U.S. Department of Transportation

News:

Federal Aviation Administration
Office of Public Affairs
Southwest Region
Fort Worth, Texas 76101

December 2, 1997
FOR IMMEDIATE RELEASE

CONTACT: Roland Herwig
(405) 954-7500

FAA Proposes $70,000 Civil Penalty Against Orthosource Dental Source, Inc.

FORT WORTH -- The Federal Aviation Administration today proposed to assess a $70,000 civil penalty against a California dental materials company for allegedly offering a shipment of hazardous materials aboard a scheduled Fed Ex flight to San Antonio via Dallas/Fort Worth and then to Memphis, Tenn.

The FAA said it will propose to assess the penalty against Orthosource Dental Source, Inc. for offering an unlabeled fiberboard box containing four 32-ounce metal cans of Methyl methacrylate, a flammable liquid, on the Fed Ex flight. A shipper's declaration of dangerous goods did not accompany the package.

When a Fed Ex employee tried to deliver the box in San Antonio, he discovered a leak in the materials and notified FAA security officers. The FAA said Orthosource violated a number of federal air regulations and will be assessed the $70,000 penalty unless they respond within 30 days.

The civil penalty announcement is in line with the FAA's policy of releasing information to the public on newly-issued enforcement actions against airlines involving civil penalties of $50,000 or more.

###

U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

PUBLIC AFFAIRS STAFF
Atlanta, GA

(816) 426-5449 (816) 426-4600 After Hours (404) 305-5107 FAX
Iowa * Nebraska * Kansas * Missouri

(404) 305-5100 (404) 305-5180 After Hours (404) 305-5107 FAX
Georgia * Tennessee * North Carolina * South Carolina * Alabama * Mississippi * Kentucky * Florida * Puerto Rico * U.S. Virgin Islands

FOR IMMEDIATE RELEASE
Dec. 3, 1997

CONTACT: Kathleen B. Bergen

FAA PROPOSES $94,500 CIVIL PENALTY FOR CCAIR

The Federal Aviation Administration has proposed a $94,500 civil penalty against CCAir, Inc. of Charlotte, NC for flying three aircraft without inspecting their windscreens in accordance with FAA requirements.

An FAA Airworthiness Directive (AD), which became effective in March 1995, requires airlines to visually inspect certain British Aerospace Jetstream aircraft for cracking of the windscreen interlayer. These inspections were required within 300 flight hours of the March 10, 1995 effective date of the AD. Interlayer cracking, if not detected, could cause aircraft decompression which could result in injury to the flight crew and passengers.

CCAir flew the three Jetstream BA-3101 aircraft on a total of 21 flights in revenue service in June 1995 without performing the required inspections.

CCAir has 30 days to respond to FAA on the proposed civil penalty.

###

U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

PUBLIC AFFAIRS STAFF
Atlanta, GA

(816) 426-5449 (816) 426-4600 After Hours (404) 305-5107 FAX
Iowa * Nebraska * Kansas * Missouri

(404) 305-5100 (404) 305-5180 After Hours (404) 305-5107 FAX
Georgia * Tennessee * North Carolina * South Carolina * Alabama * Mississippi * Kentucky * Florida * Puerto Rico * U.S. Virgin Islands

FOR IMMEDIATE RELEASE
Dec. 5, 1997

CONTACT: Kathleen B. Bergen

FAA STATEMENT ON VALUJET/AIRTRAN INSPECTION

The Federal Aviation Administration routinely conducts inspections of major airlines. A National Aviation Safety Inspection Program (NASIP) was conducted on ValuJet Airlines, d.b.a. AirTran Airlines. A draft report of the team's preliminary findings is under review. This review is standard procedure for preliminary NASIP findings. When the report is finalized, it will be made public through appropriate channels.

# # #

FAA STATEMENT REGARDING UNAUTHORIZED LANDING OF A RUSSIAN IL-62 IN CINCINNATI ON 12/6/97.

A Russian private aircraft chartered by a Russian citizen on personal business landed in Cincinnati early Saturday.

