FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, May 2, 1996

APA 71-96
Contact: Les Dorr, Jr.
Telephone: 202/267-8521

FAA SIGNS LETTER CONTRACT WITH HUGHES TO CONTINUE WAAS WORK

The Federal Aviation Administration (FAA) yesterday signed a single-source letter contract with Hughes Aircraft Company, Fullerton, Calif., to continue providing systems development and integration for the Wide-Area Augmentation System (WAAS).

The not-to-exceed $50 million contract, which runs for 180 days, was signed just five days after the FAA announced termination of its WAAS contract with Wilcox Electric, Inc., Kansas City, Mo., for the convenience of the government.

"This was the first big test of the new FAA acquisition system that was effective April 1, and I think the results speak for themselves," said FAA Administrator David R. Hinson. "We were able to award a contract in five days that might have taken months under the old system. Clearly, this new way of doing business at the FAA has both immediate benefits for the agency and long-term benefits for the American public."

Under the letter contract, Hughes will continue with work it is already doing, insuring steady progress toward fielding an intitial WAAS by 1998. The agreement with Hughes will serve as a bridge to a finalized contract that is scheduled to be awarded before the end of the 180-day period.

Hughes has already provided key expertise during the systems design and software requirements phases of WAAS. The company has developed a WAAS architecture that incorporates safety-critical functions while maximizing use of commercial-off-the-shelf and non-developmental software. Hughes already has FAA-approved plans, processes, and procedures in place that will be essential to successful development and implementation of WAAS technology.

###

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, May 2, 1996

APA 72-96
Contact: Curtis Austin
Tel.: (202) 267-8521

FAA TO REVIEW CERTIFICATION REQUIREMENTS AT INTERNATIONAL CONFERENCE ON AIRCRAFT INFLIGHT ICING

A review of current certification requirements for flying aircraft in icing conditions, as well as a study of the latest ice protection and ice detection technologies, will be explored May 6-8 at the Hilton Hotel, 6550 Loisdale Road, Springfield, Va., when the Federal Aviation Administration (FAA) hosts an international icing conference.

"Safety is the Clinton Administration's top transportation priority," Secretary of Transportation Federico Peña said. "This conference will give us information we need to make a safe aviation system even safer."

While the working sessions of the "FAA International Conference on Aircraft Inflight Icing," will be limited to invited participants, the media may attend the Opening Plenary Session from 8:30 a.m. to noon on Monday, May 6. There will be a media availability that day at 9 a.m. with FAA Administrator David R. Hinson and Anthony J. Broderick, associate administrator for Regulation and Certification, who will provide an overview of the conference.

The media is also invited to attend the conference's closing plenary session, from 1 p.m. to 4 p.m. Wednesday, May 8, where the working group's recommendations will be revealed. Immediately following that session, there will be media availability with Broderick.

More than 300 aviation experts throughout the world are expected for the icing conference, which will include a review of current certification requirements, operating regulations, and weather forecasting capabilities for aircraft operating under varying environmental conditions.

-- more --

"This conference is part of an ongoing effort on the part of the FAA to continually seek ways to further enhance safety for aircraft operating in icing conditions," Hinson said. "We are convening 300 of the world's best aviation experts to take a look with fresh eyes at our current regulations and help us to determine if there are changes that can be made to further help us in our quest for zero accidents," Hinson said.

Participants will include icing experts from the United States, Russia, Canada, Europe and senior FAA officials, who will review major aspects of airworthiness when operating in icing conditions and determine if changes or modifications should be made to further enhance the level of safety.

The icing conference is part of the FAA's overall plan to address safety issues associated with icing conditions. The FAA began with ground deicing, addressed the safety issue associated with the ATR aircraft and with unpowered control systems and pneumatic deicing boots, and recently issued a series of new regulations instructing pilots how to recognize specific hazardous icing conditions and requiring them to quickly and safely exit these conditions when encountered.

###

An electronic version of this news release is available via the World Wide Web at:
http://www.faa.gov/apa/apahome.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, May 2, 1996

APA 73-96
Contact: Les Dorr
Tel.: (202) 267-8521

MEDIA ADVISORY

FAA TO DEMONSTRATE FIRE-RESISTANT MATERIALS AT TECHNICAL CENTER

On Monday, May 6, the Federal Aviation Administration (FAA) will demonstrate new fire-resistant insulation material in the Full-Scale Fire Test Facility at the FAA Technical Center, Atlantic City, N.J. The material is expected to more than double the time it typically takes fuel-fed flames to burn through an aircraft's aluminum skin and traditional fiberglass batting. The test is part of a continuing FAA research effort to evaluate new and better materials to protect the traveling public from post-crash aviation fires.

At 2:30 p.m., an FAA official will explain the purpose of the test and the test conditions, and show samples of previous and current insulation materials in front of the 20-foot-long fuselage test article. The burnthrough test will begin at approximately 3:00 p.m. and last about five minutes.

Television reporters are encouraged to tape the pre-test briefing, but for safety reasons, the burnthrough test itself must be observed on video monitors in an adjacent area of the building. Beta copies of the May 6 demonstration and previous tests will be available the following day. Still photos will be available for print reporters.

Credentialed media representatives planning to attend are asked to call the number shown on this release as soon as possible. On the day of the test, they should come to the Full-Scale Fire Test Facility , Building 275, prior to the 2:30 briefing.

###

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, May 2, 1996

APA 70-96
Contact: Curtis Austin
Tele.: (202) 267-8521

FAA ISSUES NEW RULES ON AIRCRAFT ICING

The Federal Aviation Administration (FAA) today issued a series of new regulations instructing pilots how to recognize specific hazardous icing conditions and requiring them to quickly and safely exit these conditions when encountered.

"These new Airworthiness Directives (ADs) are part of an ongoing effort to further enhance safety for aircraft in icing conditions," FAA Administrator David R. Hinson said. "These ADs, containing new detailed procedures to help pilots detect and safely exit icing conditions, provide us with another valuable tool in our quest to reach zero accidents."

The 18 new directives will affect 29 different aircraft models with unpowered controls and pneumatic deicing boots. In an aircraft with unpowered controls, the pilot manually operates the surface that moves on the trailing edge of the wing, instead having the surface moved by hydraulic or electrical power. Pneumatic deicing boots are long rubber devices that inflate along the leading edge of the wing to crack the ice. In all, a total of 4,430 aircraft will be affected by the new regulations.

Hinson stressed that the aircraft subject to the regulations already are safe. "These new regulations are designed to further enhance safety for the flying public as we strive for a zero accident rate." Aircraft with unpowered controls often operate in lower altitudes where ice forms.

The Airworthiness Directives are being issued to require aircraft operating manuals to provide pilots with instructions for operating in freezing rain and freezing drizzle; give them cues to identify such conditions; and offer instructions on how to safely exit when such conditions are encountered.

-- more --

After the October 1994 crash of an American Eagle ATR-72 near Roselawn, Ind., tests on the ATR-72 and the smaller ATR-42 revealed that a ridge of ice could form behind the wing's anti-ice system.

Upon learning the results of the ATR tests, the FAA immediately ordered a new system installed to protect a greater portion of the ATR's wing and began an aggressive comprehensive review of other aircraft with unpowered controls and pneumatic deicing boots to determine if they may be susceptible to loss of control following exposure to supercooled drizzle drops. Supercooled drizzle drops are a kind of fog made up of water droplets cooled below freezing, but not yet turned to ice.

"Our testing has shown that these planes do not need design changes, but we want to make sure pilots know how to recognize freezing rain and freezing drizzle and what procedures they should take to safely exit it," Hinson said. Listed below is an overview of the new procedures:

- Pilots of the 29 models cited in the directives are required to look for certain "visual cues" when flying in icing conditions, such as icing on the side window, or abnormal ice buildup or accumulation on the upper and lower surface of the wing; behind the protected areas covered by the deicing boots or ice buildup on the propeller spinner, further back than is normally observed.

- If icing is spotted, the pilot must fly out of the area where the icing conditions are occurring by changing altitude or course. The directives provide specific procedures for notifying Air Traffic Control when the pilots exit the area where the icing is occurring.

- Pilots are required to follow the specific exit procedures outlined in the directives when they detect ice buildup on their aircraft in the areas mentioned in the directive.

