FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 106-97
August 1, 1997
Contact: Bob Hawk
Phone: 202-267-8521

Statement on Comments Received
On Fuel Tank Ignition Prevention Measures

WASHINGTON --As of the Aug. 1, 1997, closing date, the Federal Aviation Administration (FAA) has received 39 responses from the public, industry and academia in connection with a request for comments on fuel tank ignition prevention measures.

Respondents to the FAA's request -- published as a notice in the *Federal Register* on April 3, 1997 -- submitted over 300 pages of material. The notice asked for public opinion on the four recommendations proposed by the National Transportation Safety Board (NTSB) after the tragic accident involving TWA Flight 800 on July 17, 1996.

As suggested by Rep. James L. Oberstar, D-Minn., at a recent hearing before the House Committee on Transportation and Infrastructure, Subcommittee on Aviation, the FAA also plans to convene in fall 1997 an international conference on fuel flammability issues affecting transport category aircraft. The conference will address flammability, fuel tank design, fuel tank maintenance, and ongoing fuel explosion research.

Additionally, before final conclusions can be drawn on the four NTSB recommendations, the FAA must first receive and review the results of tests recently conducted by the NTSB and Boeing on the center wing tank of a 747 airplane similar to the one involved in the TWA Flight 800 accident. The tests and other inputs will be used by the FAA in determining appropriate regulatory changes concerning fuel tanks.

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TALKING POINTS

ON FAA RESPONSE TO

NTSB FUEL RECOMMENDATIONS

- As of the close of business Friday, Aug. 1, 1997, FAA received 39 responses to its April 3, 1997, request for comments published in the *Federal Register*. Material from the commenters comprises over 300 pages of information.

- The notice was published by FAA to obtain public input on the many technical and complex issues associated with four recommendations issued by the NTSB on Dec. 13, 1996, in response to the accident involving TWA Flight 800.

- The recommendations reflect the NTSB's determination that an explosion in the center wing fuel tank of the TWA aircraft, a 747-100 model, led to the catastrophic accident. While the board has yet to determine the cause of the explosion, it is focusing on fuel-related and electrical wiring issues.

- The FAA will review the comments very carefully in the weeks ahead. A specific timetable has not been established nor is one required, but FAA will move forward as expeditiously as possible.

- In developing its response to the NTSB's four recommendations, the FAA will also want to receive and review the results of tests recently conducted by the NTSB and Boeing on the center wing fuel tank of a 747 airplane similar to the one involved in the TWA Flight 800 accident.

- Moreover, the FAA has announced plans for an international conference on fuel flammability issues affecting transport category aircraft. The conference will address flammability, fuel tank design, fuel tank maintenance, and ongoing fuel explosion research. Details as to conference format, date and location are being developed.

- The tests and other inputs will be used by the FAA in determining appropriate regulatory changes concerning fuel tanks.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 107-97
August 1, 1997
Contact: Eliot Brenner
Phone: 202-267-8521

Jane F. Garvey Confirmed
As FAA Administrator

On July 31, 1997, the U.S. Senate voted to confirm Jane F. Garvey as the Administrator of the Federal Aviation Administration. Garvey will be the first FAA administrator to serve in a five-year term as opposed to serving at the pleasure of the President.

"I am honored by the confidence placed in me," Garvey said. "I look forward to working with President Clinton, Vice President Gore, Secretary of Transportation Slater, and the U.S. Congress on making the world's safest aviation system even safer.

"I will use the tools the Congress has given the FAA to assure the American people that safety is the highest priority of the FAA," Garvey added.

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FOR IMMEDIATE RELEASE Contact: Ben Langer
Friday, August 1, 1997 Tel: 202-366-5580

STATEMENT BY RODNEY E. SLATER,
U.S. SECRETARY OF TRANSPORTATION,
UPON CONFIRMATION OF JANE GARVEY
AS FAA ADMINISTRATOR

As we work to become a visionary and vigilant Department of Transportation for the 21st century, I am pleased the Senate moved expeditiously to confirm Jane Garvey, the President's nominee for FAA Administrator. I am confident Jane's leadership and management skills will help the FAA move forward on the bold reforms we need to keep our aviation system the world's safest.
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FAA News

Federal Aviation Administration, Washington, DC 20591

ADVANCE FOR 12:00 NOON EDT
NO WIRE MOVEMENT UNTIL EMBARGO TIME
APA 105-97
Saturday, August 2, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Selects Team to Develop Revolutionary Pilot Training Curriculum

WASHINGTON -- The Federal Aviation Administration (FAA) has selected a team led by Embry-Riddle Aeronautical University, Daytona Beach, Fla., to develop a revolutionary training curriculum that could cut a pilot's cost of obtaining an instrument rating by as much as 25 percent.

Traditionally, students first earn a private pilot's license, then take instruction -- some of which is duplicative -- to qualify for an instrument rating. The new integrated curriculum, based on advanced technology, will focus from start to finish on qualifying students for both a pilot's license and an instrument rating.

The team also will develop learning modules for highly computerized "glass cockpit" multi-functional displays and for single-lever power control systems that replace the usual complex array of controls and gauges with a single lever and display.

Over the next few years, these products will be integrated into training methods for the complete glass cockpit being developed in the Advanced General Aviation Transport Experiment (AGATE) sponsored by the FAA, NASA, industry and academia. The FAA expects such products also could be helpful in preparing pilots for the agency's planned Flight 2000 free flight demonstration in Hawaii and Alaska.

Project cost will be evenly split between government and industry. NASA is funding the government's $1.5 million share the first year; the FAA plans to fund the federal share for the remaining years of the effort.

Team members include Advanced Creations, Inc., Dayton, Ohio; Cessna Aircraft Company, Wichita, Kans.; Florida Institute of Technology, Melbourne, Fla.; and Jeppsen Aircraft Company, Englewood, Colo. Agreements are being negotiated with other potential members.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 97-108
Aug. 4, 1997
Contact: Eliot Brenner
Phone: 202-267-8521

Jane F. Garvey Sworn In As New FAA Administrator

WASHINGTON -- Jane F. Garvey was sworn in today as the 14th Administrator of the Federal Aviation Administration (FAA) in a private ceremony by Vice President Al Gore and Transportation Secretary Rodney Slater. Garvey is the first FAA Administrator to serve in a five-year term. Previous administrators served at the pleasure of the President.

"I am honored by the confidence placed in me," Garvey said. "I will, as Transportation Secretary Rodney Slater says, 'raise the bar.' I plan to lead the FAA in maintaining the safest aviation system in the world, and in delivering what the American people expect and deserve: an agency that is efficient, productive and decisive."

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 109-97
Tuesday, Aug. 5, 1997
Contact: Henry J. Price
Phone: 202-267-8521

FAA Releases Commercial Space Market Projection

WASHINGTON -- Based on research and input from industry, the Federal Aviation Administration (FAA) Office of Commercial Space Transportation today released its annual projection of Low Earth Orbit (LEO) commercial payload and launch markets for the period 1997 through 2006. The report evaluates market trends for commercial satellite services, including communications, remote sensing, and scientific research.

This report covers all non-Geostationary Earth Orbit (GEO) systems; that is, it covers those satellites that orbit at altitudes between 100 miles and the distance required for geostationary orbits of 22,300 miles. Since the annual report's inception in 1994, over the last three years the information has been used to support government policy-making, interagency working groups, and international negotiations, concerning space launch trade agreements.

In its 1997 baseline "modest growth" forecast, the FAA's commercial space transportation office projects that four Big LEO constellations and two Little LEO systems will be deployed from 1997 to 2006. Big LEO constellations support voice communications by hand-held phones. Little LEO constellations support non-voice data communications such as paging, remote monitoring, and tracking. The 1997 baseline forecast projects the successful deployment of at least one more Big LEO constellation than was projected in the 1996 forecast. During the forecast period, the modest growth scenario estimates the demand for launch services is between 96 and 130 for "small launches" (less than 10,000 pounds to LEO), and between 74 and 100 for "medium-to-large launches" (greater than 10,000 lbs. to LEO).

In its 1997 "high growth" forecast -- based on assumptions of aggressive growth in the market for satellite-provided services -- FAA's commercial space office projects that five Big LEO systems, three Little LEO systems and one large broadband LEO system will be deployed from 1997 to 2006.

-more-

A broadband LEO system will support high-speed data, video conferencing, and other advanced technologies communications. The 1997 forecast includes an increase of one Big LEO system over the 1996 "high growth" forecast.

This year's "high growth" forecast marks the first time FAA's commercial space office has included broadband LEO communication systems in its Commercial Market Projections. Last year, several proposals for broadband LEO systems forwarded by industry made considerable progress in terms of financing, licensing, and systems design. The inclusion of one LEO broadband system in the high growth forecast contributes to a 57 percent increase in the total number of payloads projected during the forecast period.

The "high growth" forecast for demand for launch services is projected to have between 132 and 174 small launches during the forecast period and between 120 to 156 medium-to-large launches during the forecast period.

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

Request Only

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 110-97
Wednesday, August 6, 1997
Contact: Bob Hawk
Phone: 202-267-8521

Fact Sheet: FAA Oversight of ValuJet

Aviation, the safest form of travel in the United States, has been made even safer over the past year. As a result of lessons learned from the regulatory issues involving ValuJet, the regulatory approach to both new carriers and maintenance practices, as well as the transport of hazardous materials has undergone a transformation.

More aviation and hazardous materials inspectors are being hired. The Federal Aviation Administration's (FAA) best inspector resources are being focused on new carriers. A national certification team of safety experts has been established and the selection of the best and brightest inspectors has begun. A new airline will have to win the team's approval to start to fly. For the first time, new carriers will fly under increased supervision by FAA safety inspectors for their first five years of existence.

Chemical oxygen generators may no longer be shipped as cargo on passenger aircraft, and rules have been proposed to prohibit the shipment of oxidizers aboard passenger carrying aircraft. Moreover, the FAA and the Department of Transportation's (DOT) Research and Special Projects Administration (RSPA) have worked aggressively and cooperatively with the shipping industry to broaden understanding of the rules regarding shipping hazardous materials.

On June 10, the FAA issued a Notice of Proposed Rulemaking (NPRM), published in the *Federal Register* on June 13, to require the installation of fire detection and suppression systems in Class D cargo compartments. The FAA expects to adopt a final rule by the end of 1997.

