FAA News

Washington, D.C.

IMMEDIATE RELEASE
Sunday, September 1, 1996

APA 150-96
Contact: Curtis Austin
Tele.: (202) 267-8521

FAA AND ROYAL AERONAUTICAL SOCIETY AGREE TO HOLD GAIN CONFERENCE IN UNITED KINGDOM

The Royal Aeronautical Society has agreed to a request by the Federal Aviation Administration (FAA) and the United Kingdom's Civil Aviation Authority to host a two-day spring conference on ways to make safety data instantly available on-line to aviation professionals worldwide, FAA Administrator David R. Hinson said Sunday.

"We are excited that the Royal Aeronautical Society -- one of the world's oldest and most prestigious private aviation societies -- has agreed to host this important conference on developing a worldwide safety data network. The conference is an important step in our efforts to enhance aviation safety worldwide," Hinson said.

Hinson is in the United Kingdom for a regular annual meeting with U.K. aviation officials about a variety of aviation issues.

The safety information conference, scheduled for early spring, would be the second meeting devoted to developing a concept called Global Analysis and Information Network (GAIN), which the FAA first unveiled in May. Such a global safety network concept would help meet the agency's zero-accident challenge by allowing the aviation industry to collect aviation safety data, analyze that data for potential safety-related trends, and to share that analysis with the aviation community worldwide to improve aviation safety.

Last spring, the FAA began efforts to solicit comments from the aviation community about the development of GAIN prototypes, including the proposal that GAIN be a privately-owned and operated international consortium. The first GAIN conference is scheduled for Oct. 22-24 in Boston and will provide an opportunity for FAA officials and GAIN commenters to exchange ideas and develop a GAIN prototype.

-- more --

The objectives of the second GAIN conference would be to move toward finalization of structural issues, such as a GAIN charter, membership requirements, and

sharing agreements between the various GAIN participants. The workshop also would focus on reviewing development of a prototype and assessing other possibilities.

"The second GAIN conference will help us further our goal of achieving zero accidents. The international aviation community must become involved by sharing information about potential safety problems that could result in an accident," Hinson said.

The conference also would allow GAIN participants to update operational issues, such as marketing strategies, funding proposals and its membership lists. In addition, conference participants would evaluate technical issues, address analytical methods, and receive preliminary findings from technical working groups and expert review panels.

Founded in 1866, the 18,000-member Royal Aeronautical Society is a multinational organization comprised of aerospace professionals and scholars in Australia, Cyprus, France, Germany, Hong Kong, Malaysia, New Zealand, Pakistan, South Africa, the United Kingdom and Zimbabwe.

The society promotes aircraft design and manufacture, aviation medicine, avionics, and operations. It represents the interests of aerospace professionals on matters of public interest and policy formation, sets academic and training standards for the profession, and provides for the acquisition, preservation, and dissemination of knowledge.

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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

Atlanta

FOR IMMEDIATE RELEASE
Monday, September 2, 1996

APA 96-151
Contact: Anthony Willett
(202) 267-3333
Kathleen Bergen
(404) 305-5100

FAA ISSUES EMERGENCY SUSPENSION TO RICH AIRLINES

The FAA today issued an emergency order suspending the air carrier certificate of Rich International Airlines, Inc. The order is based on a series of discrepancies in Rich's record-keeping, particularly with regard to crew training, but also involving maintenance and equipment. A Miami-based charter operation, Rich has 16 L-1011 and five DC-8 aircraft.

"Rich Airlines may not operate until it can demonstrate to the FAA that it is in compliance with our regulations," said Bill White, deputy director of the FAA's Flight Standards Service. "Safety of the traveling public is our charge. We must do all we can to see that every carrier is complying with the systems accepted by the FAA to meet the requirements of the regulations. The traveling public expects no less."

Today's emergency order of suspension follows an August 26-31 inspection of Rich's facility, manuals and records.

-30-

US Department
of Transportation

Federal Aviation
Administration

Office of the Assistant Chief Counsel
Southern Region at Orlando, Florida
9677 Tradeport Drive, Suite 160
Orlando, Florida 32827
Telephone 407-648-6915
Facsimile 407-648-6944

SEP 02 1996

VIA HAND DELIVERY AND
CERTIFIED - RETURN RECEIPT REQUESTED

96SO190157

Rich International Airways, Inc.
William D. Meenan, President
PO Box 522067
5400 NW 36th Street
Miami, Florida 33152

EMERGENCY ORDER OF SUSPENSION

The Administrator has determined that safety in air commerce or air transportation and the public interest requires the immediate suspension of your air carrier certificate. Therefore, the following constitutes an Emergency Order of Suspension:

1. At all times material herein Rich International Airways, Inc. ("RIAA"), was and is the holder of Air Carrier Certificate No. RIAA253A.

2. On or about August 26 through August 31, 1996, representatives of the Administrator conducted an inspection of RIAA's facility, manuals, and required records.

3. During that inspection, numerous discrepancies were found, including:

a. The documentation required to demonstrate the appropriate training for two dispatchers indicated that training had been performed when it had not been performed.

b. RIAA's records indicate that numerous First Officers have not received aircraft training as required by the Federal Aviation Regulations ("FAR"), Part 121, Appendix E.

c. RIAA's records indicate that the Flight Engineers have not been receiving a preflight walk around evaluation as part of their recurrent training as required. (ref.: FAR 121.425(a)(2)).

d. RIAA's pilot windshear training documentation is not complete and does not indicate that the flight crews received training on the required maneuvers.

(ref: FAR 121.433(a) and 121.433(b) and the company's approved pilot training program).

e. RIAA's crewmember flight training records contain numerous omissions of events that are required to be completed and recorded by the company's approved training program and FAR 121, Appendix E.

f. RIAA does not maintain adequate approved records documenting crewmember flight, duty, and rest requirements - the approved system does not track ground training or other non-flight duties. (ref.: FAR 121.683(a)(1)).

g. RIAA's manual indicates that RIAA carries hazardous materials, and RIAA has carried hazardous materials; however, RIAA does not have an approved program for the handling and carriage of hazardous materials.

h. RIAA is not following its approved Continuing Analysis and Surveillance (CAS) Program, and has failed to file reports for the last 2 months; there have been repetitive engine write-ups and repetitive deferrals of aircraft write-ups, but data collection and analysis for trends and reports have not been accomplished as required. (ref.: FAR121.373).

i. RIAA has used, and is using, an individual for Required Inspection Items ("RII") who is not qualified to perform that function. (ref.: FAR 121.371(a))

j. RIAA's current status of applicable airworthiness directives for a JT-3D engine, s/n 669236, which is installed on N1805, a DC-8 aircraft, has not been recorded in accordance with the requirements of Section 121.380 (a)(2)(v) in that all required information is not recorded, for example, method of compliance. In addition, the parts for this engine cannot be properly traced and/or documented (ref.: FAR 121.380 (a)(2)(iii)).

k. The procedures for Mechanical Interruption Summaries (MIS) set forth in RIAA's manual, and RIAA's actual MIS reports, do not comply with the regulatory requirement defining what items are to be reported. (ref.: FAR 121.705).

l. RIAA's Mechanical Reliability Report for the month of June 1996 omitted several items that were required to be reported by Section 121.703(a) and (d).

m. RIAA has not followed their company manual procedure for signing off the airworthiness / maintenance release in the aircraft logs, and the manual contains conflicting instructions on this procedure. (ref.: FAR 119.21 /a))

n. RIAA possesses five dynamometers (which are used in engine installation / replacement) and all five are past the period when their calibration shoud have been rechecked - January 1996. (ref.: FAR 121.369(b)(5) and 119.21(2)). All engine installations since January 1996 appear to have been installed contrary to required maintenance practices and procedures.

o. RIAA's approved MEL is not complete, i.e. procedures for (M&O) items are missing and not referenced in the MEL/CDL. This pertains to both the DC-8 and L-1011 aircraft. (ref. FAR 121.135(b)(5)).

p. RIAA has been operating aircraft N300AW with open discrepancies since July 27, 1996. (ref.: FAR 121.153(a)(2))

4. By reason of the foregoing, it appears that RIAA currently is not in compliance with the requirements of Part 121 of the Federal Aviation Regulations and is not qualified to conduct operations in accordance with the requirements of Part 121 of the Federal Aviation Regulations.

