of safety. Federal regulation will exist to the extent necessary to achieve this goal in the most economical and efficient manner to the Government and the carrier. Federal regulations will regulate private operators with due regard to the fact that they are not operating in common carriage.

e. In regulating segments of aviation operating other than for hire, the FAA will pursue a regulatory policy that:

(1) Balances the rights of individuals to accept personal risk against society's interest in the safety of the individual.

(2) Limits the individual's right to incur risk when the exercise of that right creates a risk for others.

(3) Regulates in a manner that recognizes the need to protect the public interest.

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(4) Regulates in a manner that recognizes both the limited resources of the individual and the need for efficient allocation of public resources.

f. Because an informed public is essential to the establishment and acceptance of safety standards and policies, the FAA will familiarize the aviation community with the regulations and improve the understanding of the general public through the dissemination of information relating to air safety.

g. The promotion of safety in civil aviation requires a strong and consistent enforcement program. Reported violations shall be investigated thoroughly and expeditiously, and all substantiated violations shall be redressed. Enforcement measures must consistently be firm, fair, and effective.

h. The Airport Improvement Program will be administered in a manner that gives highest priority to development that enhances safety.

i. In establishing and maintaining the high level of safety required by statute, the FAA will, within the limits of national resources allocable to aviation, seek an appropriate balance between safety considerations and the cost and efficiency of air transportation. This will require that each proposed safety improvement be judged in light of its costs to the FAA and to the system, and that efforts be concentrated on those improvements that will have the greatest benefits relative to the costs. It will also require weighing related elements of the public interest in seeking the proper allocation of public resources to the maintenance of air safety. The FAA, in compliance with the Regulatory Flexibility Act of 1980, will evaluate and terminate, on a continuous basis, whether proposed or existing safety standards have a significant economic impact on a substantial number of small entities and seek to mitigate these impacts while continuing to meet the overall safety standard.

j. The FAA will continually assess the safety of the aviation system and review the current state of technology to identify advancements that hold reasonable promise for improving the safety of the system. FAA will continue to conduct an active research, development, test, and evaluation program using its own resources, outside contractors, and academic sources, and will encourage the efforts of private industry to enhance system and equipment safety. Where appropriate, projects offering promise of safety enhancement will be financed jointly with private industry. While it is recognized that the maintenance and the enhancement of safety are primary goals and contribute to the preeminence of U.S. aviation, the extent of the safety research and development investment and decisions to proceed with individual projects will be determined by assessment of prospective safety gains, the probability of success, and the cost-effectiveness of specific proposed improvements.

21.-29. RESERVED.

CHAPTER 3. SUPPORTING NATIONAL SECURITY

30. STATUTORY RESPONSIBILITY. Although providing for national security is not the direct responsibility of the Federal Aviation Administration, it is a statutory obligation of the FAA to give full consideration to the requirements of national defense. Executive Order 11161, relating to certain relationships between the Department of Defense and the Federal Aviation Administration, directed that the defense of the United States would require the transfer of the Federal Aviation Administration to the Department of Defense in the event of war, and that the FAA would in that event serve as an adjunct to the Department of Defense. In furtherance of the provisions of that order, the Secretary of Defense, Secretary of Transportation, and the FAA Administrator shall, to the extent permitted by law, take actions to assure that the functions of the FAA are performed during any period of national emergency short of war in a manner that will assure that essential national defense requirements will be satisfied during any such period of national emergency. The following statements of policy pertain to supporting national security:

- a. The FAA will develop and maintain the operational flexibility required to meet and give priority to the requirements of national security.
- b. Where it has been determined, based on technical or economic considerations, that the FAA should assume an operational responsibility for another agency on a continuing basis, the obligation for funding will also be assumed by the FAA. Similarly, where an aviation-related service is provided by another agency on a continuing basis, that agency should fund the service.
- c. The FAA will assess independently both military and civil claims to preference in the airspace or the common system and seek optimum solutions that serve the vital interests of national security and still meet the requirements of air commerce to the fullest extent practicable.
- d. Equipment and facilities will be subject to joint use when the FAA and the Department of Defense agree that it is in the national interest on operational or economic grounds, and where suitable compromises can be made which will not unduly decrease the mission effectiveness of either participant, and where the mix of users does not pose a threat to safety.
- e. The FAA will assume responsibility for funding, operating, and maintaining air traffic control facilities operated by the Department of Defense when a significant volume of civil air traffic is involved, or the military requirement has declined and an FAA requirement exists, or other circumstances exist so that the national interest is best served by FAA operation or maintenance. Conversely, the FAA will seek to transfer to the Department of Defense air traffic control facilities which the FAA operates when the facility is required for national defense needs, or the civil requirement has declined to a point where the facility is no longer required by the FAA but will satisfy an essential military requirement.

f. The FAA will decide the services and facilities it will provide after taking into account the needs of all airspace users, both civil and military, and the interests of the general public.

g. Common system costs allocable to military usage are not a part of the civil aviation user charge base. Therefore, the FAA will identify and exclude:

(1) The total costs attributable to elements of the system used only by the military.

(2) The costs attributable to elements of the system used by both civil and military users which are properly allocable to military use.

h. The FAA's long-range planning of the airspace system will consider all known military requirements.

i. In seeking state-of-the-art technology in the airspace system, the FAA will attempt to accommodate both civil and military requirements.

j. The FAA will fulfill its obligations to maintain system operations under emergency conditions. Using its own requirements, as well as guidelines and directives established by responsible Federal agencies other than the FAA, plans and procedures will be implemented and facilities established to permit operation in emergency conditions, whether local, national, or international.

k. The FAA will assess the interrelationship of the various international activities in which it is involved and will conduct each to best serve the total U.S. interest. While the safety and commercial aspects must be the primary concerns of the FAA with respect to international aviation, it will act with an awareness of international aviation's contributions to national security. Similarly, in support of the national security programs of other agencies, the FAA will act with an awareness of the potential for furthering U.S. interests in international air transportation. Where there are opportunities for advancing U.S. interests through development of foreign aviation facilities, the FAA will encourage and support such development, including contacts through the Agency for International Development (AID) or Military Assistance Programs (MAP).

31.-39. RESERVED.

CHAPTER 4. PROMOTING AIR COMMERCE

40. STATUTORY RESPONSIBILITY. It is the statutory responsibility of the Federal Aviation Administration to encourage and foster the development of civil aeronautics and air commerce in the United States and abroad. The following statements of policy pertain to the promotion of air commerce:

a. The FAA will promote the development of a safe and effective air transportation system within the framework of national transportation objectives. This requires that the agency cooperate fully in efforts to coordinate Federal policy for the various transportation modes under the Department of Transportation (DOT) so that each mode may be used to its maximum advantage. It also requires that the FAA exercise initiative in identifying imbalances in the system and suggesting corrective actions.

b. In furtherance of the national transportation objectives, the FAA will avoid interfering with the forces of competition except as necessary to protect the public interest.

c. The FAA's primary interest in recreational and other nontransport aviation will be in enhancing their airworthiness and safety.

d. The Department of Transportation has as a continuing goal the promotion of greater fiscal responsibility in Government operations and, where possible, the reduction of the burden on the general taxpayer. This entails ensuring that those who gain direct benefits from using federally provided services pay an amount commensurate with the level of services provided. Consequently, the FAA will foster the policies of user charges and cost recovery in all practicable areas.

e. Improvements in efficiency and reliability of the air navigation and air traffic control system confer substantial economic benefits on aircraft operators. As with purely safety improvements, it is the FAA's responsibility to assure that each proposed improvement in system efficiency and reliability confers benefits in excess of costs. This cost versus benefit approach is essential to achieve the most prudent use of available Federal funds.