Safety improvements in the past year by DOT, FAA and RSPA include:

- The FAA grounded ValuJet until it met the terms of a consent order that required stringent tests to prove its ability to fly safely, and placed limits on its expansion;

- The FAA heightened safety oversight for airlines that use outside contractors for maintenance or training;

- The FAA conducted an unprecedented 90-day review of its aviation regulation and certification practices. As a result, the national certification team is being formed; certification requirements will be rigorously enforced for all new applicants and they will face increased surveillance and oversight for the first five years; carriers with less than five years' experience are being subjected to the five-year heightened surveillance policy and will undergo increased inspections;

- The FAA is assigning its best inspectors to new carriers, and redesigning the program to oversee large carriers. At the same time, FAA is hiring new inspectors. Inspector numbers have risen to over 2,900 so far;

- DOT is applying more stringent financial requirements on new entrants;

- The FAA issued an NPRM to require the retrofit of fire detection and suppression systems in aircraft cargo compartments that don't now have such safety features;

- RSPA has banned the shipment of oxygen generators on passenger planes, worked with the FAA to better educate the public and shippers about hazardous materials shipment, and prepared regulations to propose to ban oxidizers and oxidizing agents from passenger plane cargo compartments; and

- To further raise the visibility of hazardous materials issues, the FAA has created a new Division of Dangerous Goods and Cargo Security within its Office of Civil Aviation Security.

FAA Increased Oversight of ValuJet

The FAA grounded ValuJet until it met the terms of a consent order that required stringent tests to prove its ability to fly safely, and place limits on its expansion.

FAA's Special Emphasis Review of ValuJet.
After over 2,000 inspections of ValuJet's aircraft and operations, the FAA concluded on June 14, 1996, that the airline had deficiencies in the airworthiness of some of its aircraft, in its maintenance operations and in quality assurance of its contractors. As a result of enforcement investigations, the FAA prepared a consent order under which ValuJet would temporarily cease operations.

ValuJet agrees to FAA consent order, suspends operations.
On June 17, 1996, ValuJet surrendered its air carrier operating certificate to the FAA, grounding the airline until the terms of the consent order are met and the FAA deemed it safe to resume flights. ValuJet also agreed to pay $2 million to the FAA as remedial payment for costs associated with investigating, reviewing, establishing, reinspecting and ultimately enforcing the consent order.

ValuJet resumes limited operations on September 30, 1996 following FAA and DOT authorization.

- On August 29, 1996, the FAA returned ValuJet's air carrier operating certificate, authorizing the airline to resume limited operations. In its review of ValuJet's program to return to flight, the agency made the carrier demonstrate compliance with all aspects of the consent order, including:
    - Revision of the airline's maintenance program and procedures;
    - Retraining of all maintenance personnel in such procedures;
    - Revision of organizational structure and addition of personnel to strengthen maintenance program oversight;
    - Completion of FAA review of records and conformity checks on each ValuJet aircraft intended for return to service;
    - Retraining and rechecking of all ValuJet pilots, instructors and check airmen;
    - FAA review of all ValuJet maintenance and training contracts. Airline required to include all contractors performing substantial maintenance or training activities in its operating specifications; and
    - FAA inspection of ValuJet line facilities, maintenance bases, maintenance controls and dispatch operations.
- Following the FAA's actions, the DOT on August 29, 1996, issued a "show cause" order, tentatively finds ValuJet fiscally and managerially fit to resume operations. Interested persons were given seven calendar days to show cause why the DOT's tentative findings and conclusions should not be made final.
- The DOT issued a final order clearing ValuJet to resume its domestic scheduled air service on September 26, 1996.

Improvements to FAA Oversight of New Entrant Carriers and Outsourcing of Contract Maintenance

The FAA heightened safety oversight for airlines using outside contractors for maintenance or training. The FAA conducted an unprecedented 90-day review of its aviation regulation and certification practices. As a result, the national certification team is being formed; certification requirements will be rigorously enforced for all new applicants and they will face increased surveillance and oversight for the first five years; carriers with less than five years' experience are being subjected to the five-year heightened surveillance policy and will undergo increased inspections. In addition, the FAA is assigning its best inspectors to new carriers, and redesigning the program to oversee large carriers. At the same time, inspector numbers have risen to over 2,900 so far. DOT is applying more stringent financial requirements on new entrants.

New FAA inspection policies and personnel action.
Announced on June 18, 1996, the FAA revised its air carrier inspection policies to heighten safety oversight, particularly for airlines that use outside contractors to perform maintenance or training. There are over 1,000 maintenance facilities that perform heavy maintenance or repairs for Part 121 air carriers. Highlights include:

- Airlines must demonstrate that their contract maintenance and training programs comply with Federal Aviation Regulations;
- Carriers' operating specifications must list all contractors performing substantial maintenance or training activities. FAA must approve use of any new contractors;
- FAA inspectors will be required to check not only that repair stations comply with regulations, but also that air carriers assure that maintenance work performed at repair stations complies with the carriers' maintenance programs;
- Carriers must audit new contractors to show that the company can perform the contracted work according to the airline's approved programs; and

FAA 90-day review of the FAA's regulation and certification practices.

- On June 18, 1996, the FAA Administrator announced that the Deputy Administrator would lead a comprehensive 90-day review.
- On September 18, 1996, the FAA's 90-day review was forwarded to President Clinton's Commission on Aviation Safety and Security for its review. The report contained six principal and more than 30 supporting recommendations, including stepping up the surveillance of newly certificated air carriers and increasing the number of FAA aviation safety inspectors throughout the United States. New initiatives included:
    - Rigorously enforce DOT and FAA certification procedures for new entrant carriers, including filing of a complete application with DOT. Limit the DOT and FAA assistance offered to unprepared or unqualified applicants. Increase fees for initial certification of new applicants.
    - Establishment of a national certification team to assist local FAA field offices in processing new entrant carrier certifications and conducting safety audits;
    - Hiring of additional safety inspectors;
    - Redesign of the large air carrier surveillance program;
    - Change the national geographic inspector program to target the most highly qualified inspectors to new entrant carriers, thus increasing the effectiveness of the overall surveillance and oversight of new entrant carriers;
    - Upgrade and accelerate the introduction of information management technology; and
    - Perform follow-up inspection of new carriers for the first five years.

FAA accomplishments following the 90-day review.

- The new Certification Team is targeting the most experienced inspectors to new entrant air carriers;
- The agency has hired over 300 additional inspectors;
- New entrant carrier follow-up inspections are being conducted for the first five years of operation; and
- On October 10, 1996, the FAA issued an information bulletin to all air carriers requiring them to make changes to their operation specifications, if appropriate.

Fire Detection and Suppression Systems

The FAA has proposed to require the retrofit of fire detection and suppression systems in aircraft that don't now have such safety features.

On June 10, the FAA issued an NPRM to require fire detection and suppression equipment on commercial passenger aircraft.
The FAA announced on November 14, 1996 that it would go forward with rulemaking to require fire detection and suppression systems in the cargo compartments of all passenger aircraft. The NPRM, published in the June 13 *Federal Register*, proposes:

- to require cargo compartments in all newly manufactured aircraft have these systems;
- to require retrofit of Class D compartments with fire detection and suppression systems on nearly 3,000 older commercial aircraft. Approximately 1,000 aircraft are equipped with cargo compartment fire detectors; and
- requires a phase-in period not to exceed three years.

Class C and D cargo compartment liners are designed to be fire resistant. Both types of compartments prevent hazardous quantities of smoke from entering the cabin. Class D compartments suppress fire through containment and oxygen starvation. In September 1980, the agency limited cargo fire detection time to one minute from the start of fire. Fire resistance standards for Class C and D cargo compartment liners were significantly upgraded in June 1986 by limiting Class D compartment volume to 1,000 cubic feet, and upgraded in March 1991 when regulations required retroactive liner compliance.

The ValuJet accident prompted an assessment of the relative cost/benefit of converting Class D compartments to Class C. Based on updated assumptions, current studies indicate that the benefit associated with converting all Class D cargo compartments to Class C are quite close to the costs and within the margin of error for any of the estimates. Therefore, the FAA has proposed mandatory retrofit of Class D compartments.

Enhanced FAA Inspection Program

As a result of the FAA's 90-day review, the national certification team has been formed; new entrant carriers are being subjected to the five-year heightened surveillance policy and will undergo increased inspections; FAA's best inspectors are being assigned to new carriers, and the FAA is redesigning the program to oversee large carriers. Inspector numbers have risen to over 3,000 so far.

Changes to FAA's Inspection Program.
On May 14, 1996, the Secretary of Transportation announced actions taken by DOT and the FAA to strengthen inspection efforts and continue to ensure the safest aviation system in the world. The efforts included:

- **Accelerated inspector hiring.** As of June 1997, there are 3,028 inspectors in the FAA work force. There were 2,776 inspectors in FY 1996. The FAA expects to employ a total of 3,297 inspectors by FY 1998. Previously, there were 2,324 inspectors in FY 1994, 2,531 in FY 1995 and 2,776 in FY 1996.
- **Strengthened data tools.** FAA will upgrade computer data collection and tracking. Both elements are key to the agency's ability to focus resources when violations or other safety concerns are identified.
- **Comprehensive review of FAA inspections operations.** As part of the 90-day review, the FAA examined and made changes to inspector training, standards, assignments and supervision. The report was forwarded to the President's Commission on Aviation Safety and Security on September 18, 1996. It contained six principal and more than 30 supporting recommendations, including stepping up the surveillance of newly certificated air carriers and increasing the number of aviation inspectors throughout the United States. Key elements were:
    - Development of the national certification team;
    - Hiring of additional safety inspectors;
    - Redesign of the large air carrier surveillance program; and
    - Changes to the national geographic inspector program.

Oversight of Hazardous Materials in Air Transportation

RSPA banned the shipment of oxygen generators on passenger aircraft, worked with the FAA to better educate the public and shippers about hazardous materials shipment, and prepared regulations to bar oxidizers from passenger plane cargo compartments. To further raise the visibility of hazardous materials issues, the FAA has created a new Division of Dangerous Goods and Cargo Security within its Office of Civil Aviation Security.

A large number of hazardous materials cannot be shipped by air. In addition, there are severe restrictions on the types of materials authorized for shipment on passenger aircraft as well as strict limits on the amount of specific types of hazardous materials.