The AD actions are part of the FAA's overall plan to address safety issues associated with icing conditions. The FAA began with ground deicing, addressed the safety issue associated with the ATR aircraft and with unpowered control systems and pneumatic deicing boots, and will conduct an international icing certification conference in May.

###

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
Monday, May 6, 1996

APA 74 -96
Contact: Les Dorr, Jr.
Tel.: (202) 267- 8521

FAA TESTS SHOW NEW MATERIALS DOUBLE FUSELAGE BURNTHROUGH TIMES

The Federal Aviation Administration (FAA) is testing new insulation materials that may help save lives by increasing the time it takes a fire to burn through an aircraft's fuselage.

During a test today at the full-scale fire test facility at the FAA Technical Center, Atlantic City, N.J., one of the new materials, a heat-stabilized, oxidized polyacrylonitrile fiber processed for higher carbon content, prevented burnthrough for at least five minutes. That is more than double the 1.5 - 2 minutes it typically takes fuel-fed flames to penetrate an aircraft's aluminum skin and traditional fiberglass batting.

"One way the FAA is working to increase survivability rates is through this research and development program to 'harden' aircraft fuselages against burnthrough by a post-crash, external fire," said Anthony J. Broderick, FAA Associate Administrator for Regulation and Certification. "If the burnthrough time can be increased by several minutes, this technology can save lives."

The integrity of an aircraft and its ability to provide a barrier against fuel-fire penetration is an important factor for the survival of aircraft occupants. In many crashes, the plane remains intact. How quickly the fire burns through the aircraft's fuselage often determines whether people get out safely.

In the United States, most aviation fatalities attributable to fire have occurred in post-crash fires. From 1981 to 1993, for example, 277 accidents involved large commercial aircraft. Forty-seven of those accidents experienced post-crash fires, of which 34 were survivable. Of the 2,895 persons involved in survivable post-crash fires, 569 were fatally injured.

-more-

Continued research in aircraft fire safety also could have other benefits. Some of the new insulations being tested weigh less than fiberglass, and reducing an aircraft's weight ultimately cuts fuel consumption and costs. Also, certain alternative materials do not produce the health and safety handling hazards associated with fiberglass.

The FAA is working jointly with the Civil Aviation Authority in the United Kingdom to improve the resistance of aircraft fuselages to burnthrough by external fuel fires. This and other FAA-sponsored aviation fire research is designed to reduce the risk of fire-related injuries and increase the survival rates for occupants during in-flight and post-crash fires.

###

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
Monday, May 6, 1996

APA 75-96
Contact: Les Dorr, Jr.
Telephone.: 202/ 267-8521

FAA TECHNICAL CENTER RENAMED FOR AMBASSADOR WILLIAM J. HUGHES

The Federal Aviation Administration's (FAA) Technical Center in Atlantic City, N.J., officially will be renamed the William J. Hughes Technical Center in a rededication ceremony at 1 p.m., May 6, in the technical building atrium.

Senator Frank Lautenberg (D-N.J.) will be the featured speaker at the event. Lautenberg proposed the name change for the aviation test facility in legislation he sponsored last fall. Other key speakers will include Congressman Frank LoBiondo (R-N.J.) and Congressman James Saxton (D-N.J.). Many other federal and state officials have been invited to the ceremony.

"The Honorable William J. Hughes, U.S. Ambassador to Panama, has been a long- time supporter of the Technical Center," said Guy Gardner, director of the center. "While serving in Congress from 1974 to 1995, he was instrumental in the center's growth and success as the nation's premier aviation research and development facility. He has been our friend and supporter for years and deserves the honor we are bestowing upon him."

A New Jersey native, Hughes not only fought to keep the facility in Atlantic City, but also played the key role in obtaining the support necessary to expand and modernize the center with a new headquarters building, a technical support facility, the advanced automation system laboratory and the aviation security research and development laboratory.

The Technical Center serves as the national scientific test base for FAA research, development and acquisition programs. Center activities involve test and evaluation in air traffic control, communications, navigation, airports, aircraft safety and security. Research work includes long-range development of innovative systems and concepts, development of new equipment and software and in-service modification of existing systems and procedures.

-more-

Located just outside Atlantic City, the facility covers 5,059 acres. It consists of laboratories, test facilities, support facilities, an airplane hangar and the Atlantic City International Airport. Established in 1958 as the National Aviation Facilities Experimental Center, the facility was renamed the FAA Technical Center in 1980.

Also on May 6 and 7, the Technical Center will celebrate Public Service Recognition Week with a series of customer focus activities, including tours and forums.

###

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, May 7, 1996

APA 76-96
Contact: Marcia Adams
Tel.: (202) 267-8521

MEDIA ADVISORY

FAA TO RELEASE INTERNATIONAL SAFETY INFORMATION NETWORK PROPOSAL

The Federal Aviation Administration's (FAA) Office of System Safety will unveil its Global Analysis and Information Network (GAIN) concept, at 11:00 a.m. on Thursday, May 9. The event will be held in conference rooms 9ABC, FAA Headquarters, 800 Independence Ave., S.W, Washington, D.C.

GAIN would enhance aviation safety by making safety data available, on-line, to aviation professionals worldwide. The new system is designed to collect aviation safety data, analyze safety data, and disseminate safety data worldwide.

If you plan to attend the press briefing, please contact Marcia Adams on (202) 267-8521.

###

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, May 9, 1996

APA 77-96
Contact: Marcia Adams
Tel.: (202) 267-8521

FAA UNVEILS PROPOSAL TO CREATE INTERNATIONAL SAFETY INFORMATION NETWORK

In an unprecedented move to involve the international aviation community in Secretary Peña and Administrator Hinson's zero-accident challenge, the Federal Aviation Administration's (FAA) Office of System Safety today unveiled its Global Analysis and Information Network (GAIN) concept, which would make safety data available instantly, on-line, to aviation professionals worldwide.

The proposal solicits comment from the aviation community about the development of GAIN prototypes, including the proposal that GAIN be a privately owned and operated international consortium. FAA believes that such a global safety network concept would help meet the zero-accident challenge by:

- collecting aviation safety data;
- analyzing that data for potential safety-related trends; and
- sharing that analysis with the aviation community worldwide to improve aviation safety.

"I recently challenged the aviation industry to achieve zero accidents, but stated that regulation alone is insufficient to achieve this goal. The entire aviation community must become more proactive by sharing information about potential safety problems before they result in an accident," said FAA Administrator David R. Hinson. "I applaud the work of the Assistant Administrator for System Safety Christopher Hart and his staff in developing this proposal and joining with the aviation community in debating its viability to help reach our goal."

Hart met with representatives from industry and labor to create a network that would best serve the needs of the aviation community.

-more-

Such a system would involve different components of the global aviation system--carriers, manufacturers, insurers, pilots, mechanics, flight attendants, air traffic controllers and airport operators. By learning more about potential problems in the system, the participants in GAIN would be in a better position to take action to address the problems proactively. Actions could be in the form of pilot training, procedural changes to manuals, modifications to air traffic control procedures, maintenance enhancements, or manufacturing alterations.

"Crucial information is already out there, which can be used to further enhance aviation safety. It is our responsibility, as members of the world aviation community, to make sure that this resource is not wasted--that this information is turned into life-saving knowledge," said Hart.

For copies of the proposal contact Chuck Fluet at (202) 267-GAIN (4246).
It will be published next week in the Federal Register and the Commerce Business Daily. Comments will be accepted through June 14, and can be submitted via the Internet. Interested parties must send two copies to the FAA in accordance with the instructions set forth in the proposal.

###

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
Sunday, May 12, 1996

APA 78-96
Contact: Henry J. Price
Telephone: (202) 267-8521

FAA EXPANDS
REVIEW OF VALUJET

Today the Department of Transportation announced an expansion of its ongoing review of ValuJet Airlines. The comprehensive evaluation will consist of an intensified look by the Federal Aviation Administration at whether actions initiated by ValuJet in response to the agency's Special Emphasis Review have increased the carrier's margin of safety. As well as the in-depth review of the programs and initiatives implemented by ValuJet, the FAA will examine overall operations of the carrier.

