

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 4, 1996

APA 93-96

Contact: Alison Duquette

Tel.: (202) 267-8521

FAA BANS THE USE OF BOOSTER SEATS, AND HARNESS AND VEST CHILD RESTRAINTS ABOARD AIRCRAFT

The Federal Aviation Administration (FAA) today issued a final rule to ban the use of booster seats, as well as harness and vest-type child restraint systems (CRS) aboard all U.S. air carriers.

Tests conducted by the FAA's Civil Aeromedical Institute (CAMI) in Oklahoma City have shown that these types of restraints do not provide adequate protection for infants and toddlers during aircraft takeoff, landing and while aircraft move on the ground.

The CAMI tests concluded that booster seats elevate children without providing a side or back protective shell and, in some cases, provide no integral belts to help restrain the child. Vest and harness restraints do not attach to any type of rigid shell or platform and leave the child free to come in contact with injurious objects.

"Aviation is absolutely the safest way for families to travel," said FAA Deputy Administrator Linda Hall Daschle. "The FAA's goal is to enhance air safety for children by educating families and promoting the use of the most effective child restraint systems that are approved for aircraft."

The FAA strongly recommends that all children who fly, regardless of their age, be protected by an approved CRS that is appropriate to the child's size and weight. The FAA has tested several types of child restraints at CAMI. Based on those tests, the FAA recommends that:

- children under 20 pounds should be restrained in an approved rear-facing CRS;
- children weighing 20-40 pounds should use an approved forward-facing CRS;
- children weighing over 40 pounds should use the standard lap belt that is attached to all airline seats.

- more -

Current airline policies do not require parents to purchase a separate seat for a child under two years old. Federal Aviation Regulations require children who are two years old or older to sit in their own separate passenger seat. The FAA recommends that passengers keep their seat belt securely fastened at all times.

The rule, proposed in June 1995, will take effect 90 days after publication in the *Federal Register*. A companion rule was also announced today by the National Highway Traffic Safety Administration (NHTSA), which is responsible for developing design standards used by CRS manufacturers and for approving them for both automobile and aviation use. NHTSA's rule complements the FAA rule by requiring manufacturers to label booster seats, and harness and vest restraints as "not certified" for use in aircraft. An "approved" CRS will have a label that reads "This restraint is certified for use in motor vehicles and aircraft."

For a complete list of FAA safety recommendations for air travel with children, please call the agency's consumer information hotline at 1-800-FAA-SURE.

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*An electronic version of this news release is available via
the World Wide Web at: <http://www.faa.gov>*

FAA News

Washington, D.C.



MEDIA ADVISORY

FOR IMMEDIATE RELEASE

Friday, June 7, 1996

APA 94-96

Contact: Marcia Adams

Tel.: (202) 267-8521

OFFICE OF COMMERCIAL SPACE TO HOLD QUARTERLY PRESS COFFEE

The Office of Commercial Space Transportation will hold its quarterly press coffee to discuss emerging issues in the commercial space industry and new developments within the Office of Commercial Space Transportation. The coffee will be Tuesday, June 11 from 9:30 a.m. - 10:30 a.m., in room 4236 of the NASSIF building, 400 7th Street, SW, Washington, D.C.

All credentialed press are invited to attend. Please contact Marcia Adams on (202) 267-3488 if you plan to attend.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 10, 1996

APA 95-96

Contacts: For FAA, Bob Hawk

Telephone: (202) 267-8521

For NWS, Barry Reichenbaugh

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U.S. ADOPTS NEW STANDARDS FOR REPORTING AVIATION WEATHER DATA

The United States will adopt on July 1 an international system for reporting surface weather observations and terminal forecasts for use by commercial, general and military aviation and weather information providers. The change moves the country toward a single worldwide standard in aviation weather reporting.

To be implemented by the Federal Aviation Administration (FAA), National Weather Service (NWS), Department of Defense (DOD) and domestic and international aviation industry organizations, the U.S. system will conform to International Civil Aviation Organization (ICAO) standards for providing weather data to the aviation community with some modifications for U.S. use. Canada adopted the new international standards on June 3. With the U.S. and Canadian changes, all ICAO member countries will have adopted the uniform weather data standards.