f. In all its activities affecting the air transportation system, it is FAA policy to keep the scope of Government intervention to the minimum necessary to protect the public interest. The Government should intervene only when it is clear that the needs of the transportation system or other national interests are not being met.

g. As in the case of other non-Federal components of an effective air transportation system, FAA action with respect to airports in the form of assistance or regulation should be kept to the minimum necessary to assure that federal interests and responsibilities are met. That interest includes

assuring the availability of a national system of public-use airports. There is also a responsibility vested in the FAA to assure that aircraft move safely and efficiently in and out of the Nation's airports. In administering the Federal airport and airways programs, the FAA will seek to achieve the greatest effect for each dollar expended. As required by statute, the FAA will describe the composition of a national airport system. Further, the FAA will indicate the priorities that should guide discretionary Federal expenditures for airports.

h. The FAA will encourage actions that protect permanency of privately owned public-use airports in the national system, including public acquisition when appropriate.

i. The FAA will exercise leadership in the field of airport planning. This includes airport design and construction, the development of criteria for airport location and adjacent land use, improving ground access, improving operational safety, and other factors related to the safe, publicly acceptable, efficient, and economical operation of airports as a part of an effective air transportation system.

j. Both the national need and the local need for airports must be considered in light of economics, environmental compatibility, and airspace usage. For this reason, the location of airports so as to permit service to more than one community will be encouraged where feasible.

k. The FAA will seek to assure the establishment of a highly skilled, technically qualified work force able to meet the challenges of changing aviation technology and to increase understanding of aviation, airports, and air transportation and their economic, social, and career value in our communities. Therefore, it is the policy of the FAA to support aviation education at all levels.

l. The FAA will carry on an aggressive research, development, test, and evaluation program in the fields of air traffic control, air navigation, communication, and airport and facility design. It will maintain a continuous and systematic program for modernizing its facilities and equipment, and for providing new capabilities to support the highest level of safety and efficiency of the aviation system.

m. The FAA will look to private industry to undertake the civil aircraft and engine research and development necessary to a growing and viable air transportation system. The FAA would support Federal financing of research and development related to regulatory responsibility.

41. U.S. POSITION IN THE AVIATION WORLD.

a. In supporting an effective air transportation system, the FAA will consider it to be of national importance that the United States maintain world leadership in aviation. Similarly, the FAA will consider it an important matter of national interest that the United States be recognized as a leader in the development and production of aircraft and supporting air traffic control and navigation equipment and systems. Wherever possible in the conduct of its programs, the FAA will take actions that support the realization of these objectives.

b. The FAA will cooperate in the development of international air traffic control and navigation systems, telecommunications, meteorological, other technical services, and related criteria and procedures. Since U.S. improvements in these systems are an important ingredient of U.S. preeminence in aviation, the FAA will carry out its leadership responsibilities by making other nations aware of U.S. activities and progress and by encouraging and helping other nations to adopt new and improved systems. Each nation is expected to finance the facilities for which it is responsible. Where nations cannot meet this responsibility, FAA technical assistance can be used to support system improvements; and financing through multilateral sources, including ICAO, will be encouraged.

c. To promote the safety and progress of air commerce and to maintain U.S. leadership in civil aviation, the FAA will offer technical assistance where it is deemed appropriate and helpful to do so. Such technical assistance may take a number of forms, including the establishment of Civil Aviation Advisory Groups (CAAGs), cooperation and support for projects which may be undertaken in a country where assistance or consultation is solicited, short-term help on particular problems in a variety of areas, and other assistance appropriate to the need.

42. INTERAGENCY RELATIONSHIPS.

a. It is important that the FAA be capable of advising the appropriate decisionmakers within the Executive Branch and the Congress of the nontransportation effects of its programs.

b. Where the potential for civil application of military aircraft development appears to be substantial, the FAA will seek to obtain, through cooperation with the Department of Defense, a design compatible with civil requirements.