As a result of the foregoing, the Administrator has determined that safety in air commerce or air transportation and the public interest require the suspension of RIAA's air carrier certificate. The Administrator further finds that an emergency requiring immediate action exists in respect to safety in air commerce or air transportation and the public interest and, accordingly, this Order shall be effective immediately.

NOW, THEREFORE, IT IS ORDERED, pursuant to the authority vested in the Administrator by 49 U.S.C. Sections 44709 and 46105, that any and all air carrier certificates held by Rich International Airways, Inc., including Air Carrier Certificate No. RIAA253A, be and hereby are, suspended until such time as Rich International Airways, Inc., demonstrates full compliance with all requirements of Part 121 of the Federal Aviation Regulations. IT IS FURTHER ORDERED that said certificate be surrendered to the undersigned immediately. Note: This action is taken for remedial safety purposes only; additional enforcement action based on the allegations set forth above may also be taken. In addition, areas other than those listed above are currently still being reviewed.

You may appeal from this Order in accordance with the paragraph below.

EDDIE L. THOMAS
ASSISTANT CHIEF COUNSEL

BY [signature]
Keith S. May
Managing Attorney, South Branch

APPEAL

You may appeal from this Order within ten (10) days from the date it is served by filing an original and three copies of a Notice of Appeal with the Office of Judges, National Transportation Safety Board, Room 531, 5th Floor, 490 L'Enfant Plaza East, SW, Washington, D.C. 20594. An appeal must be filed within ten (10) days from the time of service of the Emergency Order. However, due to the fact that your air carrier certificate has been suspended

on an emergency basis, the suspension will remain in effect during the pendency of any proceedings before the National Transportation Safety Board. Part 821 of the Board's rules of Practice (49 CFR Part 821) applies to such an appeal. In the event you appeal, a duplication of your Notice of Appeal should be furnished to this office.

Whether or not you choose to appeal from the provisions of this order, you must surrender your air carrier certificate to Office of Assistant Chief Counsel, FAA, 9677 Tradeport Drive, Suite 160, Orlando, FL 32827, immediately.

In the event of an appeal to the NTSB, a copy of the Emergency Order will be filed with the NTSB and will serve as the Administrator's Complaint.

CERTIFICATE OF SERVICE

I certify that I have hand delivered the foregoing Emergency Order and have mailed it via Certified Mail this date to:

Rich International Airways, Inc.
William D. Meenan, President
PO Box 522067
5400 NW 36th Street
Miami, Florida 33152

Michael Thomas

9/2/96
Date

FAA News

ashington, D.C.

FOR IMMEDIATE RELEASE
Friday, September 6, 1996

APA 152-96
Contact: Curtis Austin
Tele.: (202) 267-8521

FAA STATEMENT REGARDING BLACK COALITION RETAINING ATTORNEYS TO EXAMINE ALLEGED DISCRIMINATION

The Federal Aviation Administration (FAA) is firmly committed to creating and maintaining a positive work environment where all employees have the opportunity to develop to their potential and contribute fully to the organization. The FAA is committed to addressing employees' concerns regarding practices that are perceived as discriminatory. Over the past three years, the Administration has increased the number of African-Americans in its executive ranks, while maintaining the number of minorities throughout the remainder of the workforce, despite a 12 percent reduction in the FAA's total staffing levels. Among the many initiatives developed as part of the FAA new personnel reform system, made effective April 1, 1996, the Administrator established the National Employee Forum to ensure that employees have the opportunity to express their opinions on matters affecting their workforce environment. We will continue to work with the National Black Coalition of Federal Aviation Employees (NBCFAE) and all other employee organizations in discussing their concerns.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, September 13, 1996

APA-153-96
Contact: Les Dorr
Tel.: (202) 267-8521

MEDIA ADVISORY

AIR TRAFFIC CONTROL MODERNIZATION CONTRACT AWARD

On Monday, September 16, at 9:00 a.m.., the Federal Aviation Administration (FAA) will hold a news conference to announce the awarding of a major air traffic modernization contract worth nearly $1 billion.

Participants will include Secretary of Transportation Federico Peña and FAA Deputy Administrator Linda Hall Daschle.

The news conference will take place in Room 9 ABC at FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C. Media representatives unable to attend may listen in by dialing 1-800-226-6588. Please call about 10-15 minutes before the event is scheduled to begin.

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FAA News

Washington, D.C.

ADVANCE FOR 9:00 A.M. EDT
NO WIRE MOVEMENT UNTIL EMBARGO TIME
Monday, September 16, 1996

APA-154-96
Contact: Les Dorr, Jr.
Telephone: 202/267-8521

FAA SELECTS RAYTHEON FOR NEXT-GENERATION AIR TRAFFIC CONTROL SYSTEM UPGRADE

In the largest contract since the Federal Aviation Administration's (FAA) comprehensive reform of its acquisition management system this spring, the contract to build the Standard Terminal Automation Replacement System (STARS) was awarded today to a team led by Raytheon Co., Equipment Division, Marlborough, Mass. The STARS program will replace critical air traffic control computers with a next-generation system in the "terminal area" -- the airspace within about 50 miles of an airport -- at FAA and Department of Defense (DoD) facilities across the country.

Under the contract, which ultimately could be worth nearly $1 billion, the Raytheon team will provide 21st century systems and services necessary to develop, integrate and install new traffic computers, displays and software into Terminal Radar Approach Control (TRACON) facilities and towers. The FAA plans to have the first STARS operational in Boston by December 1998, with subsequent deliveries to FAA and DoD facilities through 2007.

"With the STARS contract award, the Administration is delivering on the commitment we made to Congress to put air traffic control modernization back on track," said Secretary of Transportation Federico Peña. "With its new acquisition management system, the FAA is now doing things right the first time and giving the American people the best value for their tax dollars. It is a tremendous example of the commitment of President Clinton and Vice President Gore to a government that works better and costs less."

-- more --

The STARS program is another element of the restructured Advanced Automation System (AAS) program. In early 1993, the program was years behind schedule and billions of dollars over budget. At Secretary of Transportation Federico Pena's direction, FAA Administrator David R. Hinson and Deputy Administrator Linda Hall Daschle have led the successful three-year effort to put the program back on track.

The Display System Replacement and Display Channel Complex Replacement programs for the FAA's en route centers -- other elements of the modernization program awarded after the restructuring effort -- are currently on schedule and on budget.