"This harmonization of weather-related terminology is a major step forward in facilitating aviation activity between the United States and other countries, and in promoting safety," said David R. Hinson, FAA administrator. "In adhering to the ICAO weather information standards, the U.S. move recognizes the growth in international flights between the United States and other nations from more U.S. locations than ever before. Standardization also is important to the U.S. general aviation community for flights to Canada, the Caribbean and Mexico."

The changeover affects two basic means of reporting surface observations and forecasts. First, the present airways weather code, Surface Aviation Observation (SA), will be redesignated as Aviation Routine Weather Report (METAR) and brings with it a METAR-formatted report -- Aviation Selected Special Weather Report (SPECI) -- issued on a non-routine basis as dictated by changing meteorological conditions. Second, the new international standard report format will be adopted for terminal forecasts issued by the NWS for airports. It will be known as Terminal Aerodrome Forecast (TAF) and will replace the terminal forecast (FT) coding system now in use.

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While the redesignated METAR/TAF reporting codes consist of a combination of existing practices and procedures, there will be noticeable differences for information users. The most evident affects the sequence of data elements in aviation weather reports. The new system also will provide expanded information to users, such as to describe sky cover and cloud layers.

Under the new METAR/TAF formats, the United States will continue to use primarily English units of measurement, thus facilitating transition by the aviation community to the new system. Such conditions as cloud layer heights and runway visual range will be shown in feet, rather than meters. Wind will continue to be reported in knots, rather than in meters per second, and visibility will be reported in statute miles rather than meters. The only element converting to metric units will be the temperature dewpoint field, which will be reported in degrees Celsius, already used in aviation in upper level temperature reports and aircraft engine performance tables. The United States also will use international contractions to report present weather and obstructions to vision.

Transmission of surface observations in the new METAR and TAF formats will begin at 0800 hours Coordinated Universal Time (UTC) on Monday, July 1. (UTC time of 0800 hours is 0400 hours Eastern Daylight Time in Washington, D.C., or 0100 hours Pacific Daylight Time in Los Angeles.)

The new TAF codes and other aspects of the new METAR system adopted by the United States are contained in a publication, *Federal Meteorological Handbook No. 1, Surface Weather Observations and Reports*. FMH-1 is available for \$20 through the National Climatic Data Center at (704) 271-4800. The handbook is also available through the National Weather Service home page on the Internet.

In addition to changes to the hourly weather observations (METAR) and terminal forecasts (TAFs), the new terminology designations will have minor effects on several aviation weather products, including area forecasts (FAs), significant meteorological information (SIGMETs), airmen's meteorological information (AIRMETs), pilot reports (PIREPs), air route traffic control center weather advisories (CWAs) and meteorological impact statements (MIS).

The previous system of meteorological codes was adopted in the 1950s and has been updated periodically. In addition to extensive coordination between federal agencies, user groups and information providers, the U.S. conversion required significant computer software changes to existing practices and procedures.

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An electronic version of this news release is available from the FAA via the World Wide Web at: <http://www.faa.gov>. Additional information about METAR/TAF and conversion to the ICAO standards is available from the FAA at: <http://www.faa.gov/osite.htm#weather>, and from the NWS at: <http://www.nws.noaa.gov/oso/oso1/oso12/metar.htm>.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE
Monday, June 10, 1996

CONTACT: Kay Templeton Garvey
(202) 267-3883

MEDIA ADVISORY

WHO: FAA Administrator David R. Hinson

WHAT: In a conference call, the administrator will discuss Tokyo International Airport's landing slot access for general aviation aircraft.

WHEN: Monday, June 10
1:30 p.m.

WHERE: FAA Headquarters
Washington, D.C.

NOTE: To be part of the conference call, reporters must call
(202) 493-4170 at least 5-7 minutes prior to the starting time.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, June 12, 1996

APA 96-96

Contact: Les Dorr, Jr.