In addition to inspecting ValuJet's aircraft, the FAA will conduct an audit of ValuJet's contracted repair facilities' quality control programs to determine compliance with the carrier's maintenance program. Every major maintenance inspection conducted will be reviewed during the next 30 days to verify application of the company's new quality assurance practices. Furthermore, the FAA will observe the procedures and training of personnel who conduct maintenance on aircraft between flights known as "line" maintenance. The agency also will evaluate the effectiveness of the carrier's new Technical Support Center in Atlanta, Ga., and Dulles International Airport to support line station management practices. Agency inspectors will also conduct increased cockpit observations to observe application of crew resource management procedures, aircraft dispatch planning, as well as in-flight management.

In relation to ValuJet's maintenance work, the FAA also intends to examine Valujet's Analysis and Surveillance Program, including an audit of all of ValuJet's vendors and line stations, as well as evaluations of the carrier's Internal Audit Program and its program to track repeated mechanical problems with an aircraft. In addition, the FAA will examine the carrier's overall maintenance programs with a particular focus on:

- more -

- Manuals and procedures;
- Training programs (company and contractor);
- Maintenance referral procedures; and
- Aircraft ramp inspections -- concentrating on the quality of ValuJet's maintenance and inspection programs.

In relation to ValuJet's operations effectiveness, the FAA will examine:

- Operations training (airspeed control, Minimum Equipment List, Initial Operating Experience training, and aircraft log book entries);
- Crew qualifications;
- Operations manuals and procedures (currentness of manuals on board aircraft);
- Flight control; and
- Flight operations.

Acting on ValuJet's rapid expansion and increased operations, FAA began its 120-day Special Emphasis Review on Feb. 22. As a result of the agency's review, the airline enhanced its training programs to put greater emphasis on crew coordination, increased experience level in the cockpit, put in place a new quality assurance program to oversee maintenance performed on contract, strengthened training provided to mechanics, and established a technical support group to provide guidance to mechanics working on the line.

#

FAA News

Atlanta, Georgia

FOR IMMEDIATE RELEASE
Monday, May 13, 1996

Contact: Kathleen Bergen
(404) 305-5100

FAA ISSUES EMERGENCY SUSPENSION TO AV ATLANTIC

The FAA's assistant chief counsel in Atlanta today issued an emergency order suspending the air carrier certificate of HCL Aviation, Inc., which does business as Av Atlantic. The order is based on discrepancies in the training, testing and qualifications of flight attendants.

Based in Savannah, Georgia, HCL operates seven Boeing 727 airplanes in passenger-carrying charter flights and sub-service to other carriers. The suspension will continue until HCL satisfactorily demonstrates that all flight attendants used in air carrier service are appropriately trained, tested and qualified.

-30-

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Sunday, May 12, 1996

APA 78-96
Contact: Henry J. Price
Telephone: (202) 267-8521

FAA EXPANDS
REVIEW OF VALUJET

Today the Department of Transportation announced an expansion of its ongoing review of ValuJet Airlines. The comprehensive evaluation will consist of an intensified look by the Federal Aviation Administration at whether actions initiated by ValuJet in response to the agency's Special Emphasis Review have increased the carrier's margin of safety. As well as the in-depth review of the programs and initiatives implemented by ValuJet, the FAA will examine overall operations of the carrier.

In addition to inspecting ValuJet's aircraft, the FAA will conduct an audit of ValuJet's contracted repair facilities' quality control programs to determine compliance with the carrier's maintenance program. Every major maintenance inspection conducted will be reviewed during the next 30 days to verify application of the company's new quality assurance practices. Furthermore, the FAA will observe the procedures and training of personnel who conduct maintenance on aircraft between flights known as "line" maintenance. The agency also will evaluate the effectiveness of the carrier's new Technical Support Center in Atlanta, Ga., and Dulles International Airport to support line station management practices. Agency inspectors will also conduct increased cockpit observations to observe application of crew resource management procedures, aircraft dispatch planning, as well as in-flight management.

In relation to ValuJet's maintenance work, the FAA also intends to examine Valujet's Analysis and Surveillance Program, including an audit of all of ValuJet's vendors and line stations, as well as evaluations of the carrier's Internal Audit Program and its program to track repeated mechanical problems with an aircraft. In addition, the FAA will examine the carrier's overall maintenance programs with a particular focus on:

- more -

- Manuals and procedures;
- Training programs (company and contractor);
- Maintenance referral procedures; and
- Aircraft ramp inspections -- concentrating on the quality of ValuJet's maintenance and inspection programs.

In relation to ValuJet's operations effectiveness, the FAA will examine:

- Operations training (airspeed control, Minimum Equipment List, Initial Operating Experience training, and aircraft log book entries);
- Crew qualifications;
- Operations manuals and procedures (currentness of manuals on board aircraft);
- Flight control; and
- Flight operations.

Acting on ValuJet's rapid expansion and increased operations, FAA began its 120-day Special Emphasis Review on Feb. 22. As a result of the agency's review, the airline enhanced its training programs to put greater emphasis on crew coordination, increased experience level in the cockpit, put in place a new quality assurance program to oversee maintenance performed on contract, strengthened training provided to mechanics, and established a technical support group to provide guidance to mechanics working on the line.

#

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Monday, May 13, 1996

APA 79-96
Contact: Marcia Adams
Tel.: (202) 267-8521

MEDIA ADVISORY

FAA ADMINISTRATOR TO HOLD TELECONFERENCE ON VALUJET

FAA Administrator David R. Hinson will hold a teleconference today at 2:30 p.m., to respond to questions regarding ValuJet's Special Emphasis Review. Reporters may call (202) 493-4180 and enter pass code 2222.

For additional information, please contact Marcia Adams on (202) 267-8521.

###

FAA News

Washington, D.C.

APA-80-96
Contact: Diane Spitaliere
Telephone: (202) 267-8521
Tuesday, May 14, 1996

BACKGROUND INFORMATION FOR REPORTERS

**AIRWORTHINESS DIRECTIVE ON
MCDONNELL DOUGLAS WIRE SYSTEM**

- A Federal Aviation Administration Airworthiness Directive (AD) expanding the number of McDonnell Douglas (MD) aircraft for inspection of wiring in an overhead cockpit switch panel becomes effective on Wednesday, May 15.

- The directive, first published on April 15, requires that the aircraft be inspected and, where appropriate, apply protective wrapping on the wiring within 90 days. It also calls for rerouting of the wiring within six months.

- The directive expands a previous AD issued in May 1995 that required inspection of DC-9-80 and MD-88 airplanes to now include DC-9, MD-90-30 and C-9 (military) aircraft. In addition to those aircraft covered in the expanded AD, all switch panels containing the wiring now are required to undergo a rerouting of its wiring within six months.

- The initial AD for the DC-9-80 and MD-88 aircraft was prompted by reports of chafed and shorted wire bundles that resulted in smoke coming from an overhead panel operating a windshield heating system in these airplanes. No safety problems were reported related to the incidents.

- While there were no reports of damage to the wire bundles on the models covered by the expanded AD, similarities in their configuration prompted the expanded directive.

- The expanded AD appeared in the Federal Register for public comment on April 15. It met the agency's scheduled date to become effective and will appear in the May 15 Federal Register.

##

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, May 15, 1996

Contact: Diane Spitaliere
Tel. No.: 202-267-8521

Background Information on the Transportation of Hazardous Material

- ***Hazardous Materials and Air Transportation.*** Air transportation of hazardous materials is strictly regulated. The proper shipping name for oxygen generators is oxidizing solid, nos (sodium chlorate), UN 1479. Each package must be labeled as an oxidizer and marked with its proper shipping name. Authorized containers must consist of inner and outer layers and meet strict performance standards to ensure integrity. Each package transported on a passenger aircraft is limited to 5kg (11 lbs) in weight. Hazardous materials means a substance or material which has been determined by the Secretary of Transportation that may pose an unreasonable risk to health, safety and property when transported in commerce and which has been so designated.

- ***Oxygen Generator Characteristics.*** Oxygen generators -- which are classified as hazardous materials -- create oxygen by means of an initiated chemical reaction between oxidizing materials. Units are initiated by a spring loaded hammer which, when released by a smart tug on the oxygen hose, strikes a primer and begins the chemical reaction. Installed in later model aircraft, the units are designed to supply supplemental passenger oxygen for approximately 15 minutes. They are designed to be installed in an overhead passenger service unit or in aircraft seat backs. They have a thermal barrier to prevent excessive heat from escaping and igniting aircraft fabrics and furnishings. Chemical contents include: 85.0 percent sodium chlorate; 0.5 percent potassium perchlorate; 4.0 percent barium peroxide; 3.5 percent iron oxide; 2.0 percent magnesium oxide; 2.0 percent mica; and 2.0 percent titanium dioxide.