43.-49. RESERVED.

CHAPTER 5. ACHIEVING EFFICIENT AIRSPACE UTILIZATION

50. MANAGEMENT OF THE AIRSPACE. Sole responsibility for management of the airspace of the United States is vested in the Federal Aviation Administration. Achieving the safe and efficient utilization of this national resource requires developing and recommending national policies and establishing national programs, regulations, standards, and procedures for management of the airspace, operation of air navigation and communications systems and facilities, separation and control of, and flight assistance to, air traffic; providing for the security control of air traffic to meet the national defense requirements; operating the FAA national and international flight information and cartographic programs; developing and coordinating U.S. policies, standards, and procedures related to international air traffic; and developing and implementing procedures related to operational telecommunications services based on FAA policy, standards, and guidelines. The following statements of policy pertain to achieving efficient airspace utilization.

a. In developing and maintaining a system of airspace utilization and air traffic control and navigation which serves the national security needs of the country and permits the movement of people and goods in air commerce at optimum levels of safety and efficiency, the FAA will recognize:

(1) The concept that public resources should be available to serve all the public.

(2) The degree of regulation of airspace use cannot be uniform throughout the airspace.

(3) Regulation of the use of airspace cannot affect every user to the same degree and in the same way.

(4) The airspace system must be shaped and fairly allocated to accommodate a wide range of uses.

b. The FAA will provide air traffic control, navigation, and communication services and facilities on the basis of airspace value as measured by activity in the airspace. The activity measurement will include such factors as speed and aircraft capacity, in terms of passengers or freight, as well as the number of aircraft or other special circumstances which indicate a need to provide FAA services in a particular area.

c. The FAA will assure the provision of certain services with respect to the airspace. These are the rules of the air, charts, Notices to Airmen (NOTAMS), and weather information. The level of these services to be provided will be balanced with operational requirements and determined on the basis of cost/benefit considerations.

d. A significant division of airspace is between general use and special use. The FAA will establish special use airspace only in the amount required for safety and national security.

e. General use airspace can be divided on the following basis:

(1) Airspace in which inflight assistance is provided through ground-air-ground communication and airspace in which no such service is provided.

(2) Airspace in which navigation assistance through radio navigation services is provided and airspace in which no such service is provided.

It is FAA policy to maximize the extent of coverage of both these services consistent with cost/benefit considerations. The determination of the extent of signal coverage will include consideration of the number of aircraft served, the number of people served, and the cost of the service.

f. The FAA will maintain a safe system for using the airspace. In some portions of the airspace, the FAA will provide a ground-based separation service in order to achieve greater efficiency and reliability in air transportation and still maintain the level of safety required in the public interest. The ground-based separation service will be either procedural in nature or dynamic, i.e., based on continuous ground-derived aircraft position information.

g. The FAA will take all practical action consistent with the public interest to prevent the erection of obstructions which constitute hazards to air navigation by aircraft or jeopardize Federal, State, or local investments in aviation facilities.

h. The FAA recognizes that in those portions of the airspace in which ground-based separation service is provided, safety may be decreased by the presence of aircraft not receiving separation service. Maintaining safety levels while increasing system capacity will require the establishment of new forms of controlled airspace with associated regulations requiring the installation of specific equipment in aircraft. These actions will be accomplished in the interest of maintaining or improving current levels of safety and providing the optimum in fuel-efficient traffic flow. Uncontrolled airspace, where aircraft can operate with minimum equipment and regulation, should continue to be available to users to the maximum extent feasible.

i. The FAA will monitor delays and their causes in the airport and airspace system and will identify the possibilities for increasing capacity and reducing delays in congested airspace and at congested airports. Where practical, action will be taken by system modernization or procedural

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improvements to increase capacity and reduce delays, including such steps as supporting airport improvements, expansion, and construction; developing improved technological equipment; finding ways to reduce runway and equipment outages; developing more efficient air traffic control rules and procedures; encouraging the joint (civil) use of military airfields; and working with industry airspace users and airport operators to develop, evaluate, and, where practical, implement new ideas for increasing system capacity and reducing delay.