Ban on the transportation of chemical oxygen generators on passenger aircraft.
The NTSB investigation focused on ValuJet's transportation of chemical oxygen generators in the aircraft's cargo hold. The FAA, DOT and Research and Special Programs Administration (RSPA) have taken measures to ban generators and ensure that the ban is effective:

- On May 24, 1996, RSPA banned oxygen generators from flying as cargo on passenger aircraft. The FAA immediately issued an alert bulletin publicizing the ban.
- The United States filed a variation with the International Civil Aviation Organization (ICAO) on June 14, 1996, warning countries that oxygen generators were banned from all passenger aircraft flying to, from, or over the United States. Other countries followed suit and ICAO will shortly issue the same prohibition affecting all member states.
- The DOT and RSPA published guidance in the June 13, 1996, *Federal Register* to educate shippers and airlines about the current regulations regarding shipment of hazardous material.
- On July 16, 1996, the FAA sent a dangerous goods alert bulletin to U.S. carriers warning them against inadvertently accepting and transporting oxygen generators on passenger aircraft. This alert also went to foreign carriers through the International Air Transport Association and was posted on the FAA web site.
- The FAA helped plan and participated in an Air Transport Association conference (Nov. 13-14, 1996) focusing on the air transport of hazardous company material, including oxygen generators. Over 180 airline representatives attended.
- The DOT and FAA sent mass mailings to certified aircraft repair stations notifying them of federal requirements for the transportation of hazardous material and focusing on the transportation of oxygen generators.
- The FAA has sent RSPA's "Safety Alert" newsletter on oxygen generators to 600 parts distributors.
- The FAA has been conducting surprise nationwide inspections of aircraft repair stations to make sure all dangerous goods, and particularly oxygen generators, are handled and transported according to the regulations.
- On July 29, an updated dangerous goods advisory was issued warning against the transportation of oxygen generators as cargo in passenger service units aboard passenger aircraft.

NTSB recommendations on hazardous materials.
On May 31, 1996, the FAA, in conjunction with DOT's RSPA, began immediate review of four NTSB recommendations issued that day. All recommendations are currently "open acceptable."

- **A-96-25 Evaluate hazardous materials programs at all carriers.**
- **A-96-26 Take corrective action based on evaluation.**
  FAA has reviewed FAA-approved air carrier manuals on how to recognize suspicious cargo or baggage. Field inspections to verify air carrier compliance have been completed.

- **A-96-27 RSPA permanently ban oxygen generators on cargo and passenger aircraft when generators have passed expiration date.**
  On May 24, 1996, RSPA published an interim regulation temporarily banning oxygen generators as cargo on passenger aircraft. On December 30, 1996, RSPA issued a final rule permanently prohibiting oxygen generators on passenger aircraft and a proposed rule to prohibit carriage of oxidizers on passenger aircraft and in Class D compartments on cargo aircraft. On June 27, 1996, RSPA issued a corrected final rule establishing the unique proper shipping name "oxygen generator, chemical" and is requiring additional packaging safety measures. The requirements will take effect on August 7 and October 1, respectively.
- **A-96-28 Prohibit oxidizers in Class D compartments.**
  RSPA issued a proposed rule and is examining current regulations. On June 10, the FAA issued an NPRM proposing elimination of Class D compartments for future aircraft and retrofit of Class D to Class C compartments by 2,001.

Staffing and Training:

- Announced on July 15, 1996, the FAA called for a seven-fold increase of previous resources devoted to inspection, outreach and public education regarding hazardous materials in air transportation;
- DOT committed to realign $14 million in FY 1997 to improve oversight of hazardous materials. Of this, $10.65 million will expand FAA's current hazardous materials inspectors and legal work force. Prior to the accident there were 14 inspectors fully dedicated to dangerous goods. The FAA now has 106 new inspectors and plans to hire 12 more by September for a total of 132. RSPA has five new inspectors on board and is in the process of hiring 10 more. Both agencies have increased their legal and support personnel. Eleven of 12 new FAA attorneys have been hired specifically for this new program;
- Inspectors will receive enhanced training before entering the field. For example, the FAA is increasing the training time for dangerous goods inspectors from two to six weeks; and
- In cooperation with FAA, RSPA is developing a new training module emphasizing hazardous materials regulations that apply specifically to shipments by air. RSPA has produced a training video.

Data Systems

- A data system is being developed to target repeat offenders and others who may threaten safety. The July 15 budget proposal provided $3.4 million to RSPA to improve coordination of better data systems to identify transportation of hazardous materials; and
- FAA has instituted a new data system for air carrier field inspections. Similar systems are under development for repair stations and shippers, and freight forwarders.

Inspections

- New intensive air carrier inspections began in February which included inspections of air carrier facilities and verification of employee training. Intensive inspections are also scheduled for freight forwarders, repair stations and shippers.
- RSPA is increasing inspections in all areas, particularly for companies which offer hazardous materials for transportation by air.
- FAA special agents inspected 202 repair stations in June, concentrating on training records and the types of hazardous materials being shipped, especially oxygen generators. More inspections will take place in August.

Enforcement Actions

- Both the FAA and RSPA are taking aggressive enforcement actions. On April 18, the FAA began the practice of announcing significant enforcement actions against shippers and carriers for hazardous materials violations, further enhancing awareness of the rules and consequences for making bad safety decisions. To date the FAA has announced four fines exceeding $50,000 each. Many more announcements of fines are expected.

Outreach

- On April 8, 1997, FAA named Charles N. Lovinski to head the newly created Dangerous Goods and Cargo Security Division within the Office of Civil Aviation Security Operations. The division is charged with increasing awareness and compliance with federal regulations to ensure the security of cargo carried on passenger air carriers;
- In June 1996, RSPA distributed 260,000 advisory notices to industry regarding the transportation of hazardous materials by air;
- RSPA is expanding outreach efforts to state and local enforcement agencies to more effectively and expeditiously disseminate compliance information;
- In October 1996, RSPA began distributing over eight million "These Fly ... These May Not" brochures to airline passengers and personnel, including 400,000 to federal travelers;
- On December 13, 1996 RSPA published an Advisory Notice in the *Federal Register* on the transportation of hazardous materials by air; and
- The FAA briefed shippers, cargo and freight forwarders, repair stations and industry groups.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

August 6, 1997
Contact: Arlene Salac
Phone: 718-553-3011

FAA Statement on Asbestos Incidents at Boston Center

An accidental asbestos release occurred July 29 during an asbestos abatement project at the Federal Aviation Administration's (FAA) Boston Air Route Traffic Control Center (ARTCC) in Nashua, NH. Two air monitor readings exceeded OSHA standards. The work was being performed by a certified asbestos abatement contractor to the FAA.

In addition to the July 29 release, on August 4, a water hose was inadvertently left on in the control room attic, allowing water-borne asbestos particles into the control room. Once this accidental leak was known, appropriate procedures were followed to ensure that there was no effect on the health and safety of FAA employees. Immediate clean-up was initiated.

FAA management was not made aware of the July 29 high readings until August 6. All asbestos abatement activities have been stopped, and a clean-up of all affected areas is under way. Subsequent readings show the air in the control room to be safe. Air sampling is continuing to ensure employee health and safety are not jeopardized.

FAA officials have notified the National Air Traffic Controllers Association (NATCA), the Professional Airways Systems Specialists (PASS) and other unions of the incident and the corrective actions taken. A NATCA representative has been involved in subsequent action planning.

Asbestos abatement activities at the Boston Center will not resume until the FAA is assured that appropriate safeguards are followed. Beginning Friday, August 8, the FAA will have two medical experts on site to provide health information and counseling to employees.

These incidents did not effect air traffic safety.

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NEWS:

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of Transportation
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FOR IMMEDIATE RELEASE
August 8, 1997

CONTACT: Kathleen Bergen

FAA STATEMENT ON FINE AIR

The FAA has proposed to suspend for 60 to 90 days the certificates of 29 pilots who fly for Fine Air. The proposed suspensions are based on evidence that the pilots exceeded maximum limitations for DC-8 operations into two airports in South America. The evidence is related to the pressure altitude of the high altitude airports at the time the operations took place. FAA can provide no further information about the cases, since they remain open.

The Federal Aviation Administration conducted a National Aviation Safety Inspection Program (NASIP) inspection on Fine Air from March 31 to April 18, 1997. FAA routinely conducts NASIP inspections of passenger and cargo airlines. The NASIP identified issues for further investigation in the areas of flight operations training, maintenance manuals, and weight and balance. All findings were briefed to company officials at the end of the inspection. Most findings have been corrected by Fine Air and closed out by FAA.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 111-97
Friday, August 8, 1997
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Purchases Aviation Security Equipment

WASHINGTON -- The Federal Aviation Administration (FAA) announced today it is purchasing $7.3 million worth of explosives detection equipment for screening checked baggage. The move is part of the agency's continuing effort to implement President Clinton's mandate to enhance aviation security in the nation's largest and busiest airports.

"This purchase broadens the range of tools we will use to safeguard the flying public against the threat of terrorism," said Cathal Flynn, associate administrator for Civil Aviation Security. "This new equipment is part of our effort to make the world's safest skies even safer."

The new devices will be used 'behind the scenes' to scan checked baggage and automatically alert operators to objects that require further scrutiny. The contracts call for the purchase of at least 18 automated X-ray machines manufactured by Vivid Technologies of Woburn, Mass., and EG&G Astrophysics of Long Beach, Calif. Delivery is expected to begin in October and be completed by February, 1998. For security reasons, exact dates and deployment locations will not be announced.

In its initial report last September, the White House Commission on Aviation Safety and Security headed by Vice President Al Gore recommended the use of new explosives detection technologies to improve aviation security significantly. On the strength of the commission's recommendations, Congress appropriated an additional $197 million this year for the FAA to fund enhanced security measures. The agency has wasted no time in using those funds to acquire and deploy state-of-the-art equipment.

In addition to today's announced purchase, the FAA has already awarded a $52.2 million contract to InVision Technologies for 54 FAA-certified CTX-5000 SP explosives detection devices and $12.2 million for over 500 trace detection systems from Thermedics Detection Inc., Barringer Instruments Inc. and Ion Track Instruments.

- more -

The advanced technology systems being purchased under the contracts announced today include:

• **EG&G Z Scan** 7, manufactured by EG&G Astrophysics, Long Beach, Calif. (technology: dual-energy automated X-ray)

By scanning objects with a dual-energy X-ray, the device can discriminate between organic and non-organic material. After probing the bag with high and low voltages, the Z Scan 7's computer analyzes the data and creates a visual display highlighting suspect objects for the operator to investigate manually.

• **Vivid VIS-M**, manufactured by Vivid Technologies Inc., Woburn, Mass. (technology: dual-energy single-view X-ray)

The VIS-M vertical-beam dual-energy X-ray device switches between high and low voltages, generating two energy output levels to probe the bag. The computer analyzes the information and displays color highlights of suspect objects in the bag, which the operator then investigates manually.

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

Minimum Safe Altitude Warning (MSAW) Testing

Read Only
8/11/97

Approximately 200 of the radar approach control facilities around the United States are equipped with the Minimum Safe Altitude Warning (MSAW) function. MSAW is a function of the computer which provides the alpha-numeric data on a controller's radar display. These computers and software functions are routinely monitored to ensure operational integrity. The FAA is aware of the issue raised by the NTSB from the accident in Guam and as a routine precaution is directing the testing of all of the MSAW functions within the next 2 days.

Landing systems have multiple redundancies built in but pilots are responsible for safely operating aircraft in accordance with published approach procedures.