"STARS is the next big step in the FAA's comprehensive effort to upgrade air traffic control facilities across the nation," said FAA Administrator David R. Hinson. "The new system will provide the platform for improvements to handle the ever-growing volume of air traffic safely and efficiently well into the 21st century."

STARS will standardize air traffic control equipment at up to 172 FAA facilities and 199 DoD facilities. The system will provide maintenance productivity enhancements by replacing aging hardware and software at a time when the number of passengers traveling on U.S. airlines is expected to grow from about 580 million in 1995 to nearly 800 million by 2003.

The STARS acquisition included several innovations made possible by the FAA's new acquisition management system that was effective April 1. For example, an important feature of acquisition reform was delegation of selection authority to the management level directly responsible for implementing the STARS program.

In addition, there was significant communication between the agency and the bidders throughout the procurement process, which helps companies better understand the FAA's needs.

In a key part of the competition, each bidder also performed an on-site product verification test of its STARS design. The test gave the FAA invaluable data on the maturity of each design and was an important aspect of the selection process.

"This was an extraordinarily high-quality competition and the ultimate winner is the American public," said Daschle. "We chose Raytheon, but both Lockheed-Martin and Boeing also submitted excellent concepts for STARS. I am very proud of the work of the dedicated FAA employees involved."

The contract includes pre-production development and three multi-year option periods. Members of the winning team also include Hughes Information Systems, Fullerton, Calif., Magnavox Electronic Systems Co., Fort Wayne, Ind., Sun Microsystems Federal Inc., Mountain View, Calif. and UFA, Inc., Lexington, Mass.

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FAA News

Washington, D.C.

FACT SHEET
STANDARD TERMINAL AUTOMATION REPLACEMENT SYSTEM

The Standard Terminal Automation Replacement System (STARS) program is a joint acquisition between the Federal Aviation Administration (FAA) and the Department of Defense (DoD) that will provide new computers, displays, and software for up to 172 FAA and 199 DoD approach control facilities and towers.

The STARS program will provide a complete replacement of critical air traffic radar displays of aircraft in the "terminal area" -- the airspace within about 50 miles of an airport.

The Challenge

The Automated Radar Terminal Systems (ARTS) in use today are based on technology developed in the 1970s and 1980s. While interim support programs can extend the systems' life in the short term, they cannot meet terminal area automation needs into the next century. ARTS consists of custom-built computer hardware and software, based on technologies that are no longer supportable. The software contains various versions and languages that are very labor-intensive and expensive to support.

The Solution

In contrast, STARS will deploy a single system based on commercial standards, which reduces the maintenance costs and makes future upgrades affordable. The new system also allows additional capacity and functions to be added without modification to the basic architecture.

STARS can connect with up to 16 surveillance radars. Additionally, multi-sensor tracking will provide expanded and redundant radar coverage. The system will exchange flight plan data with air traffic automation systems located at FAA Air Route Traffic Control Centers (ARTCCs) and adjacent terminal control facilities. It also will improve the in ternal communications functions found in today's terminal systems.

By relying on commercially available and non-developmental hardware and software, STARS will shorten the time to acquire and field this major new system. It will reduce software maintenance costs, and allow future system upgrades to be just computer replacements without extensive redesign.

-more-

The system also provides an emergency service to safeguard air traffic control operations in the event of a failure. Emergency service will provide controllers with position information, sensor identification, aircraft beacon code, filters, altitude, maps, range marks and weather information.

STARS will have a positive impact on existing operational procedures by providing a platform to implement a number of planned improvements over the current ARTS system, including:

- Surveillance enhancements
- Surface separation
- Improved weather displays
- Color controller displays
- Data link communications
- Separation assurance enhancements
- Conflict alert and Mode-C intruder alert enhancements Terminal air traffic control automation
- Traffic management enhancements
- Supplemental flight data processing
- Free-form text
- Controller-defined airspace

The Schedule

The program is divided into two functional deliveries: the Initial System Capability Configuration (ISCC) and the Full System Capability Configuration (FSCC), which will add new features beyond the ISCC.

The ISCC will focus on providing most of the required air traffic functions at the initial sites, while the FSCC will provide advanced maintenance features and the remainder of the air traffic control functions.

The FAA plans to have the first STARS operational (ISCC) in Boston by December 1998

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Monday, September 16, 1996

APA-154-96
Contact: Les Dorr, Jr.
Tele.: 202/267-8521

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FAA News

Washington, D.C.

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-more-

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, September 17, 1996

APA 155-96
Contact: Les Dorr, Jr.
Telephone: 202/267-8521

ATLANTIC COAST AIRLINES FIRST TO USE FAA CREW PERFORMANCE PROGRAM

Atlantic Coast Airlines has become the first air carrier to evaluate a new Federal Aviation Administration (FAA) program that helps flight crews perform better and avoid accidents.

For the past 18 months, the FAA has worked closely with Atlantic Coast Airlines, based in Sterling, Va., to design a program that integrates "crew resource management" — techniques that let flight crews better plan and coordinate their actions — into the carrier's standard operating procedures. The airline has already rewritten its checklists and pilot quick reference handbook to include crew coordination and planning items.

"This advanced training program is part of our commitment to improve crew performance," said FAA Administrator David R. Hinson. "With Atlantic Coast Airlines' help, we are setting the future standard for cockpit crew training and helping to make a safe system even safer."

The changes to the airline's written procedures improve the way instructions are organized and presented, eliminating confusion and making them easier to use. A new preparation and planning section helps pilots make non-routine decisions required by an abnormal or emergency situation. The carrier has added preflight, arrival and postflight briefings during periods of lower workload .

"Atlantic Coast Airlines is proud and honored to participate in this FAA-sponsored advanced training program," said Tom Moore, Atlantic Coast Airlines senior vice president for operations and maintenance. "This airline has always been a strong proponent of the importance of crew resource management training. This program allows us to go beyond the simple introduction and awareness programs of the past to one where the procedures are ingrained into the corporate culture and operations of the company."

-more-

The airline's advanced crew resource management program is being funded in large part by a 3-year grant from the FAA. The first phase of the program, development of standardized requirements, is now complete. Operational implementation, the second phase, began in August. A comparative evaluation of pre- and post-training pilot performance should be completed by late 1998.

Statistics show that approximately 65 percent of all fatal air carrier accidents have human error listed as a probable cause. The new crew resource management program is just one example of the FAA's continuing work with the airline industry to improve human performance and reduce the adverse effects of errors in the cockpit through improved systems design, procedures and training.

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FAA News

ashington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, September 17, 1996

APA 156-96
Contact: Les Dorr, Jr.
Telephone: 202/267-8521

FAA UPGRADES DALLAS/FORT WORTH TRACON AIR TRAFFIC SYSTEMS

The Federal Aviation Administration's (FAA) Dallas/Fort Worth Terminal Radar Approach Control (TRACON) facility is now operating the first in a series of air traffic control system improvements designed to replace 1970s-vintage equipment.

The latest version of the Automated Radar Terminal Systems IIIE (ARTS IIIE) uses up-to-date microprocessor technology with software written in a modern computer language. The system tracks and separates aircraft identified by radar within a 50-mile radius of an airport. It provides substantial benefits to airlines and the traveling public by giving controllers tools that let them expedite aircraft departures and space aircraft arrivals more uniformly.