51.-50. RESERVED.

CHAPTER 6. HUMAN RESOURCE MANAGEMENT

60. GENERAL POLICY. All FAA plans, policies, practices, and management actions will be formulated and implemented in a manner that recognizes that people are FAA's most important resource.

61. HUMAN RESOURCE PLANNING. Strategies and plans regarding the acquisition, development, utilization, and transitioning of FAA human resources will occur concurrently with the conception, formulation, and implementation of all plans for investments, consolidations, and other system changes. Employees affected by change will have input, either directly or through their designated representatives if they are in collective bargaining units, into planning the transition and will be assisted in the transition through training, relocation assistance, employment assistance, and an explanation of appropriate benefits.

62. SELECTION AND PERFORMANCE OF MANAGERS. All executives, managers, and supervisors will be selected and evaluated on their ability to simultaneously achieve organizational effectiveness, efficiency, and employee satisfaction in carrying out the FAA mission. Managers will be held accountable for making decisions based on sound data and based on considerations regarding impact on employees and for involving employees in the decisionmaking process through participation and/or through keeping them informed.

63. EXCELLENCE. The FAA will achieve and maintain excellence in the productivity, competence, and expertise of its human resources through optimal and equal opportunity utilization of those resources and through development of its managers and employees.

64. RELATIONSHIPS. The FAA and its representatives will:

a. Establish and maintain effective relationships with employees, employee groups, and labor organizations.

b. Maintain a strong communications network throughout the organization that informs all managers, supervisors, and employees of pertinent information in an accurate and timely fashion.

c. Operate in a cooperative and collaborative fashion across all organizational lines.

65. STANDARDIZATION. The FAA, and all its appointed agents and representatives, shall achieve standardization in the interpretation and application of promulgated rules, regulations, and services to the public.

66. PRODUCTIVITY. It is FAA policy to deliver services and products to the public at the lowest overall cost possible. This requires optimizing the mix of people, skills, machines, and capital investment. Productivity is measured

as a ratio of the services or products produced to the resources required to do the job. The FAA will consider alternative methods of operation on a life-cycle basis because life-cycle analysis views productivity over the long run and considers the advantages of investing now to improve future productivity. It is FAA policy that decisions regarding increasing productivity should always involve the consideration of any effects on aviation system safety as well as the impact on employees.

67.-69. RESERVED.

CHAPTER 7. ASSURING EQUAL OPPORTUNITY IN FAA PROGRAMS

70. ASSURING EQUAL OPPORTUNITY IN FAA PROGRAMS.

a. It is the FAA's policy to promote every aspect of its program of equal employment opportunity in an affirmative manner. Practices and procedures covering all phases of employment and related activity will be planned, developed, implemented, and maintained in full accord with this policy and with the spirit and the letter of the Constitution and other pertinent laws and regulations. Employees and applicants for employment will be treated in such a manner that even the appearance of unlawful discrimination because of race, color, religion, sex, national origin, age, physical or mental handicap, or reprisal for participation in equal employment opportunity activities will be avoided.

b. It is the policy of the FAA to aggressively pursue the implementation and enforcement of all executive orders, laws, policies, rules, and regulations governing minorities and women participating in or benefiting from programs or activities receiving financial assistance from the FAA. No person, on the basis of race, color, national origin, sex, creed, or handicap, will be subjected to unlawful discrimination under any program or activity receiving FAA financial assistance. Continuing efforts will be made to encourage and increase participation of businesses owned and controlled by minorities and women in contracts and projects funded by the FAA. Minority colleges and universities seeking to participate in FAA programs will be encouraged and assisted in overcoming any unlawfully discriminatory barriers which may exist. The FAA will affirmatively pursue every effort to assure the achievement of the objectives of these equal opportunity programs.