- ***Valujet and Hazardous Materials Regulations.*** ValuJet is not authorized to transport hazardous materials. As the airline elected not to carry hazardous materials, it is neither authorized or equipped to do so. Valujet's FAA-approved training manuals require its staff to recognize the presence of hazardous materials so they can be refused. If ValuJet had elected to transport hazardous materials, its staff would be required to undergo more in-depth training to ensure that such materials are transported properly.

- ***FAA Oversight of ValuJet.*** The agency continually monitors the carrier's training obligations and conducts comprehensive inspections. However, as a "will not carry" airline, typically, recognition training would be the FAA's primary focus. Last June, the FAA denied a request to reduce their initial recognition training from two to one hour.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, May 15, 1996

APA-81-96
CONTACT: Drucella Andersen
(202) 267-3883

ADDITIONAL INSPECTION MEASURES FOR VALUJET AIRLINES ANNOUNCED

Transportation Secretary Federico Peña and Federal Aviation Administration chief David Hinson today announced additional steps the FAA will take as part of its ongoing, intensive special emphasis review to continue to ensure that ValuJet Airlines is meeting every applicable FAA safety standard.

"Beginning immediately, the maintenance history of every ValuJet plane will be reexamined to ensure that the airline is meeting all of the special FAA requirements for older aircraft," Peña said. "This will include special examinations for aircraft corrosion and the required increased replacement of parts. Any ValuJet plane which fails to meet every regulatory requirement will be taken out of service."

"In February, in light of our concerns about ValuJet's rapid expansion and a number of operational incidents involving the airline, the FAA launched a comprehensive 120-day review of the airline," said Hinson. "In the wake of any accident, it is critical that we take all steps possible to continue to maintain the unmatched safety record of the American aviation system.

The FAA announced that during the continuing 30-day intensified review announced Sunday of all ValuJet operations, it will:

- Review all reports of mechanical problems filed in the past 12 months to ensure that corrective action has been taken, including all reports for problems which have caused planes to return to the gate after push-back.

- Conduct morning inspections of all aircraft after they have undergone overnight maintenance to ensure that any repairs have been properly made.

more

- Assign FAA inspectors to be on board each ValuJet plane weekly to conduct in-flight inspections, including checks for compliance with cargo and security requirements.

- Conduct comprehensive re-inspections covering all ValueJet airport maintenance facilities.

- Perform top-to-bottom inspections of all ValuJet aircraft during any heavy maintenance checks.

In addition, as a result of direct communications between Secretary Peña, Administrator Hinson, and ValuJet President Lewis Jordan, ValuJet has decided to take additional voluntary safety measures. These include the hiring of a new airline "safety czar" reporting directly to Jordan and a comprehensive review of all mechanical irregularities, air returns, pilot reports, and numerous other factors to establish, by Friday, a schedule under which the airline will inspect every aircraft in the fleet.

"We are absolutely determined to ensure that these aircraft meet the most rigorous aviation standards of the FAA," said Secretary Peña. "These additional measures will constitute the highest level of scrutiny which can be applied to a commercial airline in our country."

###

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, May 15, 1996

Contact: Hank Price
Tel. No. (202) 267-8521

MEDIA ADVISORY

Federal Aviation Administration (FAA) Administrator David Hinson and Associate Administrator for Regulation and Certification Tony Broderick will hold a media briefing today at 11:30 a.m. on additional steps the agency will take as part of its ongoing intensive review of ValuJet Airlines.

There will be background press briefing at 3 p.m. today on regulations regarding the transportation of hazardous materials. No cameras will be allowed in this briefing.

Both briefings will be held at FAA Headquarters, 800 Independence Ave., S.W., in conference room 9ABC. A phone bridge will be available for both media events. Interested parties can call 1-800-226-6588 about 10-15 minutes prior to the events.

###

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, May 16, 1996

APA 82-96
Contact: Diane Spitaliere
Tel.: (202) 267-8521

MEDIA ADVISORY

FAA TO RELEASE
CHALLENGE 2000 FINDINGS

The Federal Aviation Administration (FAA) will unveil the findings of the Challenge 2000 project, an exhaustive review of the agency's regulation and certification capabilities, at 2 p.m., Thursday, May 16. The media briefing will be held in conference rooms 9ABC, FAA Headquarters, 800 Independence Ave., S.W., Washington, D.C.

Participants in the media briefing will include FAA Administrator David R. Hinson; Anthony J. Broderick, associate administrator for Regulation and Certification; Barry Valentine, assistant administrator for Policy, Planning and International Aviation; Martin Bollinger from Booz Allen & Hamilton, Inc., the McLean-Va.-based consulting firm that conducted the review; and General James Abrahamson (USAF Ret.), chairman of the Challenge 2000 Research, Engineering and Development Advisory Committee.

A phone bridge will be available for those who cannot physically attend. Interested parties should call in on 1-800-226-6588 about 10-15 minutes prior to the event.

###

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, May 16, 1996

APA 96-83
Contact: Anthony Willett
(202) 267-8521

FAA REVOKES BASULTO PILOT CERTIFICATE

The Federal Aviation Administration today issued an emergency order revoking Jose Basulto's pilot certificate. The emergency order prohibits Basulto from operating an aircraft as a pilot in command or as a required crew member.

The order is based upon evidence of unauthorized operation into Cuban airspace by Basulto on July 13, 1995, and February 24. The order also indicates that Basulto ignored numerous warnings concerning his actions from the FAA and the State Department.

The order is effective immediately. Basulto has the right to appeal the revocation to the National Transportation Safety Board. A pilot whose certificate is revoked ordinarily must wait one year before applying for reinstatement, unless the FAA authorizes earlier reinstatement.

An FAA official will be available to address further inquiriers regarding this matter in a background briefing at 3 p.m. Reporters should call (202) 493-4180, pass code 6666, no later than 2:55 p.m. (EDT).

-30-

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
May 16, 1996

APA-84-96
Contact: Drucella Andersen
Tele: (202)267-3883

FAA REPORT CONCLUDES LITTLE DIFFERENCE
EXISTS BETWEEN SAFETY
RECORDS OF LOW-COST AND MAJOR AIRLINES

A report examining the safety records of commercial airlines issued today by the Federal Aviation Administration (FAA) concludes that since 1990, there has been little difference between low-cost and major airlines in the rates for accidents, runway incursions, and pilot deviations.

The survey was completed at the direction of Transportation Secretary Federico Peña, who ordered the report last month.

The report measured safety-related rates of 14 low-cost and nine major airlines on a per 100,000 departure basis in four categories: pilot deviations, runway incursions, accidents, and serious accidents. The report states that:

- The serious accident rate for low-cost carriers was .12; for majors, it was .08.
- The accident rate for low-cost carriers was .42; for majors, it was .30.
- The runway incursion rate for low-cost carriers was .16; for majors, it was .14.
- The pilot deviation rate for low-cost carriers was 1.86; for majors, it was 2.66.

"The report demonstrates that as a class of airlines, low-cost carriers and major airlines have had substantially the same rates in these categories since 1990," said FAA Administrator David Hinson. "Airline travel is by far the safest mode of transportation there is today and the FAA's commitment to safety is unsurpassed in the world. For example, last year alone, the FAA's 2,500 inspectors conducted more than 350,000 inspections throughout the country."

Because of the significantly smaller number of departures by low-cost carriers, a single accident could lower an airline from the best record in the survey to the worst. In a recent example of an accident where no injuries occurred, the towbar between an aircraft and a tug disconnected while being pushed back from a gate, resulting in damage to the aircraft when it collided with the tug. The accident raised the airline's accident rate from zero to .79.

Until Saturday's ValuJet Airlines crash in Florida, no low-cost carrier had experienced a fatal accident since airline deregulation in 1979. Additionally, nine of the 14 low-cost carriers had no accidents of any kind since 1990.