Telephone.: (202) 267- 8521

FAA ARRESTOR TESTS PAVE WAY FOR INSTALLATION AT JFK

The Federal Aviation Administration (FAA) and the Port Authority of New York and New Jersey have successfully tested a new technology that will better protect both passengers and aircraft in the unlikely event of a runway overrun.

During the May 21 test at the FAA's William J. Hughes Technical Center in Atlantic City, N.J., a cellular cement "soft arrestor" bed stopped an FAA Boeing 727-100 within approximately 300 feet. Neither the aircraft nor the personnel on board felt more deceleration than on a normal landing.

The test aircraft was traveling at 55 knots when it entered the bed, which was 332 feet long, 40 feet wide, 24 inches deep at its highest point and 9 inches deep at the lowest.

The Port Authority of New York and New Jersey plans to install the first soft ground arrestor system -- a material that slows a plane by deforming readily and reliably under the aircraft's weight -- at John F. Kennedy (JFK) International Airport's runway 4R overrun later this year at an estimated cost of \$2,620,000. The Port Authority also plans to fund as many as five more systems at its airports.

"Although there are no simple solutions to the problem of aircraft overrunning a runway, the FAA and our industry partners have developed technologies that can stop an aircraft safely," said George Donohue, FAA's associate administrator for research and acquisitions. "Soft ground arrestors provide an engineered alternative to increase safety at airports with limited overrun areas."

George J. Marlin, executive director of the Port Authority of New York and New Jersey, said, "We are very pleased that our initial research into soft ground arresting systems has culminated in this new technology, and that John F. Kennedy International

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Airport will be the first airport in the world to reap the benefits. I am particularly pleased that staff of the Port Authority originated this concept, and recognized its potential to improve safety not only at our airports, but at airports worldwide.”

In 1984, a DC-10 aircraft was unable to stop within the confines of runway 4R at JFK. Although no serious personal injuries occurred, the incident resulted in \$30 million in damages and prompted the National Transportation Safety Board to issue a safety recommendation to the FAA to ascertain whether an arresting system was feasible.

Throughout the soft ground arrestor project, the FAA has supplied the cellular cement arrestor system model, engineering expertise, airport facilities and the test aircraft. The agency will use the knowledge gained from studying this bed to prepare standards for airports across the nation.

“This worthwhile project holds tremendous promise in reducing the consequences of occasional overruns, which can result in huge costs to the airline, or worse, serious injury to the passengers,” said Sen. Frank R. Lautenberg (D-NJ). “ This is just the kind of regional partnership between the FAA’s William J. Hughes Technical Center and the Port Authority of New York and New Jersey that will enhance the safety of our nation’s airports.”

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*An electronic version of this news release is available via the
World Wide Web at: <http://www.faa.gov>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, June 13, 1996

APA 97-96

Contact: Les Dorr, Jr.

(202) 267-8521

FAA STATEMENT SENATE COMMERCE COMMITTEE ACTION ON FAA FINANCING

The FAA is pleased by the action taken today by the Senate Commerce Committee with respect to FAA financing. We salute the Committee leadership — Sens. McCain, Ford, Hollings, Stevens and Pressler — for ensuring that meaningful financial reform for the agency will be achieved in the near future.

Clearly, the current system of financing the FAA is broken. The action taken today recognizes this and starts a process to build a consensus for a reliable and adequate source of funding for the agency. This financial reform is absolutely critical. The Committee's action today is a giant step forward for maintaining and improving the safety and operating efficiency of the U.S. aviation system.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 17, 1996

APA 99-96

Contact: Les Dorr, Jr.

Telephone: 202/267-8521

MEDIA ADVISORY

On Monday, June 17, at 6:00 p.m., Federal Aviation Administration (FAA) administrator David R. Hinson will issue a brief statement on ValuJet. The event will take place at FAA Headquarters, 800 Independence Ave., S.W., Washington, D.C., in Conference Room 9A-B-C.