The updated Dallas/Fort Worth TRACON ARTS IIIE is the first of several such systems to become operational. The FAA plans to have the system in use at the New York TRACON at Westbury, N.Y., later this month. The ARTS IIIE update at Chicago TRACON, Elgin, Ill., will become operational in October.

Next year, these systems and the Southern California TRACON will be upgraded with further capabilities. These new products replace aging hardware and software at a time when the number of airline passengers per year is expected to grow to more than 800 million by the early 21st century.

The updated ARTS IIIE system provides vital system upgrades until the Standard Terminal Automation Replacement Systems (STARS) begin operation in 1998. STARS will provide modern software and hardware for all terminal air traffic control facilities and will significantly enhance the capabilities of present systems. The ARTS systems will remain in service until STARS replaces them in 2002-04.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, September 18,1996

APA - 157-96
Contact: Les Dorr, Jr.
Tele.: 202/267-8521

FAA TECHNOLOGY TURNS FLIGHT DATA INTO SAFETY INFORMATION

The Federal Aviation Administration (FAA) and NASA are testing new technology that turns digital data from aircraft flight recorders directly into useful, easily understood safety and human factors information.

The new Automated Performance Measuring System (APMS), a computerized system for analyzing, processing and managing digital flight recorder data, makes aircraft flight performance data more accessible and easier to use. The FAA and NASA are evaluating how well the system analyzes and extrapolates a continuous stream of aircraft data and translates it into information that can help detect deviations from prescribed operations.

"In the United States, flight data are used almost exclusively for accident investigations," said FAA Administrator David R. Hinson. "We believe that APMS will help develop methods and tools that ultimately will let the FAA, air carriers and pilots screen data from regular operations and correct safety problems before accidents happen."

At a government-industry safety conference last year, the FAA and the airlines committed to developing a process that collects, analyzes and disseminates safety data through the use of Flight Operations Quality Assurance (FOQA) programs.

In cooperation with industry, the FAA sponsored a FOQA demonstration project to develop hands-on experience with current off-the-shelf technology. The demonstration showed that without proper hardware and software to analyze and process in-flight data, the information is difficult to use.

Large-scale use of such valuable safety data in the United States has been slow to develop, partly because processing the large amounts of data generated by the airlines is so labor-intensive. By further automating the process, APMS creates a reliable data base from which researchers can generate reports that are timely, accurate, focused, operationally meaningful, readily accessible and easily understood.

-more-

When fully operational, both the FAA and air carriers could use APMS to improve safety and efficiency. For example, APMS could help evaluate operational procedures in the nation's airspace. Data also could help check aircraft separation standards, develop improved measures of practical air traffic capacity and monitor the results of new traffic control concepts such as "free flight."

Air carriers can use APMS to evaluate the safety and efficiency of flight operations and aircraft maintenance. It can help individual carriers identify operational problems specific to the airports they use and to the aircraft in their fleet. The carriers also can use the information to shape and evaluate operational procedures and training.

In addition, air crews can use APMS for self-assessment and training. Computer animation of flight data, depicting both optimal and unacceptable performance, would let crews review their own operations, as well as those of other crews.

The FAA's Human Factors Office has fully funded NASA development of the APMS prototype. After prototype testing, the FAA will support technology transfer for such systems so they can be produced commercially.

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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
Wednesday, September 18, 1996

APA 158-96
Contact: Alison Duquette
Telephone: (202) 267-8521

MEDIA ADVISORY

The Federal Aviation Administration (FAA) today forwarded a report detailing the results of its 90-day safety review to President Clinton's Commission on Airline Safety and Security.

On June 18, spurred by the FAA's oversight of ValuJet, FAA Administrator David R. Hinson requested Deputy Administrator Linda Hall Daschle to take a hard look at the agency's regulation and certification practices. The resulting report contains six principal and more than 30 supporting recommendations, including stepping up the surveillance of newly certificated air carriers and increasing the number of aviation safety inspectors throughout the United States.

Copies of the report may be obtained by calling FAA Public Affairs at 202-267-8521.

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W
Washington, D.C. 20591

SEP 18 1996

The Honorable Al Gore
The Vice President of the
United States
Washington, DC 20501

Dear Mr. Vice President:

Ninety days ago I asked my Deputy Administrator, Linda Hall Daschle, to lead an effort to assess "lessons learned" from FAA's oversight experience with ValuJet. A team of employees with front-line, day-to-day responsibility for safety oversight was assembled. The team, in turn, reached out to its peers, customers, and other Federal agencies. Our labor partners worked with us every step of the way and made important contributions.

Deputy Administrator Daschle's report was presented to me and to Secretary Peña on September 16, 1996. Among its 30 recommendations, the report calls for: creating a national safety certification team to assist local flight safety offices in processing new entrant carrier certificates; increasing the safety surveillance and growth management requirements of new entrant carriers; accelerating the introduction of information management technology to the field so inspectors have the right information at the right time; and increasing the number of safety inspectors needed to do the job today and in the future.

I endorse the recommendations contained in Deputy Administrator Daschle's report and have asked that the agency develop a strategy and timetable for implementing these actions in the short- and mid-term range. Once implemented, these actions will greatly enhance the agency's ability to target resources more strategically and to respond more rapidly to changes in the aviation industry.

I am providing the report to you and to the White House Commission on Aviation Safety and Security for your review of issues pertaining to aviation safety. A copy of the report is enclosed.

We are available to meet with the Commission to discuss the report in greater detail.

Sincerely,

David Hinson

David R. Hinson
Administrator

Enclosure

ECUTIVE SUMMARY

On June 18, 1996, Federal Aviation Administration (FAA) Administrator David Hinson announced that Deputy Administrator Linda Daschle would lead a task force to conduct a 90-day safety review examining areas of immediate concern to the agency, especially with respect to safety inspections, and would make recommendations which could be implemented in the near term.

The review examined Federal regulations and FAA's management of oversight of commercial airlines engaged in substantial outsourcing of maintenance and training functions, as well as the flexibility with which FAA inspection resources can be deployed effectively in response to varied fleet mixes, rapid growth, or other changes by a certificate holder. (See Appendix E for work statement.)

The task force categorized issues into six general areas: 1) Certification Policy and Process; 2) Resource Targeting to Address Safety Risks; 3) Newly Certificated Air Carrier Operations and Growth; 4) Outsourcing and Varied Fleet Mix; 5) Inspector and Air Carrier Guidance Material; and 6) Inspector Resources.

Following are summaries of the issues and recommendations contained in the six categories. All recommendations are targeted for near-term implementation. These recommendations were coordinated to be consistent with the recommendations of the Challenge 2000 report. The Challenge 2000 report addresses long-term challenges and provides recommendations for positioning the Agency's Regulation and Certification Organization (AVR) for the 21st century.

.SSUE 1: CERTIFICATION POLICY AND PROCESS

The air carrier certification process places strict requirements on applicants to ensure the viability, quality, and safety of potential operators. The number of new applicants and the complexity of their business practices (i.e., extensive outsourcing and use of varied fleet mixes) have, in recent years, heightened the importance of having coordinated FAA and the Office of the Secretary of Transportation (OST) certification processes and policies. Additionally, the strain on government resources required to process new applicants is made worse when there are air carrier failures and when the agency expends an inordinate amount of resources on ill-prepared applications. Assisting unprepared or unqualified applicants detracts significant resources from other more critical safety functions.