-more-

According to the National Transportation Safety Board, an aircraft accident is defined as "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage." A serious accident for purposes of this report excludes "turbulence, other minor accidents in flight, and gate or ramp accidents."

The low-cost carriers surveyed in the report include Air South, American Trans Air, Amerijet, Carnival, Frontier, Kiwi, Morris Air (since merged with Southwest), Reno Air, Southwest, Spirit, Tower, ValuJet, Vanguard, and Western Pacific.

The major carriers studied were Alaska, America West, American, Continental, Delta, Northwest, TWA, United, and USAir.

###

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, May 16, 1996

APA 85-96
Contact: Curtis Austin
Tele.: (202) 267-8521

FAA RELEASES
CHALLENGE 2000 FINDINGS

The Federal Aviation Administration (FAA) will streamline its rulemaking process, revamp its Regulation and Certification organization, and build world centers of excellence in aviation safety, as part of a plan to keep the agency apace with the rapidly evolving aviation industry as America enters the 21st century.

"The FAA must prepare now to meet the combined challenges of rapidly changing technologies, and unprecedented growth in air travel in the future," FAA Administrator David R. Hinson said today while unveiling the findings of the Challenge 2000 project, an exhaustive review of how FAA responds to changing needs in the aviation industry. "That's why last year I asked two independent sources to take a top-to-bottom look at our safety regulation and certification operation."

"In the spirit of common sense governement, the President's reinventing government effort, we are taking a hard look at how we can work better for our customers into the next century. The recommendations of Challenge 2000 will help us chart a course from where we are now, to where we need to be in the future," Hinson said. "I have established a leadership team from within the Regulation and Certification organization that will spend 120 days reviewing the recommendations and implementing those we decide to accept."

Praising the impressive U.S. aviation safety record, the Challenge 2000 report notes that if the present accident rate remains constant while demand for air travel grows at a rate of approximately five percent annually over the next decade, there will be an increase in the number of aviation accidents in the next 10 to 15 years. Achieving the FAA's "zero accident rate" will require a new sense of purpose on the part of the FAA and the industry it regulates, the report states.

-- more --

Hinson emphasized that any changes in the Regulation and Certification organization will be done methodically, over a period of three to six years. "The Regulation and Certification organization has done a tremendous job in ensuring the safety of skies for the traveling public," Hinson said. "But we must always strive to be better."

"Although the changes, in the long run, will be dramatic, we are taking a measured approach that will ensure our actions enhance aviation safety. This is the next phase in our approach to aviation safety -- working hand-in-hand with the aviation community to reach the goal of zero accidents."

Hinson said he was gratified to learn that some of the key recommendations in Challenge 2000 are efforts that the FAA already has begun. He noted that the recommendation to create teams comprised of experts in a special area to expedite rule making echoes the approach that was taken in publishing the "one level of safety" Commuter Rule Safety Initiative in a record 11 months. He noted that the task force recommendations also call for strengthening the partnerships between FAA and air carriers and manufacturers, which compliments the FAA's philosophy that zero accidents can only be achieved through a shared responsibility with all segments of the aviation community. Listed below are highlights of the task force's recommendations.

- **Best Practices:** The Regulation and Certification organization (AVR), working with industry, would identify industry practices that promote a safe operating environment. AVR would encourage adoption of such "best practices" by industry and assist with their implementation.

- **Centers of Excellence:** AVR would create centers of excellence (COE), which would serve as repositories of expertise and become the recognized authorities on specific subject areas, thus increasing the efficiency and consistency of information provided to other FAA offices and to industry.

- **Expedite Rulemaking:** The FAA would improve the rulemaking function by providing additional high-level attention, moving from the present step-by-step sequential process to creating integrated rulemaking teams. Such an approach was used in creating the "one-level of safety" Commuter Safety Rule in record time -- approximately one year. The integrated teams would include all necessary FAA resources and would coordinate closely with the Aviation Rulemaking Advisory Committee (ARAC). ARAC is comprised of 64 organizations representing all facets of the aviation community. The new approach to rulemaking would focus attention on the outcome rather than the bureaucratic process of developing a rule.

- **Restructure AVR:** AVR would be restructured to accommodate the new model -- the centers of excellence. To accommodate these centers, AVR will review its present organizational structure with an eye toward streamlining whenever possible.

- **Upgrade information management capabilities**: The FAA should continue to improve and upgrade information management capabilities.

In July, 1995, Hinson announced the Challenge 2000 Project and chose the McLean, Va.-based firm of Booz Allen & Hamilton to conduct the review and provide recommendations for positioning the agency's Regulation and Certification organization to continue providing effective oversight in the future.

Two additional special teams were organized to meet the goals of Challenge 2000: a Research, Engineering and Development Advisory Committee, chaired by General James Abrahamson (USAF Ret.), the committee was tasked with providing information on the impact of technology on future regulatory and certification efforts; and an FAA Senior Executive Panel, chaired by Barry Valentine, assistant administrator for Policy, Planning and International Aviation (API), was tasked with providing expertise and perspective on current FAA practices.

###

An electronic version of this release can be obtained via the World Wide Web at: http://www.dot.gov/affairs/index. htm

Request ONLY!

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, May 16, 1996

APA 86-96
Contact: Henry J. Price
Telephone (202) 267-8521

FEDERAL AVIATION ADMINISTRATION
STATEMENT
ON EMERGENCY VISION ENHANCEMENT SYSTEM

The tragedy surrounding the ValuJet accident in Florida has placed some public and media attention on a device known as the Emergency Vision Enhancement System, or EVAS. According to the manufacturer, the equipment is designed to provide pilots with a smoke-clear path to gain minimum vision necessary to land an airplane in the event of smoke in the cockpit.

The manufacturer of the equipment, Vision Safe, has claimed that 12 accidents and incidents were caused by the presence of smoke in the cockpit. Citing the need for the devices, the company has called on the Federal Aviation Administration to require use of EVAS in every transport category airplane by airworthiness directives.

The agency disagrees with the manufacturer's claims. The FAA has determined that existing regulations and procedures are the most effective means of maintaining safety during when smoke enters the cockpit.

Current regulations require that a cockpit can be cleared of smoke in less than three minutes. Furthermore, there is already mandatory equipment, such as smoke goggles and oxygen as well as proven procedures to clear and identify the source of smoke. FAA has found these requirements to be the safest means of addressing vision problems for pilots in emergencies.

However, the FAA has approved limited installation of EVAS in the McDonnell Douglas DC-9 and MD-80 to be used in a "non interference" basis. This means that pilots can use the equipment only after they have utilized existing equipment and procedures.

Following a thorough analysis of the devices, the FAA has found that changing regulations in smoke emergencies to require use of EVAS may actually reduce safety in the cockpit. Through studies of equipment in 1992 and 1993, it was found that flight crew members may attempt to locate and activate the devices instead of concentrating on controlling smoke at its source and flying the airplane. In fact, in a 1993 response to the president of Vision Safe, the National Transportation Safety Board (NTSB) wrote that requiring use of the devices could introduce new hazards.

The FAA, disagrees with the manufacturer's claim and call for requirement of EVAS.

FAA News

/ashington, D.C.

REGULATION AND CERTIFICATION ORGANIZATION
FEDERAL AVIATION ADMINISTRATION
FACT SHEET

The Regulation and Certification Organization plays a major and vital role in the FAA's mission to ensure the safety and efficiency of U.S. aviation.

The organization has regulatory, certification and oversight responsibility for:

- 120 major air carriers
- 500 foreign carriers that fly to U.S. sites;
- more than 3,100 commuter airlines and on-demand operators
- approximately 680,000 active pilots
- 202,000 aircraft of all types;
- more than 2,800 manufacturers, and
- 4,800 repair stations -- both foreign and domestic -- around the world

Regulation and Certification employees perform more than 400,000 safety inspections annually, and the organization is responsible for several major FAA programs and initiatives, including:

- the aviation safety rulemaking program;
- the international aviation safety assessment program;
- international harmonization of safety rules;
- approval and oversight of industry drug and alcohol testing programs;
- accident investigation and the FAA response to recommendations from the National Transportation Safety Board

Regulation and Certification is organized into the following five services:

- **Flight Standards Service:** Certifies operators, air agencies, monitors compliance of operators and agencies and maintains operations policy and regulation.