Media representatives who cannot attend the briefing may monitor the event via a listen-only phone bridge. Call 1-800-226-6588 approximately 10-15 minutes prior to the start of the event.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 17, 1996

APA 98-96

Contact: Drucella Andersen

(202) 267-3883

FAA STATEMENT ON VALUJET **By FAA Administrator David R. Hinson**

Based on a number of incidents and ValuJet's rapid growth, the FAA began a 120-day special emphasis review of the airline last February. On Sunday, May 12, the day after the tragic accident, the FAA announced an expansion of its ongoing review of ValuJet. The comprehensive evaluation -- conducted over the past 30 days -- focused on examining the overall operations of the carrier. The agency's 30-day intensive inspection found several serious deficiencies in ValuJet's operations, including:

- ValuJet's failure to establish the airworthiness of some of its aircraft;
- System-wide deficiencies in ValuJet's maintenance program;
- Multiple shortcomings in the quality assurance of ValuJet contractors; and
- A lack of engineering capability in their maintenance (which would impede ValuJet's ability to assign and direct repairs).

In terms of intensity, FAA inspectors performed the equivalent of four years of surveillance in just four weeks. Following some 2,000 inspections, ValuJet has not demonstrated that it has an effective maintenance control system. Therefore, the airline has agreed to halt voluntarily its operations until such time as it demonstrates appropriate corrective action.

ValuJet has agreed to cease passenger operations voluntarily at midnight tonight, Eastern Daylight Time.

The FAA regrets that this action will inevitably cause some disruption of service to passengers, but safety is our highest priority.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 18, 1996

APA 100-96

Contact: Marcia Adams

Tel.: (202) 267-8521

FAA ASSOCIATE ADMINISTRATOR OF COMMERCIAL SPACE TRANSPORTATION NAMES NEW MANAGEMENT TEAM

The Federal Aviation Administration's (FAA) Associate Administrator for Commercial Space Transportation Frank Weaver has announced the names of the newest members of the organization's management team. Patricia Grace Smith is the deputy associate administrator for commercial space transportation; Manuel Vega becomes the chief of regulations; and Herb Bachner is the manager of the Space Systems Development Division.

"Safety and the international competitiveness of the U.S. commercial space launch industry are the Office of Commercial Space Transportation's (AST) two main missions. The experience and leadership skills of these new members of the AST management team will ensure that the commercial space industry is well served," said Weaver.

Patricia "Patti" Grace Smith, the former AST chief of staff and managing director, has been selected as the deputy associate administrator for commercial space transportation.

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As an FAA senior executive, she will provide executive direction for all of AST's mission areas and oversee the full and effective integration of AST into FAA as its seventh line of business.

Manuel Vega joins AST as chief of regulations. Vega will oversee the initiation, development, and final coordination of all AST regulations to ensure that they do not put unnecessary burdens on the commercial space industry. Vega was manager of the FAA's Program Analysis Staff for the Office of Rulemaking where he oversaw all activities of the FAA Aviation Regulatory Advisory Committee. He was instrumental in providing the information systems and contract support needed to complete the commuter rule and associated projects.

Herb Bachner will lead a new division tasked with addressing industry developments such as spaceports and reusable launch vehicles. He will also address customer service standards, space policy initiatives, and AST's strategic planning activities. Bachner is the current manager for international assistance within the FAA Office of International Aviation. His present division responsibilities include working with foreign governments on international assistance and training agreements, and with the Department of Commerce in support of U.S. industry. He assumes his new duties with AST on June 24.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Tuesday, June 18, 1996

APA 102-96

Contact: Drucella Andersen
(202) 267-3883

FAA STATEMENT ON INSPECTION POLICY, PERSONNEL

By FAA Administrator David R. Hinson

Recent events have caused this agency to take a hard look at the way we do business, especially with respect to the safety inspections, and I have ordered a number of changes that will take place immediately.

Yesterday, the FAA asked ValuJet to cease passenger-carrying operations at midnight, and the airline agreed to do so.