Recommendation 1

Rigorously enforce OST and FAA application procedures.

1.A Stringently enforce existing requirements on new air carrier applicants by requiring the filing of a complete application with OST.

1.B Create an FAA national certification team to assist local Flight Standards District Offices in processing new air carrier certifications similar to the proposed Challenge 2000 Centers of Excellence. Use this national team to add FAA expertise to the OST certification process by acting as a certification liaison between FAA and OST.

1.C **Require FAA to routinely follow the "Gate Concept" in processing FAA certificate applications.**

1.D **Require the applicant to file a copy of portions of the OST application material with the Flight Standards District Office with which it intends to file its application and to file a copy of the FAA Preapplication Statement of Intent (PASI) with OST, along with any other documents that describe the type and number of aircraft to be operated.**

1.E **Limit the amount of assistance OST and FAA provide to unprepared or unqualified applicants.**

1.F **Support the imposition of FAA application fees and the increase of OST fees for initial certification of new applicants.**

ISSUE 2: RESOURCE TARGETING TO ADDRESS SAFETY RISKS

The ability of the FAA to continue to reduce aviation accidents and incidents is predicated on its ability to identify systemic safety issues and to solve them before they result in serious incidents. The only way to move to zero accidents is through changing the FAA's methods of assessing risk and using new analysis techniques on more complete data. This approach makes use of systems such as Safety Performance Analysis System (SPAS) and Global Analysis and Information Network (GAIN) to identify trends that may indicate systemic safety issues. This approach will allow the FAA to use more effectively inspection, surveillance, and enforcement resources where they are most likely to improve safety. Conversely, it will allow FAA to divert resources from activities where they are unlikely to find safety issues. This will enable the FAA to increase safety during a time of increasing air transportation activity without significantly increasing staffing levels. It also changes the relationship between inspectors and air carriers to be partners in safety, thus leveraging FAA resources. Under this approach the Certificate Management Office (CMO) or unit can better utilize geographic inspectors where they are needed.

Recommendation 2

Improve air carrier surveillance systems and follow-up activities to mitigate safety risks and increase the leverage of FAA resources. Ensure that safety information reaches the right people at the right time and continue efforts to improve data quality and analysis.

2.A **Initiate a project to make surveillance of air carriers more systematic and targeted to deal with identified risks. The current system should be improved by requiring comprehensive annual surveillance plans for each air carrier. These plans should be managed by principal inspectors to validate their respective air carrier's systems and to target dynamically inspections throughout the year. Guidance should be provided to principal inspectors on when to reduce, or increase, planned surveillance based on safety analyses. Guidance should also be developed to link enforcement policy with targeted surveillance.**

2.B **Provide for increased specialization and more efficient use of geographic inspectors. Geographic inspectors should receive their work program from the Certificate Holding**

District Office (CHDO) based on the identified targeted inspection needs. Limits should be set on the number of air carriers assigned to a single geographic inspector, and each inspector's territorial jurisdiction should be increased.

2.C **Further develop air carrier partnership programs that promote safety data collection, carrier implementation of best practices, and methods for communicating and correcting potential safety risks.**

2.D **Develop an enforcement strategy that will maximize utilization of inspector and attorney resources for the greatest safety and efficiency.**

2.E **Create a centralized information management function within AVR. This organizational element should (1) disseminate safety information as directly as possible within Flight Standards and across organization lines and (2) assist information recipients in the interpretation of data. Information to be disseminated should include SPAS alerts to non users, the National Aviation Safety Inspection Program (NASIP) and the Regional Aviation Safety Inspection Program (RASIP) findings, Aviation Safety Reporting System (ASRS)[1], and the National Aviation Safety Data Analysis Center (NASDAC) safety information. The purpose of disseminating this information is to assist principal inspectors and other customers in targeting surveillance resources and taking necessary corrective actions to mitigate safety risks.**

2.F Develop a strategy and implement a quality assurance program that promotes the integration, continued analysis, and evaluation of present and developmental automation and telecommunication systems and processes. This program would ensure that improved quality of information is obtained within existing and future databases. This includes modifying systems to capture the data and develop analytic tools needed to monitor air carrier outsourcing activities and to identify potential risks related to air carrier growth rates.

2.G **Identify the training and job-aid requirements necessary to ensure that inspectors are adequately prepared to utilize the enhanced information and analytic capabilities to be provided by new systems such as SPAS and the On-line Aviation Safety Inspection System (OASIS).**

2.H Expedite funding (F&E appropriation) and deployment of OASIS.

ISSUE 3: NEWLY CERTIFICATED AIR CARRIER OPERATIONS AND GROWTH

The system in place to determine the capabilities of a potential air carrier prior to certification is more defined than inspection activities performed after certification. For those carriers operating for more than 5 years, FAA's system of monitoring compliance is relatively stable, as their operating practices are usually consistent, predictable, and well known to inspectors. However, conducting surveillance on a newly certificated air carrier is often more difficult because of the numerous changes that typically

[1] National Aeronautics and Space Administration's Aviation Safety Reporting System, which contains data on aviation safety incident reports.

occur during the first several years of operation. This difficulty is compounded when these changes occur in conjunction with rapid growth.

Recommendation 3

Ensure that newly certificated air carriers have adequate resources and infrastructure to support stable and safe operations and growth.

3.A Heighten the level of surveillance of newly certificated air carriers for at least the first 5 years of the company's operation.

3.B Initiate periodic, coordinated OST and FAA reviews of newly certificated air carriers that assess management, financial, and operational capabilities.

3.C Manage safe growth of newly certificated air carriers through FAA's use of operations specifications that specify approved number of aircraft, aircraft types, and scope of operations and, where appropriate, through OST's increased use of conditional approvals.

ISSUE 4: OUTSOURCING AND VARIED FLEET MIX

Many air carriers, especially those that are newly certificated, are making greater use of outsourcing as a means to trim costs and remain competitive. Another common practice is the use of a varied aircraft fleet mix. Air carriers using a variety of aircraft types, or a mix of models of the same type, have a far more complex operation than those using a single fleet make and model. Following certification, these practices add to the complexity of tasks for air carrier management of the operations, training, and maintenance of the carrier and its contractors. The initial dual certification process used by OST and FAA does not adequately consider the managerial and oversight capabilities required by new applicants who intend to engage in substantial outsourcing of maintenance and training or who operate a varied fleet mix. Increased use of outsourcing and mixed fleets heightens the need for ongoing FAA surveillance to ensure that carriers have the necessary resources, infrastructure, and management capabilities required to maintain a consistently high level of safety. In addition to the initiatives announced by Administrator Hinson on June 18, 1996, to improve FAA oversight of carriers who outsource, we recommend the following:

Recommendation 4

Ensure that all air carriers have adequate resources and infrastructure to support outsourcing and operation of a varied fleet mix. Require specific information related to outsourcing and fleet mix in the OST and FAA applications. Increase OST and FAA scrutiny of these factors in determining an air carrier's initial and continuing qualifications to operate.

4.A Require more information in the OST application on outsourcing and operation of a varied fleet mix including:

- **the percentage and type of in-house vs. contract maintenance and training;**

- what corporate position will oversee contract maintenance and training, to whom that person will report in the corporate structure, how the oversight will be accomplished, and whether the position is full-time or part-time; identity of the individual designated to serve in the position and his or her credentials to oversee contracts of this type; and
- the adequacy of the applicant's maintenance and training budgets if the applicant proposes to operate a mixed fleet of aircraft.