- **Aircraft Certification Service:** Certifies manufacturers, aircraft, and aircraft design, supports continued operational safety of aircraft in service and maintains production and airworthiness policy and regulation.

-- more --

- **Office of Aviation Medicine:** Medical certification of airmen, oversight of industry drug and alcohol abatement programs, conducts aviation safety and medical research.

- **Office of Rulemaking:** Manages the FAA's rulemaking process.

- **Office of Accident Investigation:** Manages investigation of aviation accidents.

- In addition, the Office of Executive Direction provides support to the Associate Administrator for Regulation and Certification.

Regulation and Certification is unique in the world in its "designee" program, extending its oversight authority through approximately 12,600 persons or groups of individuals who are employed by industry but legally authorized to carry out Regulation and Certification's services, such as certification activities and medical examinations of flight crews. Engineering Representatives, Manufacturing Inspection Representatives, Mechanic Examiners, Designated Airworthiness Representatives, Aviation Medical Examiners and Designated Pilot Examiners make up this work force.

###

REGULATION AND CERTIFICATION STAFFING

	Estimated FY 1996	Estimated FY 1997
Flight Standards		
Inspectors	2,762	2,916
Other	1,015	1,159
Total	3,777	4,075
Aircraft Certification		
Inspectors/Pilots/Engineers	575	679
Other	329	323
Total	904	1,002
Medical	282	276
Rulemaking	26	25
Accident Investigation	28	27
Suspected Unapproved Parts	12	12
Executive Direction	20	19
Total, AVR Employment	5,049	5,436

Regulation and Certification has a total of 167 field facilities nationwide and 4 international locations. In addition there are over 12,000 individuals and and organizations who have been designated to serve as representatives of the Administrator:

	DESIGNEES	
	Estimated FY 1996	Estimated FY 1997
Flight Standards	2,400	2,400
Aircraft Certification	4,226	4,383
Medical	6,000	6,000
Total	12,626	12,783

NEWS:

U.S. Department
of Transportation
Federal Aviation
Administration

PUBLIC AFFAIRS STAFF
P.O. Box 20636, Atlanta, GA 30320
(404) 305-5100
(404) 305-5180 After Hours
(404) 305-5107 FAX

FOR IMMEDIATE RELEASE
Wednesday, May 22, 1996

CONTACT: Christy Williams
(404) 305-5100
Kay Templeton Garvey
(202) 267-3883

MEDIA ADVISORY

WHO: FAA Administrator David R. Hinson

WHAT: The administrator will address ValuJet-related issues, including a meeting today with ValuJet officials in Atlanta.

WHEN: Wednesday, May 22
2:30 p.m.

WHERE: FAA Southern Region Headquarters
1701 Columbia Avenue
Conference Room 140
College Park, Ga.

Note: Press should use rear entrance to the building.

Phone bridge (listen only): (404) 305-7531, pass code 3333

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, May 17, 1996

APA 87-96
Contact: Henry J. Price
Telephone: (202) 267-8521

MEDIA ADVANCE

FAA VALUJET MEDIA BRIEFING
TODAY AT 4 P.M.
AT
FEDERAL AVIATION ADMINISTRATION HEADQUARTERS
CONFERENCE ROOM 9 A-B-C
800 INDEPENDENCE AVE., S.W.
WASHINGTON, D.C.

Federal Aviation Administration (FAA) Associate Administrator for Regulation and Certification Anthony Broderick will hold a media briefing today at 4 p.m. on ValuJet Airlines. The briefing will be held at FAA Headquarters in Conference Room 9 A-B-C.

Documents will be released. For those unable to attend the briefing a phone bridge has been established for reporters to listen to the briefing. Reporters can enter the phone bridge 10 to 15 minutes prior to the event by calling 1-800-226-6588.

#

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Monday, May 20, 1996

APA 87-96
Contact: Les Dorr, Jr.
Tele.: (202) 267-8521

FAA, BOEING TO BUILD FIRST FULL-SCALE AIRPORT PAVEMENT TEST FACILITY

The Federal Aviation Administration (FAA) has formed a partnership with the Boeing Co. of Seattle to build the world's first full-scale airport pavement test facility at the FAA Technical Center in Atlantic City, N.J.

The National Airport Pavement Test Facility will research pavement technologies that will accommodate the dramatic changes associated with the next generation of large aircraft. Current pavement standards work well for today's jumbo jets, but new standards will be needed to handle new designs that could weigh more than 1 million pounds.

"This cost-sharing partnership between Boeing and the FAA will let us do much-needed research at a time when resources are limited," said FAA Administrator David R. Hinson. "The facility will support the introduction of new aircraft and assure continued U.S. leadership in aviation technologies. It also assures that federal funds are judiciously spent to protect billions of dollars publicly invested in U.S. airport pavements."

The new test facility, expected to be operational in 1998, will provide full-scale testing information urgently needed to investigate the performance of airport pavement under the complex gear loads of future aircraft. The data will help validate new design standards, assure compatibility between aircraft and airports throughout the world and help refine International Civil Aviation Organization (ICAO) pavement loading standards.

###

NEWS:

U.S. Department
of Transportation
Federal Aviation
Administration

PUBLIC AFFAIRS STAFF
P.O. Box 20636, Atlanta, GA 30320
(404) 305-5100
(404) 305-5180 After Hours
(404) 305-5107 FAX

FOR IMMEDIATE RELEASE
Wednesday, May 22, 1996

CONTACT: Christy Williams
(404) 305-5100
Kay Templeton Garvey
(202) 267-3883

MEDIA ADVISORY

WHO: FAA Administrator David R. Hinson

WHAT: The administrator will address ValuJet-related issues, including a meeting today with ValuJet officials in Atlanta.

WHEN: Wednesday, May 22
2:30 p.m.

WHERE: FAA Southern Region Headquarters
1701 Columbia Avenue
Conference Room 140
College Park, Ga.

ASAP
404 305 5000

direction to Kay's machine

Note: Press should use rear entrance to the building.

Phone bridge (listen only): (404) 305-~~5331~~ 7351, pass code 3333

Tanco

FAA News

Chicago, Illinois

FOR IMMEDIATE RELEASE
Friday, May 24, 1996

Contact: Don Zochert
(847) 294-7427

FAA STATEMENT ON TAPE RELEASE

The release of this recording is being made under the requirements of the Freedom of Information Act in response to media requests. It includes radio transmissions recorded on October 20, 1995, concerning an incident at Ohio State University Airport, Columbus, Ohio.

The Federal Aviation Administration is taking enforcement action regarding the incident. The penalty in FAA enforcement actions may include suspension of a pilot certificate and/or civil penalties of up to $1,000 per violation.

Because this enforcement action is currently under way, it is inappropriate to comment further on a matter that is subject to litigation.

-30-

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, May 29, 1996

APA 89-96
Contact: Drucella Andersen
Tele: 202-267-3883

FAA STATEMENT

The Federal Aviation Administration has no evidence that any agency employee has been trying to determine the name of the FAA inspector who testified anonymously before a Senate hearing last month regarding alleged inspector problems.

It would be inconsistent with the Administrator's assurance at the hearing that no retribution would be taken against the inspector who testified. In fact, on May 28, in light of representations made on a Sunday television program, the Administrator wrote the FAA's Associate Administrator for Regulation and Certification reminding him of the commitment to assure that no retribution took place and directing him to look into these allegations.

The FAA clearly does not condone such activity and would cooperate fully with any inquiry regarding this allegation.

#

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, May 31, 1996

APA 90-96
Contact: Henry J. Price
Telephone: (202) 267-8521

STATEMENT OF
FEDERAL AVIATION ADMINISTRATOR
DAVID R. HINSON
REGARDING
***BUSINESS WEEK* ARTICLE**
"WARNING: BOGUS AIRCRAFT PARTS"

The Federal Aviation Administration is greatly concerned with sensational and often misleading statements made in the *Business Week* article "Warning: Bogus Aircraft Parts."

FAA has long recognized the potential safety threat posed by unapproved parts. Let me state categorically, while the National Transportation Safety Board has found no U.S. commercial aviation fatalities associated with unapproved parts, FAA's commitment to eliminate their use in civil aviation is strong, and will remain so. Our first -- and overriding function -- is safety. The primary goal of the agency is zero accidents and we continue to seek ways to prevent tragedies before they occur.