A number of incidents and ValuJet's rapid growth prompted this agency to conduct a 120-day special emphasis review of ValuJet last February. The day after the tragic accident, the FAA announced an expansion of this ongoing review. A 30-day comprehensive evaluation focused in detail on examining ValuJet's overall operations. As I said yesterday, FAA inspectors found several serious deficiencies in ValuJet's operations, including ValuJet's failure to establish the airworthiness of some of its aircraft, system-wide maintenance deficiencies, multiple shortcomings in the quality assurance of ValuJet contractors, and a lack of engineering capability in ValuJet maintenance.

FAA inspectors performed some 2,000 inspections and concluded that ValuJet has not demonstrated that it has an effective maintenance control system. As part of its voluntary action yesterday, the airline agreed to cease operations until it demonstrates appropriate corrective action.

To emphasize my comments last night, safety is this agency's highest priority, and the FAA regrets that this action will inevitably cause some disruption of service to passengers.

In addition, today I will outline some major improvements that will be made to FAA inspection policies. These changes are made specifically to toughen the FAA's oversight of airlines that rely on contract maintenance and training.

1. Effective immediately, the agency's senior inspectors will require airlines to demonstrate the regulatory compliance of each of their major contract maintenance and training programs.
2. Airlines will be required to demonstrate regulatory compliance of each of their major contract maintenance programs at each facility doing substantial heavy maintenance or repairs. We also will review the procedures used to carry out this work, ensuring that the procedures are part of the carrier's approved maintenance program. Also, quality assurance oversight being provided by the carrier will be reviewed to ensure that the work conducted by the contractor conforms with the carrier's approved maintenance program and is carried out in accordance with regulatory requirements levied on the carrier.
3. The agency also will require airlines to demonstrate regulatory compliance of their major contract training programs. Training being conducted at each facility employed by the carrier to perform contract training will be reviewed. In addition, the training being provided by each contract facility will be reviewed, to ensure that the curriculum being followed is consistent with the carrier's approved training program. Finally, we will review "check airman" involvement and on-site oversight being provided by the carrier to ensure that the contractor is providing services that comply with the regulatory requirements levied upon the carrier.
4. The FAA's principal inspectors will require that carriers list all contractors performing substantial maintenance and training in an airline's operating specifications. Use of any new contractor will require approval by the principal inspector before it is added to the operations specifications.
5. Before use of new contractors is approved by the principal inspector for addition to the operations specifications, the carrier must conduct an audit of the contractor. This audit must demonstrate to the principal inspector that the contractor is capable of performing the contracted work in accordance with the carrier's approved programs.
6. The FAA also will create new oversight requirements for inspectors who monitor repair stations and training centers. These new oversight requirements will require new tasks be developed to provide special attention to airline maintenance activities being carried out at repair stations. For example, FAA inspectors now will be required not only to check the compliance of repair activities with the regulations governing the repair station, but also to check that the carrier assures that the maintenance and repairs done by the station are in compliance with the airline's maintenance program.

I have directed Deputy Administrator Linda Hall Daschle to chair a review of other concerns including some outlined in the Challenge 2000 report. These include a review of the Federal Aviation Regulations to determine their applicability and pertinence relative to contract services, staffing standards, workload distribution and other immediate issues. I have asked her to report them to me in 90 days.

I am announcing today that Mr. Tony Broderick, the FAA's associate administrator for regulation and certification, will retire at the end of the month. Mr. Broderick made this election in consultation with me and no one else. He believes, and I agree, that it is in the best interest of this agency that he now conclude his distinguished service to the FAA.

Effective July 1, Mr. Barry Valentine, currently the FAA's assistant administrator for policy, planning and international aviation, will become the acting associate administrator for regulation and certification. Mr. Valentine has a distinguished aviation background and will provide effective interim leadership. Ms. Peggy Gilligan will continue in her role as the deputy associate administrator for regulation and certification.

I will personally head an FAA personnel group, working with Dr. Ed Verburg, the agency's associate administrator for administration, that will begin an immediate search for a new associate administrator for regulation and certification. This search will consider both internal and external candidates.