MSAW alerts controllers when a tracked aircraft equipped with an altitude reporting device is below or predicted to be below a predetermined minimum safe altitude. MSAW software is tailored to each airport environment.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Friday, August 9, 1996

APA 143-96
Contact: Tim Pile
Tel.: (206) 227-2004

FAA PROPOSES INSPECTIONS OF FUEL PUMPS FOR ALL BOEING 747 AND 757 AIRCRAFT

The Federal Aviation Administration (FAA) today proposed a rule requiring repetitive visual inspections and testing to identify corrosion of fuel pumps on all Boeing 747 and 757 aircraft to prevent fuel leaks. If necessary, fuel pumps will be replaced. If not detected and corrected, a fuel leak could result in a fire at the location of the fuel pump.

Fuel pumps on some B-747 aircraft were removed after the FAA received eight reports of fuel leaks at the fuel boost and override/jettison pumps. One of the leaks resulted in a minor fire within the wheel well while the aircraft was on the ground. The agency has determined that B-757 aircraft may be subject to the same fuel leakage problem since they are of similar design. Following the reported leaks, Boeing issued service bulletins advising operators to conduct visual inspections and repetitive insulation resistance tests of the fuel pump wiring for B-747 and B-757 aircraft. Other Boeing models use a different fuel pump design.

"To date no fuel leaks have been found on the inspected aircraft," said FAA Administrator David R. Hinson. "We're proposing this rule to have all affected aircraft inspected and corrected to ensure the highest level of safety."

There are 1,084 B-747 and 716 B-757 aircraft in the worldwide fleet. Of these aircraft, 242 B-747 and 462 B-757 aircraft are registered in the United States. The cost to U.S. operators for the proposed rule is $1,080 per B-747 and $720 per B-757 aircraft.

Affected aircraft operators are: Atlas Air; United Airlines; American Airlines; Evergreen International Aviation, Inc.; Federal Express Corporation; United Parcel Service Airlines; Northwest Airlines; Polar Air Cargo; Southern Air Transport; Trans World Airlines; and Tower Air.

The FAA issues an average of 300 Airworthiness Directives (ADs) each year and has issued over 350 ADs affecting the B-747 since the aircraft entered service in 1970.

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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

Federal Aviation Administration, Eastern Region, Jamaica NY 11430

FOR IMMEDIATE RELEASE
Wednesday, August 13, 1997
Contact: Arlene Salac/Jim Peters
Phone: (718) 553-3010

Media Advisory

Federal Aviation Administration (FAA) officials, joined by officials of the Maryland Aviation Administration (MAA), will hold a briefing tomorrow on the Terminal Doppler Weather Radar (TDWR) system that has been commissioned to serve Baltimore Washington International Airport.

The new radar system, the 26th to be commissioned in the country, provides air traffic controllers at BWI with detailed real time information on severe weather in and near the airport's approach and departure corridors.
The TDWR displays offer notification and relay of significant weather events to pilots from air traffic controllers in a timely and meaningful manner.

WHO: Federal Aviation Administration, Maryland Aviation Administration

WHAT: Media briefing on Terminal Doppler Weather Radar TDWR) system

WHEN: Thursday, August 14, 1997
10 a.m.

WHERE: Baltimore Washington International Airport
Main Terminal, Second Floor Observation Gallery

Tours of Air Traffic Control Tower and Terminal Radar Approach Control (TRACON) facility will be available following the briefing. Maps to TDWR site in Millersville will also be provided.

- 30 -

FAA STATEMENT ON BUFFALO AIR TRAFFIC CONTROLLER

The 17,300 men and women who control air traffic in the United States are devoted to maintaining the highest level of safety for the flying public, and their track record proves that. FAA has absolutely no tolerance for any inappropriate workplace behavior and will act swiftly and forcefully whenever such behavior occurs. While we cannot comment on the specifics of any case, the FAA air traffic controller in the Buffalo, N.Y., tower allegedly involved in this case is not controlling aircraft and has not been controlling traffic since the allegation was first raised. The FAA has completed an internal investigation of the matter and is in the process of determining what appropriate action should be taken.

August 13, 1997

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 110-97
Thursday, August 14, 1997
Contact: Bob Hawk
Phone: 202-267-8521

Fact Sheet: FAA Oversight of ValuJet

Aviation, the safest form of travel in the United States, has been made even safer over the past year. As a result of lessons learned from the regulatory issues involving ValuJet, the regulatory approach to both new carriers and maintenance practices, as well as the transport of hazardous materials has undergone a transformation.

More aviation and hazardous materials inspectors are being hired. The Federal Aviation Administration's (FAA) best inspector resources are being focused on new carriers. A national certification team of safety experts has been established and the selection of the best and brightest inspectors has begun. A new airline will have to win the team's approval to start to fly. For the first time, new carriers will fly under increased supervision by FAA safety inspectors for their first five years of existence.

Chemical oxygen generators may no longer be shipped as cargo on passenger aircraft, and rules have been proposed to prohibit the shipment of oxidizers aboard passenger-carrying aircraft. Moreover, the FAA and the Department of Transportation's (DOT) Research and Special Projects Administration (RSPA) have worked aggressively and cooperatively with the shipping industry to broaden understanding of the rules regarding shipping hazardous materials.

On June 10, the FAA issued a Notice of Proposed Rulemaking (NPRM), published in the *Federal Register* on June 13, to require the installation of fire detection and suppression systems in Class D cargo compartments. The FAA expects to adopt a final rule by the end of 1997.

Safety improvements in the past year by DOT, FAA and RSPA include:

- The FAA's grounding of ValuJet until it met the terms of a consent order that required stringent tests to prove its ability to fly safely, and placing limits on its expansion;

- The FAA's heightened safety oversight for airlines that use outside contractors for maintenance or training;

- The FAA's unprecedented 90-day review of its aviation regulation and certification practices. As a result, the national certification team is being formed; certification requirements will be rigorously enforced for all new applicants, and they will face increased surveillance and oversight for the first five years; carriers with less than five years' experience are being subjected to the five-year heightened surveillance policy and will undergo increased inspections;

- The FAA's assigning its best inspectors to new carriers, and redesigning the program to oversee large carriers. At the same time, FAA is hiring new inspectors. Inspector numbers have risen to 3,028 so far;

- DOT's application of more stringent financial requirements on new entrants;

- The FAA's issuance of an NPRM to require the retrofit of fire detection and suppression systems in aircraft cargo compartments that do not now have such safety features;

- RSPA's ban on the shipment of oxygen generators on passenger planes, it's work with the FAA to better educate the public and shippers about hazardous materials shipment, and preparation of proposed regulations to ban oxidizers and oxidizing agents from passenger plane cargo compartments; and

- The FAA's creation of a new Division of Dangerous Goods and Cargo Security within its Office of Civil Aviation Security to further raise the visibility of hazardous materials issues.

FAA Increased Oversight of ValuJet

The FAA grounded ValuJet until it met the terms of a consent order that required stringent tests to prove its ability to fly safely, and place limits on its expansion.

FAA's Special Emphasis Review of ValuJet.
After over 2,000 inspections of ValuJet's aircraft and operations, the FAA concluded on June 14, 1996, that the airline had deficiencies in the airworthiness of some of its aircraft, in its maintenance operations and in quality assurance of its contractors. As a result of enforcement investigations, the FAA prepared a consent order under which ValuJet would temporarily cease operations.

ValuJet agrees to FAA consent order, suspends operations.
On June 17, 1996, ValuJet surrendered its air carrier operating certificate to the FAA, grounding the airline until the terms of the consent order are met and the FAA deemed it safe to resume flights. ValuJet also agreed to pay $2 million to the FAA as remedial payment for costs associated with investigating, reviewing, establishing, reinspecting and ultimately enforcing the consent order.

ValuJet resumes limited operations on Sept. 30, 1996 following FAA and DOT authorization.

- On Aug. 29, 1996, the FAA returned ValuJet's air carrier operating certificate, authorizing the airline to resume limited operations. In its review of ValuJet's program to return to flight, the agency made the carrier demonstrate compliance with all aspects of the consent order, including:
    - Revision of the airline's maintenance program and procedures;
    - Retraining of all maintenance personnel in such procedures;
    - Revision of organizational structure and addition of personnel to strengthen maintenance program oversight;
    - Completion of FAA review of records and conformity checks on each ValuJet aircraft intended for return to service;
    - Retraining and rechecking of all ValuJet pilots, instructors and check airmen;
    - FAA review of all ValuJet maintenance and training contracts. The airline was required to include all contractors performing substantial maintenance or training activities in its operating specifications; and
    - FAA inspection of ValuJet line facilities, maintenance bases, maintenance controls and dispatch operations.
- Following the FAA's actions, the DOT on Aug. 29, 1996, issued a "show cause" order, tentatively finding ValuJet fiscally and managerially fit to resume operations. Interested persons were given seven calendar days to show cause why the DOT's tentative findings and conclusions should not be made final.
- The DOT issued a final order clearing ValuJet to resume its domestic scheduled air service on Sept. 26, 1996.

Improvements to FAA Oversight of New Entrant Carriers and Outsourcing of Contract Maintenance

The FAA heightened safety oversight for airlines using outside contractors for maintenance or training. As a result of the agency's 90-day safety review, the national certification team is being formed; certification requirements will be rigorously enforced for all new applicants and they will face increased surveillance and oversight for the first five years; carriers with less than five years' experience are being subjected to the five-year heightened surveillance policy and will undergo increased inspections. In addition, the FAA is assigning its best inspectors to new carriers. DOT is applying more stringent financial requirements on new entrants.

New FAA inspection policies and personnel action.
Announced on June 18, 1996, the FAA revised its air carrier inspection policies to heighten safety oversight, particularly for airlines that use outside contractors to perform maintenance or training. There are over 1,000 maintenance facilities that perform heavy maintenance or repairs for Part 121 air carriers. Highlights include the following requirements:

- Airlines must demonstrate that their contract maintenance and training programs comply with Federal Aviation Regulations;
- Carriers' operating specifications must list all contractors performing substantial maintenance or training activities. FAA must approve the use of any new contractors;
- FAA inspectors will be required to check not only that repair stations comply with regulations, but also that air carriers assure that maintenance work performed at repair stations complies with the carriers' maintenance programs; and
- Carriers must audit new contractors to show that the company can perform the contracted work according to the airline's approved programs.

FAA 90-day review of the FAA's regulation and certification practices.