While FAA and NTSB data have found the use of unapproved parts is quite low, even one counterfeit part is a source of agency concern. The FAA has an aggressive plan in place to ensure the highest level of aviation safety and eliminate potential risks posed by entry of unapproved parts into the U.S. civil aviation system. Last year, we issued a comprehensive task force report containing a plan that builds upon previous initiatives and takes logical steps to make FAA's programs and policies more effective.

To properly address the numerous flawed, confusing and often misleading claims contained in the *Business Week* article, I am releasing a comprehensive fact sheet to address public concerns that may be raised regarding this important aviation issue.

#

FAA News

'ashington, D.C.

FOR IMMEDIATE RELEASE
Friday, May 31, 1996

APA 91-96
Contact: Henry J. Price
Telephone: (202) 267-8521

FACT SHEET

BUSINESS WEEK, ARTICLE "WARNING: BOGUS AIRCRAFT PARTS"

***Business Week* -- "... growing stream of substandard or bogus parts ... ."**

Fact: The Federal Aviation Administration (FAA) has found that the number of counterfeit parts in the aviation system is actually quite low, and the law enforcement community has aggressively pursued criminal sanctions when counterfeit parts have been found. There is no evidence to support *Business Week* that the unapproved parts problem is increasing; nevertheless the agency has acted aggressively to address the potential safety issue.

According to the National Transportation Safety Board (NTSB), over the last decade about one private aviation accident a year as been attributed to Suspected Unapproved Parts (SUPs) in the United States, and there has never been a U.S. commercial aviation accident related to SUPs.

***Business Week* -- "Bogus parts ... killing dozens of people ... ."**

Fact: Given the independent NTSB has an outstanding record of determining the cause of air-carrier accidents. In congressional testimony, the board has testified, "The NTSB has not identified the use of a unapproved part or counterfeit (bogus) part as a cause in any major air carrier accident." Therefore, no commercial fatalities can be attributed to unapproved parts. There is no data to support these allegations.

Currently, there are nearly 200,000 active private aircraft in the United States. The safety board has cited unapproved parts as the cause of 10 fatal general aviation accidents over the last 11 years.

***Business Week* -- "... 1973 to 1993 ... at least 166 U.S.-based aircraft accidents."**

Fact: *Business Week*'s data is flawed. In 1994, the FAA converted SUPs data from a main frame computer to a local area network and there was unfortunately a flaw in the conversion program. As a result some entries were read as unapproved parts, when that was not the case. *Business Week* was informed prior to publication of the likelihood of the false data. Once again, the NTSB has determined there has never been a U.S. commercial aviation accident associated with unapproved parts, and over the last decade about one private aviation accident a year has been attributed to unapproved parts.

- more -

Business Week* -- *"Why isn't FAA doing more about bogus aircraft parts?"

Fact: It is the policy of the FAA to eliminate the potential safety risk posed by unapproved parts in the U.S. aviation system by:

- Conducting aggressive and consistent surveillance for SUPs;
- Investigating thoroughly and expeditiously when SUPs are detected or reported;
- Responding with rapid and uniform enforcement when unapproved parts are found;
- Providing a sound regulatory basis and associated guidance for FAA personnel and the public; and
- Coordinating FAA efforts with law enforcement agencies engaged in the prosecution of criminal activities.

FAA's policy statement, adopted in 1995, and the agency's National SUPs Program Office is charged with ensuring that agency unapproved parts policies are vigorously carried out. A significant number of activities are currently underway.

Extensive discussions have been held with law enforcement organizations and the Department of Transportation (DOT) Office of the Inspector General (OIG) to establish standard operating procedures, which are expected to be issued shortly. With the assistance of law enforcement agencies, inspectors are being trained to identify the indicators of criminal fraud. This training was provided by the OIG to the SUPs program office and FAA regional coordinators in March 1996.

Moreover, the FAA routinely takes many safety actions, such as the issuance of airworthiness directives, to prevent accidents rather than to respond to accidents that have already occurred. All U.S. certificated airlines are required to have FAA-approved procedures and systems in place to ensure that all parts being installed on their airplanes meet the serviceability requirements of the regulations. The agency routinely performs surveillance on carriers to ensure that these efforts are performing as intended. When fraudulent activity is identified, FAA works with appropriate law enforcement personnel to establish whether or not a criminal activity has taken place.

Advisory Circulars are also being issued by the FAA that detail the process and procedures to be used by the aviation community to better ascertain the acceptability of parts of installation on aircraft.

Recognizing the role that distributors and brokers play in providing parts, the FAA has worked with the aviation industry to develop an accreditation program for dealers. The program establishes quality assurance and other criteria that are needed for accreditation. The agency is also reviewing a new regulation that would prohibit any person from falsely representing the status of an aviation part.

All of the actions taken by FAA to address the potential risk posed by unapproved parts have been determined by the OIG to be responsive to its recommendations.

The FAA's actions to establish the SUPs program office, dedicate inspector and training resources, implement its task force recommendations, and a host of other efforts, demonstrate the agency's commitment to eliminate the potential risk posed by unapproved parts in civil aviation.

***Business Week* -- " *a cover-up designed to hide the perils of bogus parts ... .*"**

Fact: In October 1995 FAA Administrator David R. Hinson said, "The FAA is determined to eliminate the potential risk posed by 'unapproved parts' in civil aviation." That is why FAA's intensive SUPs program was established -- to properly address the issue.

Unless a specific matter is under active investigation, the FAA has made available to the public all its data related to SUPs. In addition, FAA's task force report issued last year was widely released to the media and reported to the public. The issue of suspected unapproved parts has also been the intense focus of congressional hearings and OIG investigations for several years.

***Business Week* -- "*FAA edited its internal data-base, reclassifying accidents ... .*"**

Fact: FAA never edited its "internal data base" in an attempt to lessen the potential seriousness of "bogus parts." Unfortunately, erroneous data was disseminated in 1994 due to a computer problem that falsely attributed certain entries as unapproved parts. The flaw was detected and corrected. We informed *Business Week* of the problem prior to the article's publication. Yet, the magazine decided to base their reporting on the flawed data.

The agency often reexamines its data for accuracy. As *Business Week* pointed out, one case was initially falsely identified as a unapproved part, when in fact it was an approved item used incorrectly.

***Business Week* -- "*FAA allegedly pressured the NTSB to stop listing bogus parts ... .*"**

Fact: Only after the NTSB had begun its review of the terminology did FAA and the board discuss the process and terminology. The agency agreed with NTSB staff that the term "unapproved" was more appropriate and accurate for use in the board's database. The Board told *Business Week* that the FAA did not apply any pressure.

***Business Week* -- "*... fire or demote staffers who publicly state ... a safety threat ... .*"**

Fact: The FAA and numerous independent legal and OIG investigations have never substantiated allegations that inspectors have received such threats, nor has the agency established that inspectors have made such threats against anyone in the aviation industry. Neither actions would be acceptable to FAA senior management. The 2,500 aviation safety inspectors who perform over 365,000 inspections every year have aviation safety as their number-one mission. This dedicated and professional work force receives complete support from agency management as well as employees at all levels throughout the agency.

***Business Week* -- "Nevertheless, last fall, the agency ... outlined a plan ... ."**

Fact: Even one counterfeit part is a source of concern to the FAA. By their very nature, counterfeit parts are designed to be perceived by a mechanic or installer as approved parts, and strong law enforcement action is warranted when they are discovered. While those who choose to break the law and knowingly use or distribute unapproved parts are few, driving the agency's SUPs plan is its overriding goal to protect travelers and manufacturers, distributors and mechanics who operate legally and follow FAA rules.

***Business Week* -- "... a largely unregulated network of more than 5,000 dealers ... ."**

Fact: The FAA's SUPs task force investigated this issue and concluded that regulating and licensing distributors and brokers would not enhance safety because those few entities willing to risk penalties to sell counterfeit or fraudulently documented parts knowingly, in violation of criminal statutes, would unlikely be deterred by administrative FAA licensing requirements. In addition, devoting significant inspector resources to licensing a large, new industry without a clear safety benefit might detract from other priority safety programs.