In closing, it is important to note that the science of aviation is dynamic, and this agency is adapting its procedures to accommodate new trends in the industry. The FAA is seeing firsthand that the complexity of oversight for contract maintenance and training calls for this agency to change the way it operates, and the steps the FAA is taking today are just the beginning. I will personally oversee additional efforts to make sure that we continue to adjust and adapt to the industry as it makes changes.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 18, 1996

APA 101-96

Contact: Diane Spitaliere

Tel. No. (202) 267-8521

MEDIA ADVISORY

On Tuesday, June 18, at 2 p.m. Transportation Secretary Federico Peña and Federal Aviation Administration (FAA) Administrator David R. Hinson will hold a media briefing to discuss personnel and organizational changes at the FAA. The event will take place at FAA Headquarters, 800 Independence Ave., S.W., Washington, D.C., in conference rooms 9ABC. Media representatives who cannot attend the briefing may monitor the event via a listen-only phone bridge. Call 1-800-226-6588 approximately 10-15 minutes prior to the event.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, June 19, 1996

APA 100-96

Contact: Marcia Adams

Tel.: (202) 267-8521

**FAA ASSOCIATE ADMINISTRATOR OF COMMERCIAL
SPACE TRANSPORTATION NAMES NEW MANAGEMENT TEAM**

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Herb Bachner will lead a new division tasked with addressing industry developments such as spaceports and reusable launch vehicles. He will also address customer service standards, space policy initiatives, and AST's strategic planning activities. Bachner is the current manager for international assistance within the FAA Office of International Aviation. His present division responsibilities include working with foreign governments on international assistance and training agreements, and with the Department of Commerce in support of U.S. industry. He assumes his new duties with AST on June 24.

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FAA NEWS

FOR IMMEDIATE RELEASE
June 21, 1996

CONTACT: Arlene Salac
(718) 553-3010

KIWI REDUCES FLEET SIZE FOLLOWING FAA INSPECTION

Kiwi International Airlines, Inc., a Newark, NJ-based air carrier, today reduced the size of its fleet from 15 Boeing 727-200 aircraft to 11. The action came after a special safety inspection by the Federal Aviation Administration. During routine surveillance, FAA inspectors uncovered problems with Kiwi's maintenance, training and recordkeeping practices. This prompted a more in-depth inspection after which the agency determined that Kiwi's records were insufficient to establish compliance with FAA regulations.

Additionally, FAA has removed the carrier's check airmen certificate and the carrier will replace its Director of Training. Check airmen are individuals hired by an airline that act on the authority of FAA to inspect the carrier's fleet.

The airline will not be permitted to add additional aircraft to their operating certificate until it can satisfy the high safety standards set by FAA. The FAA will monitor Kiwi's efforts to bring operations into full compliance with regulations.

Kiwi has been operating under a consent order since December 1994. At that time, the airline's flights were suspended for three days due to insufficient pilot training. The order required Kiwi to satisfy FAA's pilot training requirements before it resumed operations.

Kiwi received its operating authority from FAA as a Part 121 commercial air carrier operator in September 1992. The carrier has operated scheduled flights between Atlanta, Chicago, Las Vegas, Newark, NJ, Orlando, Tampa and West Palm Beach. It also provides seasonal service to Bermuda.

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KIWI FACT SHEET

Carrier Profile

KIWI Airlines has FAA operating authority under Part 121. The carrier was certificated on September 11, 1992. The carrier had 15 Boeing 727-200. They employ 277 pilots, 9 check airmen, 78 mechanics and provide domestic service in the U.S. to Atlanta, Newark, NJ, Orlando, Tampa, West Palm Beach and Las Vegas. The carrier has seasonal service to Bermuda.

Consent Order History

The carrier has been operating under a Consent Order since December 16, 1994. The carrier was placed under this consent order after FAA found that it could not meet the Part 121 requirements in the area of pilot training. As a result of FAA's finding, the carrier suspended all flights on December 15, 1994 for three days until it could bring its operations into compliance.