- On June 18, 1996, the FAA Administrator announced that the deputy administrator would lead a comprehensive 90-day review.
- On Sept. 18, 1996, the FAA's 90-day review was forwarded to the White House Commission on Aviation Safety and Security for its review. The report contained six principal and more than 30 supporting recommendations, including stepping up the surveillance of newly certificated air carriers and increasing the number of FAA aviation safety inspectors throughout the United States. New initiatives included:
    - Rigorously enforcing DOT and FAA certification procedures for new entrant carriers, including filing of a complete application with DOT;
    - Limiting the DOT and FAA assistance offered to unprepared or unqualified applicants;
    - Increasing fees for initial certification of new applicants;
    - Establishing a national certification team to assist local FAA field offices in processing new entrant carrier certifications and conducting safety audits;
    - Hiring additional safety inspectors;
    - Redesigning the large air carrier surveillance program;
    - Changing the national geographic inspector program to target the most highly qualified inspectors to new entrant carriers, thus increasing the effectiveness of the overall surveillance and oversight of new entrant carriers;
    - Upgrading and accelerating the introduction of information management technology; and
    - Performing follow-up inspection of new carriers for the first five years.

FAA accomplishments following the 90-day review.

- The new certification team is targeting the most experienced inspectors to new entrant air carriers;
- The agency has hired over 300 additional inspectors;
- New entrant carrier follow-up inspections are being conducted for the first five years of operation; and
- On Oct. 10, 1996, the FAA issued an information bulletin to all air carriers requiring them to make changes to their operation specifications, if appropriate.

Fire Detection and Suppression Systems

The FAA has proposed to require the retrofit of fire detection and suppression systems in aircraft that do not now have such safety features.

On June 10, the FAA issued an NPRM to require fire detection and suppression equipment on commercial passenger aircraft.

The FAA announced on Nov. 14, 1996 that it would go forward with rulemaking to require fire detection and suppression systems in the cargo compartments of all passenger aircraft.

The NPRM, published in the June 13 *Federal Register*, proposes:

- to require cargo compartments in all newly manufactured aircraft have these systems;
- to require retrofit of Class D compartments with fire detection and suppression systems on nearly 3,000 older commercial aircraft. Approximately 1,000 aircraft are equipped with cargo compartment fire detectors; and
- to require a phase-in period not to exceed three years.

Class C and D cargo compartment liners are designed to be fire resistant. Both types of compartments prevent hazardous quantities of smoke from entering the cabin. Class D compartments suppress fire through containment and oxygen starvation. In September 1980, the agency limited cargo fire detection time to one minute from the start of fire. Fire resistance standards for Class C and D cargo compartment liners were significantly upgraded in June 1986 by limiting Class D compartment volume to 1,000 cubic feet, and upgraded in March 1991 when regulations required retroactive liner compliance.

The ValuJet accident prompted an assessment of the relative cost/benefit of converting Class D compartments to Class C. Based on updated assumptions, current studies indicate that the benefit associated with converting all Class D cargo compartments to Class C are quite close to the costs and within the margin of error for any of the estimates. Therefore, the FAA has proposed mandatory retrofit of Class D compartments.

Enhanced FAA Inspection Program

As a result of the FAA's 90-day review, the agency is redesigning its program to oversee large carriers.

Changes to FAA's Inspection Program.
On May 14, 1996, the Secretary of Transportation announced actions taken by DOT and the FAA to strengthen inspection efforts and continue to ensure the safest aviation system in the world. The efforts included:

- **Accelerated inspector hiring.** As of June 1997, there are 3,028 inspectors in the FAA work force. There were 2,776 inspectors in fiscal year (FY) 1996. The FAA expects to employ a total of 3,297 inspectors by FY 1998. Previously, there were 2,324 inspectors in FY 1994, 2,531 in FY 1995 and 2,776 in FY 1996.
- **Strengthened data tools.** FAA will upgrade computer data collection and tracking. Both elements are key to the agency's ability to focus resources when violations or other safety concerns are identified.
- **Comprehensive review of FAA inspections operations.** As part of the 90-day review, the FAA examined and made changes to inspector training, standards, assignments and supervision. Recommendations included stepping up the surveillance of newly certificated air carriers and increasing the number of aviation inspectors throughout the United States. Key elements were:
    - Development of the national certification team;
    - Hiring of additional safety inspectors;
    - Redesign of the large air carrier surveillance program; and
    - Changes to the national geographic inspector program.

Oversight of Hazardous Materials in Air Transportation

RSPA banned the shipment of oxygen generators on passenger aircraft, worked with the FAA to better educate the public and shippers about hazardous materials shipment, and prepared regulations to bar oxidizers from passenger plane cargo compartments. To further raise the visibility of hazardous materials issues, the FAA has created a new Division of Dangerous Goods and Cargo Security within its Office of Civil Aviation Security.

A large number of hazardous materials cannot be shipped by air. In addition, there are severe restrictions on the types of materials authorized for shipment on passenger aircraft as well as strict limits on the amount of specific types of hazardous materials.

Ban on the transportation of chemical oxygen generators on passenger aircraft.
The NTSB investigation focused on ValuJet's transportation of chemical oxygen generators in the aircraft's cargo hold. The FAA, DOT and RSPA have taken measures to ban generators and ensure that the ban is effective:

- On May 24, 1996, RSPA banned oxygen generators from flying as cargo on passenger aircraft. The FAA immediately issued an alert bulletin publicizing the ban.
- The United States filed a variation with the International Civil Aviation Organization (ICAO) on June 14, 1996, warning countries that oxygen generators were banned from all passenger aircraft flying to, from, or over the United States. Other countries followed suit and ICAO will shortly issue the same prohibition affecting all member states.
- DOT and RSPA published guidance in the June 13, 1996, *Federal Register* to educate shippers and airlines about the current regulations regarding shipment of hazardous material.
- On July 16, 1996, the FAA sent a dangerous goods alert bulletin to U.S. carriers warning them against inadvertently accepting and transporting oxygen generators on passenger aircraft. This alert also went to foreign carriers through the International Air Transport Association and was posted on the FAA web site.
- The FAA helped plan and participated in an Air Transport Association conference (Nov. 13-14, 1996) focusing on the air transport of hazardous company material, including oxygen generators. Over 180 airline representatives attended.
- The DOT and FAA sent mass mailings to certified aircraft repair stations notifying them of federal requirements for the transportation of hazardous material and focusing on the transportation of oxygen generators.
- The FAA has sent RSPA's "Safety Alert" newsletter on oxygen generators to 600 parts distributors.
- The FAA has been conducting surprise nationwide inspections of aircraft repair stations to make sure all dangerous goods, and particularly oxygen generators, are handled and transported according to the regulations.
- On July 29, an updated dangerous goods advisory was issued warning against the transportation of oxygen generators as cargo in passenger service units aboard passenger aircraft.

NTSB recommendations on hazardous materials.
On May 31, 1996, the FAA, in conjunction with DOT's RSPA, began immediate review of four NTSB recommendations issued that day. All recommendations are currently "open acceptable."

- **A-96-25 Evaluate hazardous materials programs at all carriers.**
- **A-96-26 Take corrective action based on evaluation.**
  FAA has reviewed FAA-approved air carrier manuals on how to recognize suspicious cargo or baggage. Field inspections to verify air carrier compliance have been completed.

- **A-96-27 RSPA permanently ban oxygen generators on cargo and passenger aircraft when generators have passed expiration date.**
  On May 24, 1996, RSPA published an interim regulation temporarily banning oxygen generators as cargo on passenger aircraft. On Dec. 30, 1996, RSPA issued a final rule permanently prohibiting oxygen generators on passenger aircraft and a proposed rule to prohibit carriage of oxidizers on passenger aircraft and in Class D compartments on cargo aircraft. On June 27, 1996, RSPA issued a corrected final rule establishing the unique proper shipping name "oxygen generator, chemical" and is requiring additional packaging safety measures. The requirements will take effect on Aug. 7 and Oct. 1, respectively.
- **A-96-28 Prohibit oxidizers in Class D compartments.**
  RSPA issued a proposed rule and is examining current regulations. On June 10, the FAA issued an NPRM proposing elimination of Class D compartments for future aircraft and retrofit of Class D to Class C compartments by 2,001.

Staffing and Training:

- Announced on July 15, 1996, the FAA called for a seven-fold increase of previous resources devoted to inspection, outreach and public education regarding hazardous materials in air transportation;
- DOT committed to realign $14 million in FY 1997 to improve oversight of hazardous materials. Of this, $10.65 million will expand FAA's current hazardous materials inspectors and legal work force. Prior to the accident there were 14 inspectors fully dedicated to dangerous goods. The FAA now has 106 new inspectors and plans to hire 12 more by September for a total of 132. RSPA has five new inspectors on board and is in the process of hiring 10 more. Both agencies have increased their legal and support personnel. Eleven of 12 new FAA attorneys have been hired specifically for this new program;
- Inspectors will receive enhanced training before entering the field. For example, the FAA is increasing the training time for dangerous goods inspectors from two to six weeks; and
- In cooperation with FAA, RSPA is developing a new training module emphasizing hazardous materials regulations that apply specifically to shipments by air. RSPA has produced a training video.

Data Systems

- A data system is being developed to target repeat offenders and others who may threaten safety. The July 15 budget proposal provided $3.4 million to RSPA to improve coordination of better data systems to identify transportation of hazardous materials; and
- FAA has instituted a new data system for air carrier field inspections. Similar systems are under development for repair stations and shippers, and freight forwarders.

Inspections

- New intensive air carrier inspections began in Feb. which included inspections of air carrier facilities and verification of employee training. Intensive inspections also are scheduled for freight forwarders, repair stations and shippers.
- RSPA is increasing inspections in all areas, particularly for companies which offer hazardous materials for transportation by air.
- FAA special agents inspected 202 repair stations in June, concentrating on training records and the types of hazardous materials being shipped, especially oxygen generators. More inspections will take place in August.

Enforcement Actions

- Both the FAA and RSPA are taking aggressive enforcement actions. On April 18, the FAA began the practice of announcing significant enforcement actions against shippers and carriers for hazardous materials violations, further enhancing awareness of the rules and consequences for making bad safety decisions. To date the FAA has announced four fines exceeding $50,000 each. Many more announcements of fines are expected.

Outreach

- On April 8, 1997, FAA named Charles N. Lovinski to head the newly created Dangerous Goods and Cargo Security Division within the Office of Civil Aviation Security Operations. The division is charged with increasing awareness and compliance with federal regulations to ensure the security of cargo carried on passenger air carriers;
- In June 1996, RSPA distributed 260,000 advisory notices to industry regarding the transportation of hazardous materials by air;
- RSPA is expanding outreach efforts to state and local enforcement agencies to more effectively and expeditiously disseminate compliance information;
- In October 1996, RSPA began distributing over eight million "These Fly ... These May Not" brochures to airline passengers and personnel, including 400,000 to federal travelers;
- On Dec. 13, 1996 RSPA published an Advisory Notice in the *Federal Register* on the transportation of hazardous materials by air; and
- The FAA briefed shippers, cargo and freight forwarders, repair stations and industry groups.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 112-97
Thursday, August 14, 1997
Contact: Bob Hawk
Phone: 202-267-8521

Fact Sheet: How the FAA Makes Aviation Rules

The United States aviation system continues to be the world's safest because it is based on an effective, enforceable set of aviation safety regulations. These rules cover the entire spectrum of aviation, from airline fleet operations to the individual pilot flying in a homebuilt airplane.