71. SEXUAL HARASSMENT. Sexual harassment in the conduct of the FAA's business is prohibited. This applies to unwanted sexual advances or comments by persons employed by or under contract to the FAA in the context of job performance, training, supervision, inspections, medical examinations, counseling, consultations, or any other related activity.

72.-79. RESERVED.

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CHAPTER 8. PROCUREMENT

80. PROCUREMENT. The FAA's policy is to procure equipment and services in a competitive environment to the maximum extent feasible while supporting national socio-economic goals. This will be done in full satisfaction of the needs of the FAA at the lowest cost to the Government without sacrificing quality and within the FAA's program time frames.

81. MINORITY BUSINESS. The FAA will continue to promote the President's Executive Order 12432 of July 14, 1983, Minority Business Enterprise Development, in its commitment to the goal of encouraging greater economic opportunity for minority entrepreneurs. The FAA will also promote an economic environment in which small and small disadvantaged businesses can participate in FAA procurement. In the award of large contracts, especially those associated with the National Airspace System Plan, aggressive action shall be pursued in accordance with the Small Business Act of 1958, as amended, and Executive Order 12432 of 1983, to assure subcontracting opportunities for minority, small, and small disadvantaged business concerns.

82.-89. RESERVED.

CHAPTER 9. ENVIRONMENT AND ENERGY

90. ENVIRONMENT AND ENERGY.

a. The FAA will act aggressively to afford relief and protection to the public health and welfare from aircraft noise and sonic boom through a coordinated program to reduce noise at its source (the airplane itself), to promote and adopt air traffic control procedures to minimize noise impacts on the ground, and to support airport noise compatibility planning and programs. The FAA will work closely with all segments of the aviation community, State and local authorities, and the public to mitigate the effects of aviation noise. At the same time, the FAA will assure that noise abatement efforts do not impair aviation safety, are not discriminatory, or create an undue burden on interstate or foreign commerce. In reviewing local noise control actions submitted under FAR Part 150, the FAA will consider whether such actions are reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible uses. Further, the FAA will carefully balance the local benefits of such actions against possible adverse effects on the national air transportation system.

b. The FAA will promote aviation energy conservation in the National Aviation System by developing energy-efficient airport and airspace systems and supporting development and use of fuel-efficient aircraft and aircraft operating techniques. The FAA will reduce energy costs through efficient design, installation, and operation of FAA system facilities and aircraft. While the FAA expects the marketplace to control prices and quantities of energy resources, it will seek to ensure aviation's equitable share of energy by supporting the development and use of alternative fuels by nonaviation users to free petroleum-based fuels for aviation. The FAA will develop energy emergency response procedures to deal with fuel shortages.

c. The FAA will carry out the Congressional mandate of the Clean Air Act to enforce the aircraft engine emission standards set forth by the Environmental Protection Agency (EPA) and will assist State and local governments to assess environmental impacts by developing methods and procedures to predict air pollutants in the vicinity of airports. With respect to the control of aircraft engine emissions, FAA will work closely with the EPA to assure that the standards promulgated by the EPA can reasonably be enforced and will not adversely affect aviation safety. Regarding airports, FAA will cooperate with airport proprietors and local communities by making available to them a comprehensive system for determining air quality around airports. This will enable them to comply with their obligation to meet the State implementation plans mandated by the Clean Air Act.

91.-99. RESERVED.

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CHAPTER 10. PUBLIC INFORMATION AND CONSUMER LIAISON

100. PUBLIC INFORMATION AND CONSUMER LIAISON. In carrying out its policies, the FAA shall keep the public, its employees, the aviation community, and interested government agencies informed of its programs, activities, plans, and services, as well as responding to the needs of the aviation consumer.

101.-109. RESERVED.