While prior permission to enter the U.S. had been routinely denied, as the aircraft approached the U.S. it was allowed to continue to Cincinnati under existing international aviation regulations.

The Russian-built IL-62 will not be permitted to leave until it is inspected by FAA safety inspectors, expected Monday. Only the minimum required flight crew will be allowed to return with the plane. The private individual and other crew members were advised to seek commercial transportation back to Moscow.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 161-97
Monday, Dec. 8, 1997
Contact: Alison Duquette
Phone: 202-267-8521

FACT SHEET

FAA Actions on Aviation Safety and Security Relating to the TWA 800 Accident

The Federal Aviation Administration (FAA), working with other government agencies, has taken aggressive steps to enhance aviation safety and security since the tragic accident involving TWA 800 on July 17, 1996.

"Aviation safety is our highest priority," said FAA Administrator Jane F. Garvey. "While the NTSB continues to investigate the cause of the TWA 800 accident, the FAA continues its own efforts to increase safety and to reach out to technical experts around the world to examine every possible cause of this tragedy."

The FAA has maintained its close working relationship with the National Transportation Safety Board (NTSB), the lead agency in the accident investigation. The FAA is cooperating in every way possible to help determine the probable cause of the accident.

Prior to the accident, the FAA designed and implemented a comprehensive program to ensure that older aircraft, including some older Boeing 747s, would continue to meet the agency's rigid safety requirements. The FAA has an aggressive inspection program in place to ensure the continued structural airworthiness of aging transport aircraft. It focuses on detecting fatigue, corrosion and accidental damage, using methods such as corrosion prevention and control efforts, assessments of structural repairs, maintenance program guidelines and service bulletin reviews. In addition, the agency continues to pursue critical ongoing research on structural aging aircraft areas.

Following the TWA 800 accident, President Clinton formed the White House Commission on Aviation Safety and Security. The FAA and the Department of Transportation are currently implementing the Commission's 57 recommendations.

-- more --

FAA 747 Review

Immediately after the Flight 800 accident, the FAA conducted a comprehensive review of Boeing 747 service history to determine if there were any unresolved safety issues associated with the aircraft. The FAA also examined every detail of the 747 fuel and electrical systems design and performance. This effort was predicated on the FAA's underlying approach to its mission: Safety is the agency's primary job.

The FAA's ongoing, intensive evaluation program has included examination of Boeing certification data; design assessments with Boeing personnel; inspections of production and in-service airplanes; and laboratory analysis of components to explore potential safety issues. This process extends beyond the normal design reviews conducted for certification and day-to-day continued operational surveillance of aircraft in passenger service.

In addition, the FAA's comprehensive review has considered possible ignition sources resulting from component failures. Although no evidence from the accident has identified any ignition sources within the airplane fuel tanks, the FAA's review of service experience of the Boeing 747 revealed a condition, which occurred in the late 1970s, involving fuel boost pump power wires shorting to an aluminum conduit located in the auxiliary fuel tanks resulting in a fuel leak. This prompted the FAA to issue a precautionary Airworthiness Directive (AD) in 1979 that required installation of Teflon sleeving over the wires as an additional protection.

Aug. 9, 1996, Airworthiness Directive

The FAA issued an AD on Aug. 9, 1996 requiring repetitive inspections and resistance tests of the wire connections on Boeing 747 and 757 fuel pumps. This AD was prompted by reports of fuel leaks at the fuel boost and override/jettison pumps. One of the leaks had resulted in a minor fire within the wheel well while the aircraft was on the ground. The FAA's AD called for initial inspections to be completed by July 14, 1997. Approximately 4 percent of the pumps have been removed and replaced to date. There is no indication a fuel leak from one of these pumps caused the TWA 800 accident.

Jan. 21, 1997, Airworthiness Directive

In its assessment of the accident, the FAA discovered a scenario where a short in the fuel boost pump wires could ignite vapor in the right wing tank. To ensure that the safety level required by the 1979 AD was being met, the FAA issued an AD, effective Jan. 21, requiring the reinspection and repair of the wiring leading to the number 1 and 4 fuel tank booster pumps in the inboard main fuel tanks of 747 airplanes produced prior to 1980. All affected U.S.-operated 747s have been inspected and the requirements of the AD have been met. In issuing the AD, the FAA's concern was that shorting and arcing of 747 main fuel tank wires had the potential for igniting fuel vapor which could reach the center fuel tank by means of the fuel tank vent system. Two additional ADs were issued in Nov. 1997 and are discussed later.