4.B Require that specific items on outsourcing be included in the air carrier's manual and incorporated by reference in the operations specifications issued to the carrier:

- the percentage and type of in-house vs. contract maintenance and training;
- the identity of the corporate position that will oversee contract maintenance and training, to whom in the corporate structure that person will report, how the oversight will be accomplished, and whether the position is full-time or part-time;
- how the corporate structure will integrate into its safety programs the diverse services provided by its various outsourced maintenance and training contractors.

4.C Encourage the air carrier industry to develop a model contract for outsourcing. Encourage inspectors to routinely evaluate outsourcing contracts as required by existing guidance and to use the model contract as an additional evaluation tool.

The model contract should address issues of concern such as:

- oversight and audit systems and programs that conform to regulations;
- access by the FAA to a contractor's facility (although the FAA already has the right to inspect these facilities, the contract clause will decrease the need to gain the access by issuing subpoenas or by pursuing litigation);
- adequacy of staffing levels and sufficiency of the facilities and equipment to support a varied fleet mix; and
- adequacy of record keeping and exchange of information with the contractor.

4.D Develop guidance and training to give inspectors a broader perspective on air carrier operations and to help them recognize and identify systemic deficiencies.

4.E Establish policy and guidance requiring a new air carrier to adhere to the manufacturer's maintenance program, time intervals, and maintenance processes.

4.F Develop policy that provides for air carriers to maintain a current Statement of Compliance.

4.G Develop common policies and procedures applicable to "parent" and "satellite" repair station certification and surveillance.

ISSUE 5: INSPECTOR AND AIR CARRIER GUIDANCE MATERIAL

Guidance to aviation safety inspectors and to air carriers is provided in the form of various, divergent documents. These materials provide guidance to inspectors on how to perform the various functions including certification, surveillance, enforcement, and accident investigation. The foundation for these documents are the Federal Aviation Regulations (FARs). The materials are also available to air carriers and other certificate holders to assist them in complying with the requirements of the FARs and assuring safe operations. Many of these guidance materials are poorly disseminated, difficult to find or access, and sometimes contain dated or contradictory information.

Recommendation 5

Ensure consistency, timeliness, usefulness, and accessibility of guidance material provided to inspectors and air carriers.

5.A **Streamline and consolidate current guidance to eliminate duplications and create a more concise and consistent publication system for inspectors and air carriers.**

5.B **Improve accessibility of guidance materials through the use of automation by expediting the implementation of the Handbook Modernization Project.**

5.C **Implement a policy to provide adequate training to inspectors on new guidance materials.**

ISSUE 6: INSPECTOR RESOURCES

The inspector work force is central to the success of FAA's mission of ensuring regulatory compliance and maintaining a high level of aviation safety. Historically, inspector levels have been understaffed as a result of underestimation made in staffing standards and fiscal constraints. Recently, the FAA has made gains in increasing staff, but is still short of current needs. The FAA has implemented and continues to implement numerous improvements to more effectively use existing resources. Some of these improvements, including better training and better management of risks by targeting inspections, are recommended in this report. However, while more efficient processes are being developed and their impact measured, FAA must meet 100 percent of its resource needs based on current ways of doing business. Otherwise, FAA risks falling behind in its oversight responsibilities. In the long run, as productivity gains are realized based on improved business processes, staffing levels can be adjusted.

Recommendation 6

Ensure that Flight Standards resources and training are adequate to meet safety requirements.

6.A **Devise a new Flight Standards staffing model which embraces the flexibility of FAA personnel reform and the National Performance Review. The new model should respond more timely to changes in workload and productivity and should express field office needs as a holistic requirement. As an interim measure, issue policy and guidelines on the**

authority of regions to adjust field office staffing based on "spikes" which occur due to operator growth and other unanticipated workload changes.

6.B **Pursue financial reform to provide a process that will permit Flight Standards funding to keep up with rising personnel costs. In the interim, while a new staffing model is under development, use the staffing analysis accomplished for this report to meet current requirements and for the purpose of budget formulation. Estimates are an additional 146 inspectors and 74 support staff over current plans for FY 1997, and 135 inspectors and 53 support personnel over current budget plans for FY 1998.**

6.C **Begin an immediate initiative under FAA Personnel Reform, in concert with the overall Compensation Plan for the FAA, to design a new Flight Standards pay system. The new pay system should develop technical, professional, and managerial career tracks in accordance with Challenge 2000. As an interim measure, implement the FAA Position Classification Guide, Aviation Safety Inspector Positions (Air Carrier and General Aviation), and GS-1825 Series.**

6.D **Create a Challenge 2000 Training Center of Excellence (COE) and place budget execution and program authority for Flight Standards technical training within the Regulation and Certification Line of Business.**

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, September 18, 1996

APA 96-159
Contact: Eliot Brenner
(202) 267-3883

STATEMENT OF DEPUTY ADMINISTRATOR LINDA HALL DASCHLE

The men and women of the Federal Aviation Administration (FAA) salute House passage and - today's Senate passage - of critical FAA financing reform and reauthorization legislation. It is a tribute to the tenacity and determination of aviation leaders in both the House and Senate, as well as the leadership of Secretary Peña and Administrator Hinson, that we have reached this day.

It is now vital that the House and Senate quickly meet to resolve their differences in a way acceptable to the Clinton Administration. Our goals in conference are simple: to ensure that the airport grant program does not expire so the FAA can continue making critical airport safety and security investments; to guarantee that FAA has the short-term funding to meet the growing safety and security demands of the American traveling public; to begin implementing the security proposals of Vice President Gore's Commission; and to find a better way to finance the FAA in the long-term. A conference report that does not contain the foundation for meaningful financial reform of the agency is but a hollow promise and we are glad the House and Senate have made positive strides in their legislation.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, September 19, 1996

APA 160-96
Contact: Curtis Austin
Tele.: (202) 267-8521

FAA LICENSES WORLD'S FIRST PRIVATE COMMERCIAL SPACE LAUNCH FACILITY

In a historic first, the Federal Aviation Administration (FAA) today issued a license to Spaceport Systems International (SSI), authorizing it to operate California Spaceport, the world's first private commercial space launch facility.

"The presentation of this operator's license is an important milestone in commercial space transportation," said FAA Administrator David R. Hinson. "Issuance of this license is in keeping with the space transportation policy announced early in the Clinton administration."

Frank Weaver, associate administrator for commercial space transportation, presented the license to George Riedel, vice president business development of ITT Defense and Electronics, during the opening of the quarterly meeting of the Aerospace States Association at U.S. Department of Transportation headquarters.

"The California Spaceport will allow those with occasional need for space access, such as universities, to take advantage of space research," Weaver said. "Traditionally, such users found the cost of obtaining adequate facilities and services difficult because they could not justify the cost of constructing and maintaining the required building and personnel. California Spaceport will eliminate this concern by providing these facilities to the single user at a low cost."

Located on Vandenberg Air Force Base, just south of Space Launch Complex 6, California Spaceport utilizes 106 acres leased from the Air Force for the launch site and security buffer zone.