FAA Inspections

November 1994 - A two week regional inspection in November 1994 showed KIWI was not able to demonstrate that company pilots were qualified. During this inspection 87 pilots' records were inspected. 86 pilots failed to comply with Part 121. KIWI suspended all flights under direction from FAA.

After the November 1994 inspection, KIWI was placed under a Consent Order that required the carrier to bring its operations back into compliance with Part 121. Changes were initiated by company management to correct deficiencies and all pilots were requalified.

October 1995 - A national inspection was conducted in October 1995 which found problems with compliance of engine airworthiness directives. These problems have also been corrected.

June 1996 - A regional inspection was completed on June 12, 1996 which found problems in training, maintenance and recordkeeping. This led to Kiwi's reduction in its fleet, loss of check airman certification and replacement of Director of Training.

FAA Civil Penalty Action**1) FAA Case No. 96EA250001**

On December 21, 1995, the FAA initiated an action against Kiwi in the amount of \$375,000. The case involved Kiwi operating 42 passenger carrying flights with an unqualified pilot in command from July 1, 1995 to August 16, 1995. The pilot in command was unqualified because he had failed to submit to a required line check.

2) FAA Case No. 95EA250087

On November 2, 1995 the FAA initiated a civil penalty against Kiwi in the amount of \$2,000 for not performing a Digital Flight Data Recorder tape read out at the time limit requirement contained in Kiwi's General Maintenance Manual.

3) FAA Case No. 95EA250106

On December 7, 1995 the FAA initiated a civil penalty action against Kiwi in the amount of \$8,000 for not making an entry in an aircraft logbook after an inspection of an inoperative aircraft engine due to foreign object damage inside.

4) FAA Case No. 95EA250108

On February 9, 1996 the FAA initiated a civil penalty action against Kiwi in the amount of \$42,000 because Kiwi failed to use the appropriate maintenance manual data for an engine change performed on one of its aircraft.

5) FAA Case No. 96GL310008

On February 13, 1996 the FAA initiated a civil penalty action against Kiwi for \$17,500 for operating an unairworthy aircraft in air transportation. Specifically, Kiwi operated the aircraft when the nose area of the aircraft radome had numerous blisters.

6) FAA Case No. 95EA250094

On January 11, 1996 the FAA initiated an action against Kiwi in the amount of \$60,000 for not being able to provide documentation to demonstrate that appropriate maintenance action had been taken to correct discrepancies found in the recording of required data from the Digital Flight Data Recorders on six Kiwi aircraft.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 24, 1996

APA 103-96

Contact: Diane Spitaliere

Tel.: (202) 267-8521

MEDIA ADVISORY

The Federal Aviation Administration (FAA) will release at 9 a.m. on Tuesday, June 25, the air traffic control tape of the ValuJet accident that occurred on May 11, 1996. The event will take place at FAA Headquarters, 800 Independence Ave., S.W., conference rooms 9ABC. Reporters will be able to record the tape and a transcript will be provided.

Because the accident is under investigation by the National Transportation Safety Board, the tape will be released without comment.

Reporters who are unable to attend, may listen to the tape by calling 1-800-226-6588 at least 10-15 minutes prior to the 9 a.m. release.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 24, 1996

APA 104-96

Contact: Diane Spitaleire

Tel.: (202) 267-8521

MEDIA ADVISORY

The release of the air traffic control tapes from the May 11, 1996 ValuJet accident by the Federal Aviation Administration has been changed from Tuesday, June 25, at 9 a.m. to Thursday, June 27, at 8:30 a.m.

The FAA is delaying issuance of the tapes to ensure that the families of those who tragically lost their lives are notified. The agency is taking this action as a humanitarian effort.