Transport Fuel Flammability Conference

A three-day Transport Fuel Flammability Conference, sponsored by the FAA and Society of Automotive Engineers (SAE), was held in October 1997 in Washington, D.C. Experts from around the world discussed technical issues related to fuel flammability. Representatives from government, industry and academia discussed the dynamics of fuel flammability and current research findings. Manufacturers discussed aircraft fuel system design philosophies, safety consideration and testing requirements. Airlines addressed maintenance processes and procedures for fuel systems. Fuel tank nitrogen inerting systems used in military aircraft and the challenges and options for reducing explosive mixtures and ignition sources were also addressed.

While the safety record for commercial aviation fuel systems is excellent, areas of potential improvement were identified. However, the agency recognizes a need for improvement. In the short-term, the FAA will focus on findings and lessons learned from the TWA 800 investigation and information presented at the conference.

Jet Fuel Substitution

The agency recently asked the American Petroleum Institute (API) to study the feasibility, including production, cost and schedule of requiring the industry to use a Jet-A type of fuel with a minimum flash point 140 to 150 degrees Fahrenheit in place of the current Jet-A/A-1 aviation fuel. The FAA believes it is possible to substantially reduce or completely eliminate the operation of transport aircraft with explosive fuel-air mixtures with a combination of reduced center wing fuel temperatures and requiring the use of aviation fuel with a minimum flash point similar to that of JP-5 fuel. A timetable has not yet been established by the API.

FAA Responses to NTSB Recommendations

As the FAA moved forward with its review, it also carefully analyzed the NTSB's four recommendations issued on Dec. 13, 1996. The recommendations concern aircraft design modifications, center wing fuel tank fueling procedures, center wing fuel tank temperature limitations and modifying aircraft fuel tanks located near heat sources.

- **Feb. 18, 1997, FAA Response to the NTSB**

On Feb. 18, the FAA said that the Board's recommendations, specifically those concerning center wing fuel tanks, raised major questions about airplane fuel tank design and fuel management. For example, in October 1996, the FAA evaluated the concept of regulating fuel temperatures within the Boeing 747 center wing fuel tank as a short-term method of allowing operation of the airplane without explosive mixtures within the tanks. The FAA's review showed that controlling fuel temperatures would be difficult to implement and would not preclude operation of the airplane with flammable fuel vapors within the fuel tanks. There is significant doubt that any amount of fuel added to the center wing fuel tank, as recommended by the NTSB, will lower the temperature to the point that no explosion could occur.

In preparing its formal response to the NTSB, the FAA determined that neither the NTSB nor the FAA at that point had definitive technical or scientific data to establish that the NTSB's recommendations would increase safety. For that reason, the FAA advised the NTSB that it would seek additional technical information and public comment on the recommendations.

- **April 3, 1997, Request for Public Comments**

Understanding the urgency and complexity of the recommendations, the FAA published a request for public comments in the April 3 *Federal Register*. In its request, the FAA specifically solicited research and other data that would help analyze the efficacy of the NTSB recommendations. Comments from the public were due on Aug. 1 and the FAA is carefully evaluating the
976 pages of comments received from the public, industry and academia for appropriate follow-up action.

- **Industry Initiatives**

With FAA's support, Boeing announced on May 22 that it would issue a service bulletin to 747 operators calling for additional inspections of 747 center wing fuel tanks. The Boeing bulletin and FAA *Federal Register* notice generated significant aviation industry activity to provide the requested information. Industry meetings are continuing to develop more information about the Flight 800 accident, including safety assessments, current technology, fuel temperature effects, alternate fuels and fuel tank inerting.