Since its creation in 1958, the Federal Aviation Administration (FAA) has been responsible for developing, administering, enforcing and revising these regulations. The purpose of FAA rulemaking is to protect and improve safety, and to promote the efficient use of airspace.

The impetus for creating or changing a rule can come from several sources. The FAA may identify changes in aviation technology or operations, or discover a safety problem. The public may petition the agency to develop new rules. Congress, the executive branch or the courts may direct the FAA to take certain actions.

There are several types of FAA rulemaking procedures. For example, each year the agency publishes about 400 Airworthiness Directives that correct suspected unsafe conditions in specific aviation products. It issues an average of 26 Special Conditions to update the rules for specific new or unusual aviation-related designs, and puts out about 90 changes to airspace rules.

Major rulemaking actions are handled by issuing a Notice of Proposed Rulemaking (NPRM), then obtaining and analyzing public comments before publishing a final rule. In Fiscal Year 1996, the FAA published 21 NPRMs and finalized 43 other proposed regulations. The law now requires the FAA to issue a final rule within 16 months of the end of the comment period, which is usually 90 days.

- more -

What Makes A Good Rule?

The process of developing good regulations can be very complex, with many factors to consider. For example, there are 17 different federal laws, executive orders and other regulations that the FAA must consider in drafting a rule:

Administrative Procedure Act
Regulatory Flexibility Act
National Environmental Policy Act
Executive Order 12606 (Family impact)
Executive Order 12630 (Property rights)
Chicago Convention of 1944
Unfunded Mandates Act of 1995
DOT Order 2100.2
Congressional Review of Agency Rulemaking
Federal Advisory Committee Act
Paperwork Reduction Act
Executive Order 12866 (Cost/Benefit)
Executive Order 12612 (Federalism Assessment)
International Trade Assessment Impact
Federal Register regulations
Energy Policy and Conservation Act of 1975
DOT Order 2100.5

(An explanation of these regulations is attached.)

Not all of these provisions apply to every FAA rule. Still, the complexity of the rulemaking process means that the agency spends on average $30,000-$50,000 to develop and issue a rule. It takes an average 200 days to draft an NPRM and coordinate its provisions with upper-level FAA management.

About one-third of FAA proposed rules are considered "significant" under Office of Management and Budget (OMB) or Office of the Secretary of Transportation (OST) regulations. Concurrence from those offices can add another 90-120 days before the NPRM is published in the *Federal Register*.

After the public comment period on an FAA NPRM expires, the agency must then analyze all comments submitted. The analysis can take months, depending on the number of comments (sometimes as many as several thousand) and the technical complexity of the proposed rule. Once the FAA has incorporated all public comments, satisfied the federal requirements and obtained the necessary OMB and OST clearances, the final rule is published in the *Federal Register*.

Cost vs. Benefits

When performing a regulatory analysis, the FAA considers both historical information and emerging risks and trends. The agency evaluates a comprehensive set of alternatives aimed at the goals of safe, secure and efficient air transportation.

Economic impact is only one factor in FAA regulatory analysis. The evaluation considers risk assessment, potential mitigation measures and the magnitude, timing and likely impacts (including economics) of adopting a rule. The rulemaking process also looks at the distribution and equity of the potential impacts, including effects on small business.

If the potential annual monetary impact of a proposed FAA rule is $100 million or more, Executive Order 12866 requires the FAA to compare the potential cost of the regulation with the projected safety benefits. The first executive order requiring this analysis to this rule was issued during the Ford Administration. Presidents Carter and Reagan subsequently modified it. The current order reflects changes made in September 1993 by the Clinton Administration.

Consistent with Executive Order 12866, the FAA adopts those regulations that it reasonably determines have potential benefits that justify the cost.

The Aviation Rulemaking Advisory Committee (ARAC)

The Aviation Rulemaking Advisory Committee (ARAC) was chartered in 1991. It helps the FAA in its rulemaking efforts. ARAC provides a forum for open communication on major regulatory issues and serves as a way to build a consensus between the agency and those affected by the regulations. Currently, 65 members from virtually every segment of the aviation community serve on the committee.

Only the FAA can assign a rulemaking task to ARAC. The committee then establishes a working group of experts to develop a recommendation and all necessary supporting documentation. If ARAC supports the findings of the working group, the committee submits the approved recommendation to the FAA for processing under normal rulemaking procedures.

Regulations on the Web

The FAA maintains the text of the Federal Aviation Regulations (FAR) on its World Wide Web site at: **http://www.faa.gov/avr/AFS/FARS/far_idx.htm**. Users may use the search/find function of their Web browsers to look for keywords in the regulation titles or within the text of a particular regulation

The public also may read -- and comment on -- current NPRMs at: **http://www.faa.gov/AVR/ARM/NPRM/nprm.htm**

A search of many different FAA regulatory documents is available in the Fedworld data base at: **http://www.fedworld.gov/faasearch.html**

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LEGISLATIVE AND OTHER REQUIREMENTS FOR ISSUING REGULATIONS

Administrative Procedure Act: Contains the basic ground rules that must be followed in issuing rules (i.e., requirement for notice to the public with an opportunity to comment, etc.).

Federal Advisory Committee Act (FACA): Regulates the formation and operation of advisory committees established by federal agencies to provide advice. The administrator of the General Services Administration has authority for guiding and coordinating the administration of the FACA. Negotiated rulemaking committees must comply with the provisions of the FACA.

Regulatory Flexibility Act: Directs agencies to consider the potential impact of regulations on small business and other small entities. It mandates consideration of regulatory alternatives, with the anticipated (if unstated) purpose of influencing the substance of the final agency action.

Paperwork Reduction Act: Enacted to minimize the federal paperwork burden for individuals, small businesses, and state and local governments; minimize the cost to the federal government of collecting and disseminating information; and maximize the usefulness to the federal government of the information collected.

National Environmental Policy Act: Directs inclusion of a detailed environmental impact assessment for major federal actions significantly affecting the quality of the human environment.

Regulatory Planning and Review (Executive Order 12866): Requires agencies to identify alternatives (including not regulating); assess costs and benefits (both quantifiable and qualitative) of significant regulatory actions (those with an annual impact of $100 million or more); and select approaches that maximize net benefits, considering economics, environment and public safety.

The Family (Executive Order 12606): Requires Federal agencies to consider the impact of a regulatory action on the family, including family formation, maintenance and general well-being.

Federalism (Executive Order 12612): Requires consideration of issues of federalism; requires a "federalism assessment" of the impact of the regulatory action on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government.

Property Rights (Executive Order 12630): Requires federal agencies to consider whether actions might infringe on property rights, and establishes an ongoing process for assessing the impact on property rights of all federal actions including policies, regulation and legislation.

International Trade Impact Assessment: Requires assessment of the impact of the rule on trade opportunities for both U.S. firms doing business overseas and foreign firms doing business in the United States.

Chicago Convention of 1944 (ICAO): Requires that the United States conform to International Civil Aviation Organization (ICAO) regulations. If the United States chooses to issue regulations differing from those adopted by ICAO, other nations need not allow U.S. carriers to operate within their airspace or allow the sale of U.S.-manufactured aircraft.

Federal Register Regulations: Provides the requirements for form and content of documents to be printed in the *Federal Register*.

DOT Order 2100.2 (ex parte communications): After the issuance of an NPRM, prohibits individuals of the regulatory agency who are involved in the decisional process from participating in communications regarding the relevant merits of the action.

DOT Order 2100.5, Regulatory Policies and Procedures: Implements E.O. 12866 (see previous page). The order expands the scope of "significant" DOT regulatory actions to include those with substantial public interest, substantial impact on another part of the federal government, substantial difference from international requirements, or substantial impact on safety problems; those that initiate a substantial regulatory program or change in policy; or those that involve important departmental policy. Requires a cost/benefit analysis of all DOT regulatory actions--not just "significant" actions.

Unfunded Mandates Act of 1995: Requires federal agencies to prepare a written assessment of the effects of any federal mandate in a proposed or final rule that may result in the expenditure by state, local, tribal government, or the private sector of $100 million or more in any one year.

Energy Policy & Conservation Act of 1975: Requires the Federal government to include an impact statement in any major regulatory action that may have a major effect on energy efficiency and energy conservation.

Congressional Review of Agency Rulemaking: Requires agencies to submit to each house of Congress and to the comptroller general, before a rule can take effect: a report containing a copy of the rule; a concise general statement relating to the rule, including whether it is a major rule; and the proposed effective date of the rule.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 113-97
Thursday, August 14, 1997
Contact: Bob Hawk
Phone: 202-267-8521

Fact Sheet: Installation of Fire Detection and Suppression Systems

The Federal Aviation Administration (FAA) published in the *Federal Register* on June 13, 1997, a Notice of Proposed Rulemaking (NPRM) to require operators of airplanes with Class D cargo or baggage compartments to install fire detection and suppression systems there within three years of the effective date of a final rule.

After its review of public comments on the NPRM, the FAA anticipates issuing the final rule by December 1997. The measure would affect nearly 3,000 passenger aircraft. The proposal meets a recommendation of the White House Commission on Aviation Safety and Security, which urged the implementation of rules necessary to achieve the goal of fire detection and suppression systems in all aviation cargo holds. The proposal also reflects the agreement last year between the White House and the airlines to install these systems.

Currently, most long-range passenger aircraft have fire detection and suppression systems in inaccessible compartments. The proposed rule requires that the remainder of the passenger fleet be equipped with the same systems. Currently, Class D compartments are designed to control and extinguish fire by severely restricting the supply of available oxygen.

Phase-in Compliance

The FAA's NPRM calls for a three-year compliance period for the installation of fire detection and suppression equipment. The FAA has determined that this is a realistic time frame and the most expedient means of providing this extra level of safety while avoiding massive disruptions of air passenger service across the country. This phase-in period also will be adequate to enable operators to design, test and install such systems for each airplane model in their fleets. It will provide an orderly way for them to:

- Conduct extensive development and certification testing for each compartment design to ensure that a fire that may occur in the compartment would be detected on a timely basis;

- more -

- Conduct extensive certification testing for each compartment design to ensure that suppressant release rate is of sufficient concentration and duration;
- Ensure that parts are available and procure the parts (typically a one-year lead time);
- Install new wiring for the systems to notify pilots if a fire is detected;
- Convert each affected airplane; and
- Perform installations while the airplanes undergo routine scheduled maintenance to avoid the unscheduled removal of airplanes from service.