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U.S. Department of
Transportation

Office of the Secretary
of Transportation

Office of Inspector General

FOR IMMEDIATE RELEASE
June 25, 1996

Contact: Todd J. Zinser
Tel.: (202) 368-0681

CLARIFICATION OF INSPECTOR GENERAL'S CONGRESSIONAL TESTIMONY

Todd J. Zinser, Assistant Inspector General for Investigations, U.S. Department of Transportation, announced that on Tuesday, June 25, 1996, Inspector General Mary Schiavo testified before the House Aviation Subcommittee holding hearings into issues raised by the crash of ValuJet Flight 592. Inspector General Schiavo advised the Subcommittee that she had recused herself from an investigation being conducted by the Office of Inspector General concerning FAA's oversight of ValuJet. Accordingly, the Inspector General declined to respond to certain questions posed to her by members of the Subcommittee.

Inspector General Schiavo declined to respond to a question from Representative William O. Lipinski as to whether she had advised the Secretary of Transportation about problems concerning ValuJet. Inspector General Schiavo's inability to respond to the question may have left the impression that the Secretary was a subject of the OIG investigation. The Secretary is not, and has not been, a subject of the investigation.

FAA News

Washington, D.C.



June 25, 1996

Contact: Kay Templeton Garvey
(202) 267-3883/3448

FAA SATELLITE MEDIA TOUR JUNE 26

Who: Cathal Flynn, FAA Associate Administrator, Civil Aviation Security

What: Satellite media tour
Subject: High-tech bomb detector*

When: 1 - 2:30 p.m. (EDT)

Where: Via satellite

Coordinates are:

Telstar 402: (89 degrees West)

Transponder: 21 vertical down

Frequency: 4120 megahertz

Audio: 6.2 MHz and 6.8 Mhz

Handwritten note:
KOC (C) - band
Telstar 402.

Note: Please call (202) 267-3448 you wish to have a time slot (approximately 5 minutes in length) during the media tour for an interview with Mr. Flynn.

**The explosives detection system (CTX-5000) will be demonstrated in B-roll footage during the course of the satellite media tour. The system is on-line at the Hartsfield International Airport, Atlanta, Ga., in preparation for the Centennial Olympics Games.*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 25, 1996

APA 104-96

Contact: Diane Spitaliere

Tel.: (202) 267-8521

MEDIA ADVISORY

The release of the air traffic control tapes from the May 11, 1996 ValuJet accident by the Federal Aviation Administration has been changed from Tuesday, June 25 at 9 a.m. to Thursday, June 27, at 8:30 a.m.

The FAA is delaying issuance of the tapes to ensure that the families of those who tragically lost their lives are notified. The agency is taking this action as a humanitarian effort.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, June 26, 1996

APA 103-96

Contact: Diane Spitaliere

Tel.: (202) 267-8521

MEDIA ADVISORY

The Federal Aviation Administration (FAA) will release at 8:30 on Thursday, June 27, the air traffic control tape of the ValuJet accident that occurred on May 11, 1996. The event will take place at FAA Headquarters, 800 Independence Ave., S.W., conference rooms 9ABC. Reporters will be able to record the tape and a transcript will be provided.

Because the accident is under investigation by the national Safety Board, the tape will be released without comment.

Reporters who are unable to attend, may listen to the tape by calling 1-800-226-6588 at least 10-15 minutes prior to the 8:30 a.m. release.

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U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

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FOR IMMEDIATE RELEASE
June 27, 1996

CONTACT: Kathleen B. Bergen

FAA Issues \$2.6 Million Fine Against Rich International Airways, Inc.

The Federal Aviation Administration has sought to recover civil penalties totalling \$2.6 million against Miami-based Rich International Airways, Inc. for violations of the Federal Aviation Regulations (FAR). The action involves two separate maintenance-related cases.

FAA proposed civil penalties against Rich in the amount of \$2.6 million for installing parts on six L-1011 aircraft that had been removed from another L-1011. Approximately 75 of the parts could not be traced to an FAA-approved source. As a result, Rich failed to comply with FARs requiring airlines to document parts traceability, and to inspect, overhaul and/or functionally check the parts prior to installation. Each of the six aircraft subsequently were operated on hundreds of flights in an unairworthy condition.

The proposed penalties also involve failure to remove an engine from service, after a component had exceeded its prescribed life limits.

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