Boeing met with all 747 operators in early July 1997 to discuss fuel tank issues raised by the NTSB and FAA. The 747 operators agreed to conduct visual inspections of the fuel pumps, fuel lines and fittings, and wiring, and to conduct electrical resistance checks of component grounding straps to ensure proper grounding.

The Air Transport Association supports the fuel tank safety program and has initiated voluntary inspections for fuel tanks of up to 6,000 ATA member transport aircraft worldwide.

- **June 27, 1997, FAA Response to the NTSB**

The FAA agreed with the Board that scientific analysis and other tests were needed to determine the best actions to be taken with respect to TWA 800 issues. The agency shares the NTSB's goal of minimizing the risk of fuel tank explosions and believes that the reduction of potential ignition sources and fuel volatility are the most promising dual paths to the objective. Additionally, flight tests and the research being undertaken by the California Institute of Technology may help determine the efficacy of the NTSB's safety recommendations. In the interim, the FAA continues an aggressive program pursuing all avenues of explosion prevention.

- **Nov. 26, 1997, Airworthiness Directives**

On Nov. 26, 1997, the FAA said it would order changes to Boeing 747 wiring systems to find and fix conditions that might result in potential ignition sources in or near the center fuel tank. The preventive actions were based on NTSB tests and the FAA's ongoing review of 747 safety issues. There is no evidence that the affected parts played a role in the TWA 800 accident.

The FAA said it is issuing a Notice of Proposed Rulemaking (NPRM) AD to enhance the protection of the Fuel Quantity Indication System (FQIS) on 747s against transient electrical voltage spikes or short circuits. It would require the installation of components to suppress electrical transients and/or the installation of wire shielding and separation of FQIS wiring from other aircraft wiring. The NPRM provides a 90-day comment period and suggests a 12-month compliance deadline for 747-100, -200 and -300 aircraft. Some newer aircraft designs already have this protection built in.

The agency also said it is requiring immediate inspection of the scavenge pump wiring on approximately 970 Boeing 747-400 aircraft to detect deterioration of insulating materials in the electrical connectors. The AD requires replacement, within 90 days, of the scavenge pumps which are found to have silicone insulating materials that is incompatible with the fuel used to cool and lubricate the motor. A subsequent breakdown of the insulating material could cause a fuel leak through the pump connector into the main landing gear wheel well and cause a fire.

The FAA will continue its program of increasing the safety of the U.S. aviation system and will address any safety issues related to U.S. aircraft designs in operation worldwide. As of June, the 747 fleet had accumulated more than 52 million flight hours and 12 million flights.

- **Dec. 3, 1997, FAA Response to the NTSB**

On Dec. 3, the FAA said it would task the Aviation Rulemaking Advisory Committee (ARAC) within 60 days to identify methods to improve transport aircraft fuel tank safety. The ARAC will work on a fast track and provide the FAA with a technical report within six months from publication of the task notice in the *Federal Register*. The ARAC is composed of industry experts, as well as a number of passenger, union, and public interest groups. Working groups include technical experts from the aviation and scientific community. It will then use data provided in response to the FAA's April 3 public notice to recommend measures needed to evaluate reducing or eliminating explosive fuel-air vapors in fuel tanks and a further reduction in potential ignition sources within fuel tanks.

The FAA agrees with the Board's two track approach to reduce or eliminate the possibility of fuel tank explosions by eliminating ignition sources within fuel tanks and the potential of using inerting methods to reduce fuel flammability.

Results from recent NTSB flight tests and information received in response to the FAA's April 3 public notice indicate that while there is a benefit to adding fuel to the center fuel tank for use early in the flight, an explosive fuel-air mixture would still exist for the remainder of the flight. The overall safety benefit that is produced by adding fuel to the center fuel tank for a typical flight is highly dependent on an accurate understanding of Jet A fuel properties and how it behaves in both static and turbulent conditions. The FAA continues to work with the Board, including its ongoing initiative with the California Institute of Technology (Cal Tech), to reach definitive conclusions. While the FAA does not now see a significant safety benefit from adding fuel to the center fuel tank at this time, it looks forward to analyzing the results of the ongoing NTSB/Cal Tech tests.