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The operation and maintenance responsibilities of the California Spaceport belongs to Spaceport Systems International, a limited partnership company formed by ITT Federal Services Corp. and the California Commercial Spaceport, Inc. The California Commercial Spaceport, Inc. was responsible for bringing private investment capital and business to the California Spaceport.

The California Spaceport commercial launch site operator's license will permit Spaceport Systems International to provide service to conduct launch site operations for various vehicles up to the 6,000 pound class Lockheed Martin Launch Vehicle 3. Some of the services and responsibilities that the California Spaceport will provide are:

- Air Force interface
- Facility operation and maintenance
- Facility prelaunch preparation
- Launch support
- Post-launch facility refurbishment
- Safety coordination
- Integration processing facility for the payload and booster
- Stacking and checkout facility
- Mobile launch platform (used to transport the stacked vehicle to the launch pad)
- Establish safety clearance zones
- Ensure that all hazardous operations comply with established safety plans

SSI's proposal underwent an interagency policy review and an FAA safety review. Should SSI decide to expand the scope or type of its operation, the FAA stands ready to modify its license. Issuing this license is just one of the several examples of how the government is working to facilitate launch site operators.

At the same time the FAA was reviewing SSI's license application, the FAA has been participating in an interagency working group to refine federal government policy positions regarding spaceports. That interagency group is reviewing a variety of issues of interest to launch site operators. Additionally, the FAA is working on rules to govern the licensing and operation of a launch site. Those rules will apply to all launch site operators licensed by the FAA.

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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
Tuesday, September 24, 1996

APA 161-96
Contact: Alison Duquette
Telephone: (202) 267 -8521

VENEZUELA MAKES PROGRESS ON AIR SAFETY;
ITS AIRLINES MAY CONTINUE U.S. OPERATIONS

Secretary of Transportation Federico Peña today notified Venezuelan Transport Minister Moises Orozco Graterol of the Federal Aviation Administration's (FAA) determination that the Government of Venezuela has made significant progress toward resolving aviation safety concerns. Venezuelan airlines may continue existing air service to the United States under heightened FAA operations inspections and surveillance.

On August 10, FAA and Venezuelan officials signed a 30-day agreement that permitted Venezuelan airlines to continue flights to the United States while Venezuela, which currently holds a Category 2 "conditional" rating from the FAA, worked to correct safety oversight program deficiencies. "Venezuela has made significant progress toward reaching full compliance with international safety standards, and the FAA will continue to work with its aviation officials to improve Venezuela's aviation safety oversight infrastructure," said Secretary Peña.

Countries whose air carriers fly to the United States must adhere to the safety guidelines of the International Civil Aviation Organization (ICAO), the United Nations' technical agency for aviation which establishes international standards and recommended practices for aircraft operations and maintenance.

The FAA is examining ways to assist countries with less than acceptable ratings by providing technical guidance, management expertise, and training courses. The agency, with the cooperation of the host country, only assesses countries whose airlines have operating rights to or from the United States, or have requested such rights.

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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

.shington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, September 25, 1996

Contact: John Clabes
(817) 222-5804

FAA, MESA SIGN AGREEMENT TO FOSTER MAJOR CHANGES IN OPERATION OF AIR GROUP

FORT WORTH--The Federal Aviation Administration (FAA) and Mesa Air Group, Inc., today signed a consent order under which the carrier will make changes to its organizational structure and procedures. Mesa also agreed to a $500,000 civil penalty resulting from the findings of FAA safety inspections of the air carrier and its operations.

"Under terms of the consent order signed today, Mesa must modify the number of flight, maintenance and ground personnel and change its training and internal audit programs," said Tom Stuckey, FAA Southwest Region's flight standards manager. "The order also requires Mesa to make changes within specified time periods or pay penalties. If Mesa complies with all elements of the consent order, $250,000 in penalties will be set aside. To this point, we are pleased with Mesa's responsiveness to the inspection findings."

The FAA completed a series of inspections to ensure Mesa's compliance with regulatory requirements for air carrier operations. In response to the inspection results, Mesa has agreed to strengthen its infrastructure to support recent and planned growth. Under the consent order provisions, Mesa also is required to improve internal controls, to show it has a system for auditing contract agencies and to establish a single maintenance control center.

Mesa Air Group, Inc., operates as Mesa Airlines, America West Express, United Express and US Air Express in 30 states. The carrier handles approximately 2,000 daily flight segments.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, September 26, 1996

APA 162-96
Contact: Alison Duquette
Tel.: (202) 267-8521

FAA ANNOUNCES ASSESSMENT OF FOREIGN COMPLIANCE WITH INTERNATIONAL SAFETY STANDARDS

As part of an effort to provide the public with more information about aviation safety in international travel, the Federal Aviation Administration (FAA) today announced the results of the agency's assessment of Indonesia's capability to provide safety oversight of its air carriers that operate in the United States. Indonesia is rated as "conditional" under international safety standards.

The assessment is not an indication of whether an individual foreign carrier is safe or unsafe, rather it determines whether or not the country has a civil aviation authority in place and the extent to which that authority ensures that operational and safety procedures are maintained by its air carriers.

The focus of the FAA's foreign assessment program is on countries, not individual carriers from that country. These countries are assessed for their adherence to International Civil Aviation Organization's (ICAO) aviation safety standards, not FAA regulations.

Travelers may call 1-800 FAA-SURE (1-800-322-7873) to obtain a summary statement about whether a foreign country has been assessed and the results, if available.

Countries whose air carriers fly to the United States must adhere to the safety guidelines of ICAO, the United Nations' technical agency for aviation which establishes international standards and recommended practices for aircraft operations and maintenance.

The FAA, with the cooperation of the host country, only assesses countries whose airlines have operating rights to or from the United States, or have requested such rights.

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Specifically, the FAA determines whether a country has an adequate infrastructure for international aviation safety oversight as defined by the ICAO standards. The basic elements that the FAA considers necessary include: 1) laws enabling the appropriate government office to adopt regulations necessary to meet the minimum requirements of ICAO; 2) current regulations that meet those requirements; 3) procedures to carry out the regulatory requirements; 4) air carrier certification, routine inspection, and surveillance programs; and 5) organizational and personnel resources to implement and enforce the above.

The FAA has established three ratings for the status of these countries at the time of the assessment: (1) does comply with ICAO standards, (2) conditional and (3) does not comply with ICAO standards.

- **Category I, Does Comply with ICAO Standards:** A country's civil aviation authority has been assessed by FAA inspectors and has been found to license and oversee air carriers in accordance with ICAO aviation safety standards.

- **Category II, Conditional:** A country's civil aviation authority in which FAA inspectors found areas that did not meet ICAO aviation safety standards and the FAA is negotiating actively with the authority to implement corrective measures. During these negotiations, limited operations by this country's air carriers to the U.S. are permitted under heightened FAA operations inspections and surveillance.

- **Category III, Does Not Comply with ICAO Standards:** A country's civil aviation authority found not to meet ICAO standards for aviation oversight. Unacceptable ratings apply if the civil aviation authority has not developed or implemented laws or regulations in accordance with ICAO standards; if it lacks the technical expertise or resources to license or oversee civil aviation; if it lacks the flight operations capability to certify, oversee and enforce air carrier operations requirements; if it lacks the aircraft maintenance capability to certify, oversee and enforce air carrier maintenance requirements; or if it lacks appropriately trained inspector personnel required by ICAO standards. Operations to the U.S. by a carrier from a country that has received a Category III rating are not permitted unless they arrange to have their flights conducted by a duly authorized and properly supervised air carrier appropriately certified from a country meeting international aviation safety standards.