However, the FAA is working with the aviation industry to develop an accreditation program for dealers or distributors. The program establishes quality assurance and other criteria these companies would need to meet for accreditation. The agency also is reviewing a new regulation that would prohibit any person from falsely representing the status of an aviation part.

As of April 30, 1996, there were 2,559 inspectors on board conducting over 365,000 safety surveillance activities annually. By July 31, 1996, the FAA plans to have 2,762 inspectors on board, representing a near doubling of safety inspectors since the early 1980s. Furthermore, the agency has requested to Congress an increase of 154 aviation safety inspectors in the fiscal year 1997 budget, for a total inspector work force of 2,916.

***Business Week* -- "... cash strapped startups ... ."**

Fact: The FAA has no data to support the claim that start-up airlines have a higher tendency to use unapproved parts. Whenever suspected unapproved parts are reported to the agency from either start-up or established airlines, each report is investigated and appropriate action is taken to address the potential safety risk posed by any unapproved part. Unscrupulous manufacturers of unapproved parts may make money from selling unapproved parts to airlines as approved parts. But, it does not logically follow that airlines which believe the parts to be genuine would more likely use unapproved parts.

#

Secretary Peña said that at an April 10-12 meeting in Santiago, Chile, Western Hemisphere transportation ministers agreed to strive to achieve the goal of the International Civil Aviation Organization (ICAO) to ban smoking on all international flights by July 1, 1996. He also noted that Continental Airlines recently banned smoking on all of its flights within the Western Hemisphere.

In November 1994, the United States, Canada and Australia agreed to ban smoking on flights operated by their airlines among the three countries. In January 1995, the department granted antitrust immunity to eight U.S. and foreign airlines to discuss a mutual smoking ban on transatlantic flights.

Delta Air Lines has adopted a worldwide smoke-free policy, and Trans World Airlines recently decided to ban smoking on flights to France, Germany and the United Kingdom. As of June 1, the following carriers will introduce no-smoking flights as follows:

- USAir will prohibit smoking on all flights.
- American Airlines will ban smoking on all of its flights to and from Europe, the Caribbean and a number of destinations in Mexico.
- United Airlines will prohibit smoking on all of its flights across the Atlantic and within Europe except for those between Washington's Dulles Airport and Milan, Italy. United also will provide smoke-free services to all of its destinations across the Pacific and within Asia, except for selected flights through Tokyo.

In addition, Lufthansa German Airlines recently prohibited smoking on flights between Germany and the United States and Finnair on all U.S.-Finland services.

####

An electronic version of this document can be obtained via the World Wide Web at: http://www.dot.gov/affairs/index.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, May 31, 1996

APA 92-96
Contact: Bob Hawk
Tel.: (202) 267-8521

FAA BEGINS IMMEDIATE REVIEW OF NTSB HAZARDOUS MATERIALS RECOMMENDATIONS

The Federal Aviation Administration (FAA), in conjunction with the Research and Special Programs Administration (RSPA), will begin an immediate review of the urgent recommendations issued today by the National Transportation Safety Board (NTSB) affecting the air transportation of hazardous materials. The recommendations were made in connection with the Board's ongoing investigation into the recent ValuJet accident.

"The FAA will thoroughly review the Board's recommendations as quickly as possible," said Administrator David R. Hinson. "We agree with the thrust of the recommendations and we will now assess them in the context of the various actions the FAA instituted both before the accident and in the days immediately following it. Safety is the FAA's highest priority and we are committed to continue to take steps to ensure that U.S. skies remain the safest in the world."

The Safety Board's recommendations are:

- Permanently prohibit the transport of oxygen generators on any passenger or cargo aircraft when the oxygen generators have passed their expiration dates and the chemical core has not been depleted.

The FAA and RSPA concur with the intent of the recommendation.

Effective May 24, the Department of Transportation banned the transportation of all oxygen generators as cargo on passenger carrying aircraft. This ban is irrespective of the generators' expiration dates or the state of the chemical core. The FAA immediately notified all passenger carriers of the ban, as well as repair stations and others in the aviation community.

- more -

The ban, which applies to foreign and domestic passenger airlines, is an interim final rule issued by RSPA. It is effective until January 1, 1997. During the next 60 days, FAA and RSPA will seek public comment and subsequently determine whether to modify, expand to include cargo carriers, terminate or make the prohibition permanent. Within the past week, the United Kingdom and Canada similarly banned oxygen generator transport.

- Prohibit the transportation of oxidizers and oxidizing materials that pose fire hazards in cargo compartments that do not have smoke or fire detection systems.

The FAA has already begun a review into the air transportation of oxidizers.

The FAA and RSPA have launched a research project to look at the categories of hazardous materials that are allowed to be transported aboard passenger aircraft. This project will include air transportation-related tests and analyses of oxidizers and other classes of hazardous materials, and their effects on various types of cargo compartments.

The project will also examine which materials pose fire hazards to cargo compartments and determine appropriate restrictions. Additionally, on May 22, the FAA announced that it will undertake a review of its current rules on fire detection and suppression in class D cargo compartments.

- Immediately evaluate the practices and training of all carriers for the acceptance of passenger baggage and freight, including company materials, for the identification of undeclared hazardous materials. The evaluation should cover all personnel, including ramp personnel, who accept packages for shipment.

The FAA agrees with this recommendation.

Shortly after the ValuJet accident, the FAA and RSPA initiated a comprehensive review of the regulation of hazardous materials by air, including issues raised by the accident itself. Preliminary information from that review was swiftly provided to the NTSB to assist in its investigation.

FAA and RSPA continue to review the hazardous materials regulations, inspection and enforcement programs, and the training requirements for both shippers and carriers, regardless of whether the hazardous materials are transported as baggage, cargo or company materials. Among other things, this review will focus on training requirements for all personnel who offer and accept hazardous materials for transportation by air.

The ban, which applies to foreign and domestic passenger airlines, is an interim final rule issued by RSPA. It is effective until January 1, 1997. During the next 60 days, FAA and RSPA will seek public comment and subsequently determine whether to modify, expand to include cargo carriers, terminate or make the prohibition permanent. Within the past week, the United Kingdom and Canada similarly banned oxygen generator transport.

- Prohibit the transportation of oxidizers and oxidizing materials that pose fire hazards in cargo compartments that do not have smoke or fire detection systems.

The FAA has already begun a review into the air transportation of oxidizers.

The FAA and RSPA have launched a research project to look at the categories of hazardous materials that are allowed to be transported aboard passenger aircraft. This project will include air transportation-related tests and analyses of oxidizers and other classes of hazardous materials, and their effects on various types of cargo compartments.

The project will also examine which materials pose fire hazards to cargo compartments and determine appropriate restrictions. Additionally, on May 22, the FAA announced that it will undertake a review of its current rules on fire detection and suppression in class D cargo compartments.

- Immediately evaluate the practices and training of all carriers for the acceptance of passenger baggage and freight, including company materials, for the identification of undeclared hazardous materials. The evaluation should cover all personnel, including ramp personnel, who accept packages for shipment.

The FAA agrees with this recommendation.

Shortly after the ValuJet accident, the FAA and RSPA initiated a comprehensive review of the regulation of hazardous materials by air, including issues raised by the accident itself. Preliminary information from that review was swiftly provided to the NTSB to assist in its investigation.

FAA and RSPA continue to review the hazardous materials regulations, inspection and enforcement programs, and the training requirements for both shippers and carriers, regardless of whether the hazardous materials are transported as baggage, cargo or company materials. Among other things, this review will focus on training requirements for all personnel who offer and accept hazardous materials for transportation by air.

Recently, two inspection efforts related to the February 22 Special Emphasis Review of ValuJet were undertaken. Between May 16 and May 20, the FAA initiated and completed focused inspections of all 31 ValuJet stations. Then, on May 29, FAA and RSPA initiated joint inspections of the major repair stations that service ValuJet to determine the level of their knowledge of, and compliance with, the hazardous materials regulations. This review is ongoing.

These actions by the FAA and RSPA respond to, and exceed, the recommendations of the NTSB by covering not only carriers, but shippers and personnel who offer hazardous materials for air transportation.

- Require air carriers as necessary to revise their hazardous material training based on the evaluation required by the previous recommendation.

The FAA agrees with this recommendation.

Changes to training requirements and procedures for air carriers will be developed as appropriate, based on findings from the review underway and recommended by the NTSB.

###