In the short-term, the FAA will reduce the possibility of fuel tank explosions by:

- As necessary, requiring periodic inspection of Boeing 747 fuel tanks to detect and correct any anomalous conditions within the fuel tank, wiring, and plumbing that could lead to the ignition of flammable vapor.

- Eliminating any specific conditions identified during the accident investigation that could result in ignition sources within Boeing 747 fuel tanks. A status of the FAA's review will be provided by Dec. 30.

- As necessary, requiring manufacturers to develop a fuel tank maintenance/inspection program.

- As necessary, requiring operators to have an FAA-approved fuel system maintenance program.

- Reviewing original certification compliance findings to revalidate the fuel tank design.

- Requiring an interim action to prevent mechanical fuel pump failures from igniting vapors in the tank via the inlet line until the fuel pump design has been revalidated.

The FAA noted that fuel temperature indication would be of value only if the flight crew could take action to change the fuel temperature. There are currently no practical means of reducing fuel temperatures. The addition of another set of electrical components and wiring inside the fuel tank would add another possible source of tank ignition.

Security Actions

Beginning in 1995, the FAA and the Office of the Secretary of Transportation planned revisions to domestic aviation security, culminating with the creation of an Aviation Security Advisory Committee (ASAC) Baseline Working Group on July 17, 1996. The TWA 800 accident a few hours later invigorated and accelerated a process already under way.

Working with other government agencies, airlines, airports, unions and groups representing victims of terrorism, the FAA is implementing aviation security improvements, including those recommended by the White House Commission on Aviation Safety and Security.

The FAA's comprehensive security program includes such measures as:

- As directed by the White House Commission, the FAA is acquiring and deploying 54 FAA-certified computed tomography explosives detection systems which will be used to scan for explosives in checked baggage. Newly purchased units have already been installed in six major airports with more deployments scheduled for the coming year. The agency also has awarded contracts to purchase about 20 automated X-ray devices and two quadruple resonance detection devices. In addition, 220 trace explosives detection devices have already been purchased and the agency plans to award contracts for 269 more beginning in early 1998.

- Beginning to implement baggage match and computer-assisted passenger screening systems by Dec. 31, 1997. This will be used in conjunction with the advanced security equipment as recommended by the White House Commission on Aviation Safety and Security. The FAA plans to issue a Notice of Proposed Rulemaking to require these new security measures for checked baggage.

- Publishing in March 1997 Notices of Proposed Rulemaking on requirements affecting certification standards for screening companies and extending background check regulations to include screeners.

- The White House Commission recommended the expansion of the use of canine explosives detection teams. The FAA is working with airport operators to deploy more teams to screen cargo and bags, and to search airliners and terminals. The agency is procuring the dogs, and funding the training of dogs and their handlers to meet FAA explosives detection standards. Airports nationwide will have 128 teams by the end of this year and 238 in place by the end of 1998.

- Working cooperatively with industry in establishing airport consortia to improve security at U.S. airports. Per the White House Commission, the FAA has already established 41 consortia at the largest and busiest airports. The agency's goal is to establish consortia at approximately 270 airports by the end of 1998.

- Teaming with industry to create the FAA Security Equipment Integrated Product Team to manage the deployment of advanced security equipment. The team, comprised of acquisition and security experts from both the FAA and industry, is also developing guidelines for training on advanced security equipment, examining the issues of screener turnover and retention, and identifying qualification standards for screeners who will operate the new equipment.

- Deploying a Screener Proficiency Evaluation and Reporting System (SPEARS) to address issues of checkpoint screener performance. SPEARS includes testing potential screeners for their ability to operate the new security equipment, as well as computer-based training to enhance the entire screener training program. The computer-based training is being evaluated at some of the nation's busiest airports.

- Strengthening the research and development efforts for improved security systems of the future. Examples include sponsoring operational demonstrations and blast tests for hardened baggage containers which could be deployed to contain inflight explosions. A successful blast test of hardened containers was conducted jointly with the United Kingdom in May 1997.