As these steps are accomplished, the FAA anticipates that airlines will retrofit their fleets by phasing in the approvals and installations and not wait until the compliance year approaches.

FAA Actions to Facilitate Compliance

In addition to proposing fire detection and suppression systems, the FAA has conducted three technical and planning meetings with the airline industry to explain the projected requirements, determine the status of the fleet to be affected, and develop an aggressive implementation plan.

To facilitate the changes, the FAA is prepared to provide expeditious and efficient design approvals of system installation plans. The FAA is also encouraging manufacturers and airlines to share data on similar airplane models so as to minimize repetitive approvals for like models and configurations.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 114-97
Friday, August 15, 1997
Contact: William Shumann
Phone: 202/267-8521

FAA Statement
Testing of Minimum Safe Altitude Warning (MSAW)

FAA testing has found that 191 of the total 193 MSAW software functions at radar approach control facilities were working properly. The other two have been corrected, and all 193 functions have been recertified as operating properly. As a routine precaution, the FAA ordered the MSAW testing and recertification after the National Transportation Safety Board's investigation of the Korean Air Lines accident raised an issue about the function's performance in Guam.

During the testing, FAA specialists found errors in the MSAW functions in Fayetteville, NC, and Florence, SC. These have been corrected and recertified. The MSAW function at the Aspen/Pitkin, CO, airport, while installed and certified, is not in service due to the large number of false low-altitude alerts in the mountainous terrain. Aviators have been notified of this condition.

MSAW is a software function of the computer that provides the alphanumeric data on a controller's radar display. The MSAW software is tailored to the environment around each airport and alerts controllers whenever a tracked aircraft with an altitude-reporting device is below, or predicted to be below, a predetermined minimum safe altitude The FAA regularly monitors the functioning of each MSAW installation to ensure operational integrity.

There are multiple safety features in the air traffic control system, but pilots are ultimately responsible for operating their aircraft safely in accordance with published procedures.

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TALKING POINTS
STEPPED UP MONITORING OF CARGO CARRIERS DURING THE UNITED PARCEL SERVICE STRIKE
UPDATED: 08/15/97 1:59:10 PM

THE AIR CARGO AND FREIGHT COMMUNITY

- The FAA's surveillance program focuses on carrier fleet size and activity. As increased activity is reported, we make adjustments to our surveillance schedule.

- All carriers, including cargo carriers, are subject to our planned surveillance activities. These activities include ramp checks, spot inspections of maintenance facilities, and enroute inspections.

- During unique circumstances, or "times of increased stress," each Flight Standards District Office (FSDO) is required to have a program in place to meet increased operations.

- The FAA is monitoring cargo carriers for any abnormal increase in operations and will initiate additional surveillance as appropriate.

- At this time, flight operations have not been unusual and implementation of these plans in any of our facilities has not been necessary.

- From an air traffic perspective, we haven't detected an increase in operations in the airspace system. If this situation changes, the FAA will not hesitate to increase its surveillance activities.

OVERSIGHT OF UPS

- Emphasis is being given to flight crews' adherence to FAA approved operations, maintenance procedures, and use of management and non-union flight crews

- FAA has established guidance for use by FAA flight standards managers and inspectors when conducting surveillance of operators during periods of strike, labor unrest, and financial stress.

- During these periods, FAA's Flight Standards Service may decide that the public interest requires a higher than normal level of surveillance of specific operators. At this time, no indication has been provided that this procedure is necessary for oversight of UPS.

TALKING POINTS
BOSTON ARTCC
ASBESTOS

- FAA is very concerned about the health and safety of its employees and is taking every measure possible to ensure that Boston ARTCC maintains a safe working environment.

- FAA is taking action to protect employees at the facility.

- FAA management at Boston ARTCC has been working with NATCA on their air quality and health concerns at the facility and will continue to do so.

- Twenty-four hour air sampling began on August 7 and will continue until completion of the project.

- FAA has taken the following actions at the facility concerning the recent asbestos release:

    1. Issued an immediate stop work order on the asbestos abatement project.
    2. Completed a clean-up of the Control Room which included the use of HEPA vacuums (specially designed for asbestos work) and a damp wipe down.
    3. Initiated re-sealing of the containment system.
    4. Increased the number of air sampling monitors in the Control Room from two to four, with reading taken every two hours.
    5. A team from CAMI addressed employee concerns about the risk of exposure to asbestos and conducted Q&A sessions for employees.
    6. Worked with OSHA to immediately correct the safety deficiencies in the asbestos containment area on August 14.

August 15, 1997

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 115-97
Tuesday, August 19, 1997
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA and Industry Honor Security Screener of the Year

WASHINGTON -- The Federal Aviation Administration (FAA) and representatives from the aviation industry jointly presented the third Screener of the Year Award today recognizing the security personnel who serve as the "front line of defense" in ensuring safety for the flying public.

Betty Jean Davis, a lead shift security supervisor at Chicago O'Hare International Airport, was selected from nine regional winners to be the 1996 National Screener of the Year. Davis works for Argenbright, which performs security for United Airlines at O'Hare. The award is sponsored by the FAA, the Air Transport Association, the Regional Airline Association, the National Air Carrier Association and the Air Line Pilots Association. FAA Administrator Jane F. Garvey presented the award to Davis during a special ceremony at FAA Headquarters in Washington.

"Aviation security professionals play a vital role in protecting the flying public," said Garvey. "Each year, the average screener will examine more than 300,000 bags and 150,000 passengers, making sure no deadly weapons or dangerous persons are allowed to board airplanes. Today, we wish to salute their professionalism and thank them for their diligence in protecting the public."

Security personnel have the daunting task every year of screening 1.3 billion people, each carrying one or two bags. Overall, they examine 2 billion bags annually, making informed decisions in a high-pressure situation.

Nominees for this award displayed specific and sustained superior performance in aviation security. Over the past six year, Davis' professionalism and commitment to security have been exhibited in outstanding test results and in her dedication to training for herself and others under her supervision. As a security screener for Chicago O'Hare, Davis and her fellow employees handle some of the highest volumes of passenger traffic in the world.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 116-97
Tuesday, August 19, 1997
Contact: Bob Hawk
Phone: 202-267-8521

FAA Response to NTSB Findings in the ValuJet Accident

The Federal Aviation Administration (FAA) has just learned of the National Transportation Safety Board's (NTSB) final determination of cause in the ValuJet accident that occurred in May of 1996. We will immediately initiate a careful review of the board's findings and recommendations. Safety is the highest priority and sole mission of the FAA.

Our sincere condolences go to each of the family members of those 110 people who lost their lives in that tragic accident. Any time an aviation accident claims the life of even one person, something has not worked in the safety system. For that reason, immediately following the ValuJet accident, the FAA took a hard look at itself and the way it regulates the aviation industry. The FAA, along with the Research and Special Programs Administration (RSPA), has already made substantial progress in many of the areas identified by the board today. The regulatory approach to both new carriers and maintenance practices, as well as the transport of hazardous materials, has undergone a transformation. Some of the major safety improvements that have been made since the accident include:

- FAA issued a notice of proposed rulemaking to require the retrofit of fire detection and suppression systems in aircraft cargo compartment that do not have such safety features.
- FAA hired more aviation and hazardous materials inspectors.
- FAA formed a national certification team of safety experts.
- FAA increased surveillance and oversight for the first five years that a carrier is in operation.
- FAA and RSPA banned the shipment of oxygen generators on passenger planes and is preparing proposed regulations to ban oxidizers and oxidizing agents from passenger plane cargo compartments.
- FAA created a new division of dangerous goods and cargo security within FAA's Office of Civil Aviation Security.

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 117-97
Wednesday, August 20, 1997
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Continues Work to Address Family Concerns

WASHINGTON -- The past two days have been extremely difficult for everyone involved in the aftermath of the ValuJet accident. For the FAA, these two days have been the culmination of more than a year of internal review and action to ensure that such an event can never happen again. Safety remains FAA's top priority.

While we have accomplished a great deal to address the issues raised during the past year, we have instituted a comprehensive review of the board's findings and recommendations and will continue to address the concerns of both the NTSB and the families.

The work during the last year goes far beyond the issues raised by ValuJet but impacts many areas of aviation safety, including those mentioned today by the families.

Aviation Inspectors

- The FAA has hired more aviation and hazardous materials specialists. These inspectors will not only closely oversee airlines, but will focus on outside contractors to ensure both training and maintenance operations are of the highest standard.

- The FAA established a national certification team of safety experts, which dedicate FAA's top inspectors to the oversight of new entrant carriers and those with less than five years experience. Airlines must continue to demonstrate compliance with federal regulations to the satisfaction of this team.

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Hazardous Materials

- The FAA established a new Division of Dangerous Goods and Cargo Security within its Office of Civil Aviation Security to further raise the visibility of hazardous materials issues.

- In addition, the FAA, and the Department of Transportation's Research and Special Programs Administration (RSPA) worked aggressively to add oxygen generators to the comprehensive list of hazardous materials that cannot be shipped on passenger aircraft and are aggressively seeking enforcement when these rules are violated. In addition, we have worked with the shipping industry to ensure complete understanding of the new rules on hazardous materials shipment.

- RSPA also proposed a ban on the carriage of oxidizers and oxidizing agents.

- In answer to the NTSB's 1996 recommendation to evaluate hazardous materials programs at all carriers, we completed a review of air carrier manuals regarding the recognition of suspicious cargo and baggage. Field inspections have verified and will continue to verify carrier compliance.

Fire Detection and Suppression

- On June 10, we issued a Notice of Proposed Rulemaking (NPRM) to require the installation of fire detection and suppression systems in Class D cargo compartments. A final rule will be issued by year's end. Some airlines, such as Delta, are moving expeditiously to meet these new requirements well ahead of schedule and we applaud these efforts.

Aviation Security

- Working with other government agencies, airlines, airports, unions and groups representing victims of terrorism, the FAA is also moving aggressively to implement aviation security improvements.

- We are installing new high technology security equipment at U.S. airports to screen checked and carry-on baggage for explosives and traces of explosives.

- We are preparing baggage match and computer-aided profiling systems to be used with the advanced security equipment and we are proposing a new, strengthened program for cargo security.

While much work has already been done, we look forward to reviewing the NTSB recommendations to see what more can be done.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 118-97
Friday, August 22, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FAA Announces New Pavement Maintenance Pilot Program for Airports

WASHINGTON -- In its continuing efforts to ensure the safety and efficiency of our nation's airports, the Federal Aviation Administration (FAA) for the first time is making Airport Improvement Program (AIP) grant funds available to states and airport sponsors to maintain runways, taxiways and aprons.