The FAA has assisted countries with less than acceptable ratings by providing technical expertise, assistance with inspections, and training courses. The FAA hopes to work with other countries through ICAO to address non-compliance with international aviation safety oversight standards.

The FAA will continue to release the results of safety assessments to the public as they are completed. First announced in September 1994, the ratings are part of an ongoing FAA program to complete initial assessments, by the end of 1996, of all countries with air carriers that operate to the United States.

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Indonesia

The U.S. Federal Aviation Administration conducted an assessment of this government's civil aviation authority in May 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e. a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that Indonesia's civil aviation authority was not in compliance with ICAO aviation safety oversight standards regarding air carrier operations. Active negotiations with the Indonesian government are being conducted to implement a process to correct identified deficiencies. In the interim, limited operations by Indonesian air carriers to the United States are permitted under heightened FAA operational inspections and surveillance. Further information can be obtained by calling FAA at 1-800-322-7873.

Specific deficiencies identified:

- The Indonesian civil aviation authority does not have adequate regulations which address all aviation activities or adequate technically qualified personnel and inspector implementing guidance to undertake air carrier certification and surveillance; and

- The Indonesian civil aviation authority does not have adequate records of air carrier certification and surveillance.

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09.26.96

9/26/96

FAA Flight Standards Service
International Aviation Safety
Assessment Program (IASA)

NUMBER	COUNTRY	CATEGORY
1	Argentina	1
2	Aruba	1
3	Australia	1
4	Bahamas	1
5	Bangladesh	1
6	Belize (no current operators)	3
7	Bolivia	2
8	Brazil	1
9	Brunei Darussalam	1
10	Bulgaria	1
11	Chile	1
12	Colombia	2
13	Costa Rica	1
14	Czech Republic	1
15	Dominican Republic (no current operators)	3
16	Ecuador	2
17	El Salvador	1
18	Fiji	1
19	Gambia (no current operators)	3
20	Ghana	1
21	Guatemala	2
22	Guyana	1A
23	Haiti	3
24	Honduras (no current operators)	3
25	Hungary	1
26	Indonesia	2
27	Israel	1
28	Jamaica	2
29	Jordan	1
30	Kiribati (no current operators)	3
31	Kuwait	2
32	Marshall Islands	1A
33	Malaysia	1
34	Mexico	1
35	Morocco	2
36	Nauru	1
37	Netherlands Antilles: Curacau, St. Martin, Bonaire, Saba, St.Eustatius) -	1
38	New Zealand	1
39	Nicaragua (no current operators)	3
40	Oman	1
41	Organization of Eastern Caribbean States (OECS) covers: Anguilla, Antigua & Barbuda, Dominica, Grenada, Montserrat, St. Lucia, St. Vincent and The Grenadines, St. Kitts and Nevis	1A
42	Panama	1
43	Paraguay (no current operators)	3
44	Peru	2
45	Phillipines	2
46	Poland	1
47	Romania	1
48	South Africa	1
49	Suriname	3
50	Swaziland (no current operators)	3
51	Trinidad & Tobago	2
52	Turkey	2
53	Ukraine	1
54	Uruguay (no current operators)	3
55	Uzbekistan	1
56	Venezuela	2
57	Western Samoa	1
58	Zaire (no current operators)	3
59	Zimbabwe (no current operators)	3

FAA News

'ashington, D.C.

FOR IMMEDIATE RELEASE
Friday, September 27, 1996

APA 163-96
Contact: Alison Duquette
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GARDNER NAMED FAA ASSOCIATE ADMINISTRATOR FOR REGULATION AND CERTIFICATION

Federal Aviation Administration (FAA) Administrator David R. Hinson today named Guy Gardner as associate administrator for regulation and certification.

Previously, Gardner was director of the FAA's William J. Hughes Technical Center in Atlantic City, N.J.

Gardner, 48, will be responsible for the certification, production approval, and continued airworthiness of aircraft; certification of pilots, mechanics, and others in safety-related positions; certification of all operational and maintenance enterprises in domestic civil aviation; development of regulations; civil flight operations; and the certification and safety oversight of some 7,300 U.S. commercial airlines and air operators. He will oversee a work force of approximately 4,300 employees in the FAA's Washington Headquarters, nine regional offices, and over 125 field offices throughout the world. The FAA's annual regulation and certification budget is over $500 million.

"Guy Gardner's leadership at the Technical Center has been invaluable to the agency," said Hinson. "His continued quest for quality and his outstanding management skills will benefit the aviation community and the flying public."

Gardner joined the FAA in September 1995 as director of the William J. Hughes Technical Center, the agency's national test center comprised of experimental technical facilities and laboratories for all FAA research and development programs.

Selected as a pilot astronaut by the National Aeronautics and Space Administration (NASA) in 1980, Gardner served 11 years as an astronaut, working in many areas of Space Shuttle and Space Station development and support. In 1988, he flew his first mission aboard the Orbiter Atlantis. In 1990, Gardner piloted his second space flight aboard the Orbiter Columbia.

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After leaving NASA in 1991, Gardner served as commandant of the U.S. Air Force test pilot school at Edwards Air Force Base, Calif. He retired from the Air Force in 1992, returning to NASA as program director of the joint U.S. and Russian Shuttle-Mir Program at Washington Headquarters. He attended the Defense Systems Management College in 1994, and then became the director of the Quality Assurance Division, Office of Safety and Mission Assurance, at NASA Headquarters.

Gardner earned a bachelor of science degree in astronautics, mathematics and engineering science from the U.S. Air Force Academy in 1969 and a master of science degree in aeronautics and astronautics from Purdue University in 1970.

He completed U.S. Air Force pilot training and F-4 upgrade training in 1971. In 1972, he flew 177 combat missions in Southeast Asia. From 1973 to 1974, Gardner was an F-4 instructor and operational pilot. He completed test pilot school at Edwards Air Force Base in 1975 and then served as a test pilot there in 1976.

His honors include: an Air Force Legion of Merit, two Defense Superior Service Medals, a Defense Distinguished Service Medal, three Air Force Distinguished Flying Crosses, 14 Air Medals, and a National Intelligence Medal of Achievement.

Gardner and his wife Linda have three children: Jennifer, Sarah, and Jason.

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FAA News

Washington, D.C.

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Friday, September 27, 1996

APA 164-96
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**STATEMENT
BY FEDERAL AVIATION ADMINISTRATION
ON REPORT BY AERONAUTICA CIVIL
OF THE REPUBLIC OF COLOMBIA
ON ACCIDENT NEAR CALI, COLOMBIA,
DECEMBER 20, 1995**

The Federal Aviation Administration (FAA) will review very carefully the report issued today by the Aeronautica Civil of the Republic of Colombia addressing an accident involving American Airlines flight #965 near Cali, Colombia, on December 20, 1995.

The review will include an analysis of the 17 recommendations directed to the FAA, involving such issues as flight management system displays, approach and navigation charts and pilot training criteria.

FAA was a participant in the investigation as one of several parties working closely with the U.S. accredited representative from the National Transportation Safety Board (NTSB), and with Aeronautica Civil.

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