# # #

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Monday, Dec. 8, 1997
Contact: Alison Duquette
Phone: 202-267-8521

SUMMARY OF FAA ACTIONS ON TWA 800/747s

The FAA has aggressively pursued safety actions following the still unexplained crash of TWA 800 and, with the NTSB, is working on long-term solutions to address potential tank ignition sources and reducing or eliminating explosive fuel/air mixtures.

1. Immediate support of NTSB investigation. More than 100 employees involved, over 15,000 work hours

2. Immediate and comprehensive review of 747 service history, fuel and electrical systems and 747 certification.

3. Issuance of three Airworthiness Directives (ADs), starting in Dec. 1996 and most recently November 1997. ADs dealt with fuel leaks, and potential ignition scenarios. A fourth AD issued in August 1996 after the accident involved a pump leak, but is not believed to be connected with the accident.

4. Technical review of accident investigation with Boeing in October 1996.

5. October 1996 internal FAA examination of potential safety benefits of adding fuel to CWT.

6. December 1996, FAA receives and begins studying NTSB recommendations.

7. February 1997 FAA response to NTSB's December 1996 recommendations says FAA will seek public comment because of questions recommendations raise.

8. Request for comments made in Federal Register April 3, 1997.

9. FAA May 22 supports Boeing service bulletin on additional CWT inspections.

10. FAA participates in summer 1997 NTSB tests with Evergreen 747.

11. FAA Oct. 1997 Fuel Flammability Conference to learn more about aviation fuels and inerting.

12. FAA asks American Petroleum Institute to study production, cost and schedule of raising ignition point of jet fuel vapor to a level above temperatures typically found in fuel tanks.

13. Dec. 3, 1997: FAA responds to NTSB recommendations, agreeing that a two-track, long-term approach is necessary to address ignition issues and reduce or even eliminate explosive vapors, explore inerting and tank temperature reduction.

14. FAA, in response to Federal Register comments and its own on-going work, will direct Aviation Regulation Advisory Committee to initiate 6-month effort to address ignition source/vapor reduction issue.

15. FAA will require airlines to conduct regular tank, wiring and plumbing inspections and have inspection/maintenance programs, as well as continue design change work.

# # #

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

12/9/97

TALKING POINTS ON ORBITAL SCIENCES LICENSE SUSPENSION

- The FAA Office of the Associate Administrator for Commercial Space Transportation (AST), has suspended the license which would have authorized Orbital Sciences Corporation (OSC) to launch a Pegasus rocket this week carrying eight Orbomm low earth orbit communications satellites into orbit.

- Under the license, issued March 18, 1997, AST approved Orbital's plan to vent any remaining hydrazine fuel from its final stage rocket in order to eliminate any potential for an explosion in orbit after the completion of this mission, a standard practice required of all commercial launches licensed by the FAA.

- A previous launch of this particular upper stage, a government mission undertaken in 1994, was not vented and subsequently exploded some two years later, resulting in a cloud of more than 700 tracked pieces of orbital debris which pose a threat to Space Shuttle, the Hubble Space Telescope and hundreds of other orbital assets of the United States and other nations.

- The FAA learned very recently that OSC had decided not to carry out the required "safing" of the upper stage by venting the remaining hydrazine propellant after placing the satellites into orbit.

- After AST questioned Orbital about this discrepancy between the approved procedures and its new intentions, the company filed on December 4 for a modification of its license to authorize it to carry out the launch without venting the fuel.

- The FAA believes that this material change in Orbital's procedures of the license could result in a dangerous situation, the risk of another explosion in orbit producing significant additional orbital debris and that the request coming just one week before the scheduled launch does not provide enough time to adequately review the issue and make a decision.

- The FAA is prepared to meet with representatives of OSC to discuss the situation, but has suspended the launch license until it is assured that this launch will be safe and thus will not create a dangerous situation due to non-compliance with the standard procedure of "safing" orbiting rocket stages.

U.S. Department of Transportation

News:

Federal Aviation Administration
Office of Public Affairs
Southwest Region
Fort Worth, Texas 76193-0005

Dec. 12, 1997

FOR IMMEDIATE RELEASE

CONTACT: John Clabes
817-222-5804

HOUSTON--The Federal Aviation Administration today dedicated a new $10 million air traffic control tower at Houston's George Bush Intercontinental Airport. The tower, at 334 feet, is the tallest in the United States and second tallest in the world.