Routine maintenance includes cleaning, filling and sealing cracks in the pavement as well patching distressed areas and cleaning drainage structures.

This new funding program is designed to maintain and extend the useful life of pavement at smaller airports where routine maintenance, normally a local requirement, may be delayed by the airport due to the cost involved.

"We expect this pilot program to provide short- and long-term benefits to airports," said Susan Kurland, associate administrator for airports. "We believe that by conducting routine pavement maintenance, major rehabilitation costs, funded with AIP funds, can be deferred."

The FAA has already approved AIP grants under guidelines issued for this pilot program to the following states to oversee the multi-location projects at the airports within their jurisdictions:

- **New Hampshire** - Dillant-Hopkins Airport, Mt. Washington Regional Airport, Skyhaven Airport, Boire Field Airport and Berlin Municipal Airport;

- **Vermont** - Newport State Airport, Morrisville-Stowe State Airport, Springfield State/Hartness Airport, William H. Morse State Airport, and Franklin County State Airport; and

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- **Alabama** - Shelby County Airport, Brewton Municipal Airport, Centre Municipal Airport, Bibb County Airport, Middleton Field Airport, Guntersville Municipal Airport, Posey Field Airport, Rountree Airport, Chambers Municipal Airport, Vaiden Field Airport, Robbins Field Airport, Blackwell Field Airport and Russellville Municipal Airport.

The FAA has approved an additional AIP grant under the pilot program to the **Port of Portland, Ore.,** for airports it controls, including Portland-Hillsboro Airport, Portland-Mulino Airport and Portland-Troutdale Airport. The agency also has selected the states of Louisiana and Texas for possible future pilot program grants subject to negotiations with the FAA on costs and funding category.

The Reauthorization Act of 1996 gave FAA the authority to fund up to 10 projects through Sept. 30, 1998.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 119-97
Monday, August 25, 1997
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Awards OASIS Contract To Harris Corporation

WASHINGTON -- The Federal Aviation Administration (FAA) has awarded Harris Corporation, Melbourne, Fla., a contract to replace the current system by which flight service stations provide crucial information such as emergency assistance and weather briefings to pilots.

Under terms of the contract, which has a three-year base period but may be extended for up to 10 years at an estimated value of $120 million, Harris will replace the existing flight service automation program with a new system called the Operational and Supportability Implementation System (OASIS).

OASIS is one of the first programs to be acquired completely within the guidelines established by the FAA's Acquisition Management System (AMS), which went into effect on April 1, 1996, to save time and money for both the agency and the companies that bid for its contracts.

"This contract is another example of how FAA's new procurement system is helping us to work better while costing less," said George Donohue, FAA associate administrator for research and development.

The current system cannot accommodate the growing amount of weather data required by pilots. A lack of spare parts and an inability to handle new products also decreases the current system's capabilities.

OASIS will solve this problem through the use of state-of-the-art hardware and software to combine weather, flight plan and aeronautical database information within a single system.

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The contract will require Harris to provide all hardware, software, maintenance, training and functional enhancements for the full life of OASIS. Subcontractors include Data Transformation Corporation, Turnervsille, N.J., and UNISYS Corporation, Kennett Square, Pa. In addition, the OASIS contract will include a specific clause requiring all hardware and software to be able to recognize the year 2000.

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of Transportation
Federal Aviation
Administration

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FOR IMMEDIATE RELEASE
August 26, 1997

CONTACT: Anne Eldridge

FAA PROPOSES $162,000 CIVIL PENALTY AGAINST AIR SOUTH

The Federal Aviation Administration (FAA) has proposed a $162,000 civil penalty against Air South for minimum equipment list (MEL), weight and balance, inspection, manual, airworthiness, training and record-keeping violations.

The MEL violations included three instances of improperly deferred maintenance and subsequent use of the aircraft for passenger-carrying flights. The MEL details all equipment and instruments required for operation of an aircraft.

On several occasions, Air South personnel used improper weight and balance procedures for loading cargo and baggage and incorrectly calculated and recorded passenger and cargo weights.

Air South could not provide FAA a required list of authorized Required Inspection Item (RII) inspectors. They also failed to properly document employees' RII training and allowed an unauthorized employee to perform an RII Inspection. A Required Inspection Item is work that is required to be double checked by an authorized airline employee.

Several Air South maintenance manuals were found to be incomplete or outdated during routine FAA records reviews. In several instances, repairs did not comply with the manual's requirements.

Air South, which is based in Columbia, S.C., was given 10 days to respond to the proposed civil penalty.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 120-97
Wednesday, August 27, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FAA Announces $2 Million Award to City of Austin

WASHINGTON -- The Federal Aviation Administration (FAA) today awarded a $2 million grant to the city of Austin, Texas, to construct an automobile parking facility at the new Austin-Bergstrom International Airport, formerly Bergstrom Air Force Base, scheduled to open mid-1999.

This grant is being issued under the Military Airport Program (MAP). The MAP, a component of the Airport Improvement Program (AIP), expands the civil airport system by providing a modest set-aside of AIP funds to facilitate the conversion of former military airfields to civil use. Such conversions augment capacity of the national air transportation system by reducing air traffic and flight delays.

"President Clinton is committed to strengthening economic security and expanding the capacity of our airports," Secretary of Transportation Rodney E. Slater said. "This investment is good for not only the economies of Austin and the state of Texas, but also our national economy."

"By the year 2000, passenger enplanements are expected to increase dramatically nationwide. It is important that the FAA work with local communities to increase capacity wherever possible," said FAA Administrator Jane F. Garvey. "The administration's military base conversion program offers the FAA and the aviation community an excellent opportunity to expand the airport system."

This grant brings the total MAP funding for Austin Bergstrom International to $7 million. A $5 million grant for construction of the terminal apron was issued in fiscal year 1996.

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Currently, Bergstrom Air Force Base handles only cargo operations and Austin's Robert Mueller Airport enplanes approximately 2.6 million passengers annually. The new Austin-Bergstrom International Airport, which will replace Robert Mueller Airport, will provide both passenger and cargo service.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 121-97
Wednesday, Aug. 27, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FAA Proposes Fine for Hazardous Materials Violation

WASHINGTON -- The Federal Aviation Administration (FAA) has proposed fining Kasba, a shipper based in Asuncion, Paraguay, $65,000 for an undeclared shipment of hazardous materials.

In FAA's notice of proposed penalty, Kasba is cited for knowingly offering a hazardous material for transportation by air when the material was not properly classed, described, packaged, marked and labeled as required by the Department of Transportation's Hazardous Materials Regulations. In addition, the shipment was not accompanied by a shipper's declaration of dangerous goods, also required by the regulations.

Irregularities were discovered when a plastic bag was found leaking by an Airborne Express employee at the company's cargo sort facility in Wilmington, Ohio. Inside the bag was a fiberboard box containing eight six-ounce plastic bottles filled with weed killer. The weed killer meets the hazard criteria of Class 3, which means the material and its vapors are highly flammable.

In its notice to Kasba, FAA stated that, based on its overall investigative file, it is proposing a $65,000 fine. Kasba has 30 days from receipt of FAA's letter to respond to the notice.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 122-97
Friday, August 29, 1997
Contact: Fraser Jones
Phone: 202-267-8521

FAA Statement
National Airport Radar Systems

The Federal Aviation Administration is investigating the cause of a second loss of a portion of radar service at Washington's National Airport in as many days and announced Friday steps to address radar communication and other issues raised by the incidents. Safety was not compromised in either instance.

"The FAA operates the world's safest, most efficient and reliable air traffic control system, and we're committed to keeping it that way," said Monte Belger, the FAA's associate administrator for air traffic services. "And, we want to ensure the best tools and conditions possible for the controllers and technicians who maintain such a high level of safety to flyers around the clock."

The FAA directed its communications contractor to re-engineer data circuits, providing lines dedicated to directly connecting the radar units at National Airport and at Andrews Air Force Base. The existing system goes through several commercial and military switching points. The re-engineered system will bypass those systems and add reliability to the backup system for National's radar. The Andrews radar serves as the backup to provide National controllers primary return radar blips and aircraft flight information data in the event of problems with National's system. The transition is done at the flip of a switch.

Additionally, FAA technicians Friday began an exhaustive start-to-finish review of all the communications links between the two radars. The examination will include lines and facilities of the FAA, MCI, and the Defense Department.

FAA technicians also are conducting a thorough review of maintenance procedures at National.

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Washington National's Approach Surveillance Radar, an ASR-7 model, is being replaced with a more modern ASR-9 similar to the unit in place at Andrews. Construction on the newer, digital ASR-9 for National began last month. Completion is expected in the spring and the radar is expected to be commissioned in June of next year. The ASR-9 provides better remote maintenance and control, improved target detection and a better display of weather information.

New screens for controllers, as differentiated from the radar system itself that provides information for the control consoles, are slated for installation at National Airport beginning in December 1999.

On Thursday, flight data information from an element of National's radar became unavailable at about 2:30 p.m. A day earlier, there was a communications problem between National and Andrews which was repaired. When controllers shifted to Andrews' ASR-9, communications problems prevented a successful transition until 4:20 p.m. To maintain safety, controllers separated flights by 20 miles instead of the more typical three miles. At no time was primary radar coverage lost. The National radar was returned to full service about 1 a.m. Friday.

On Friday, flight data was lost about 10:15 a.m., with a successful transition to the Andrews backup, and flight data was restored at the National radar at 11:20 a.m.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 97-123
Friday, Aug. 29, 1997
Contact: Henry J. Price
Phone: 202-267-8521

FAA Statement Regarding Air Jamaica

LOS ANGELES -- Air Jamaica was told Friday to immediately cease using Sun Pacific Airlines to fly passengers between Chicago and Jamaica under rules applying to stranded passengers.

Sun Pacific had been operating flights for Air Jamaica from Chicago's O'Hare Airport to Montego Bay, Jamaica, since the spring. However, the FAA determined Friday that Sun Pacific was not authorized to conduct regularly scheduled service on behalf of Air Jamaica. A request from Air Jamaica to continue the arrangement for several days was denied by the FAA.

The FAA discovered the arrangement during a routine inspection of Sun Pacific and notified the carrier it could not continue the flights because its operations specifications do not authorize flying for foreign flag carriers in scheduled operations.

Air Jamaica was using Sun Pacific to operate one round trip from Chicago to Montego Bay daily except Tuesdays.

Several other carriers provide service to Jamaica. Travelers booked on Air Jamaica's flight from Chicago to Montego Bay, and on the return route, should contact Air Jamaica or other carriers for travel information.

Sun Pacific airline operations are overseen by FAA's Los Angeles office.

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