Former President George Bush, honored recently when the airport added his name to its official designation, led a group of distinguished national and civic leaders celebrating the occasion. Bush was principal speaker. James Washington, deputy director of the FAA's Air Traffic Services, Washington, D. C., represented Transportation Secretary Rodney Slater, new FAA Administrator Jane Garvey and other officials.

President Bush and Mr. Washington congratulated airport officials for their foresight in making Bush/Intercontinental one of the nation's leading airport hubs. They noted the multi-million dollar construction projects now under way at the airport, saying the new tower is a major part of the improvement master plan.

President Bush visited the tower and helped cut a dedication ribbon before speaking to the group.

Washington paid tribute to airport officials, controllers and everyone involved in making the tower a reality. He noted that Bush/Intercontinental has received more than $148 million in discretionary and entitlement funds from the FAA since 1982. Total grants for the three Houston airports--Bush, Hobby and Ellington--total more than $240 million during the same period.

Bush Intercontinental passenger traffic is expected to double to nearly 52 million by the year 2010.

more

add Bush Dedication Ceremonies

Washington also complimented the controllers and technicians who work in the tower, saying they are among the best in the world at their business. He said the Houston hub is a major piece of the national airspace system and will continue to grow. He added that the new tower will serve as a symbol of this growth.

Construction on the tower started in February, 1994. It contains 850 square feet of space in the cab and has 8,830 square feet of floor space in the base building. It has the FAA's latest equipment including a fiber optics cable system to provide navigational aids, automation, radar and communications connecting to the existing tower, which will be retained but not staffed.

Participants in the dedication ceremonies included Rep. Gene Green, Rep. Kevin Brady, Rep. Nick Lampson and possibly other members of the Houston-area Congressional delegation; Paul B. Gaines, director of airports; Clyde DeHart, FAA regional administrator; Doug Murphy, regional air traffic manager, and Marcos Costilla, manager of the airways facilities division in the southwest region. Jim Gilbert, air traffic tower manager, served as master of ceremonies. He was assisted by Barbara Allgood, assistant air traffic manager at the new facility.

####

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 162-97
Friday, Dec. 12, 1997
Contact: Alison Duquette
Phone: 202-267-8521

Airworthiness Directive Expands Inspections of Boeing 747 Wire Conduits

WASHINGTON -- In light of extensive inspections that unveiled new data, the Federal Aviation Administration (FAA) has expanded inspection and replacement of Teflon wire coating used in stainless steel wire conduits on Boeing 747 fuel boost pumps and pumps used in jettisoning fuel. Today's Airworthiness Directive (AD) immediately supersedes a Dec. 23, 1996, AD that required inspections and replacements for Boeing 747 airplanes that used aluminum conduits.

Last year, only aluminum conduits, with a lower burn temperature, were found to be susceptible to chafing and burning that could result in electrical arcing between wires. The inspections required under the AD issued last year found that this condition could exist with stainless steel sleeving.

The boost pumps are used to increase flow of fuel to engines from the numbers one and four main fuel tanks located in the aircrafts' wing tips. Aircraft affected under this AD are required to be inspected in 120 days, with operators reporting their findings to the FAA within 14 days of an airplane inspection. The 1996 directive and today's expanded AD also call for a repetitive inspection interval of these conduits every 20,000 flights or 60,000 flight hours.

Today's directive affects 260 U.S. registered aircraft and 1,076 aircraft worldwide. The cost estimated of carrying out the initial inspection and subsequent repetitive inspections are estimated to be $240 per aircraft inspection.

###

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
Friday, December 13, 1996

APA 209-96
Contact: Bob Hawk
Tel.: (202) 267-8521

STATEMENT
BY FEDERAL AVIATION ADMINISTRATION
ON PROPOSED 747 AIRWORTHINESS DIRECTIVE

The Federal Aviation Administration (FAA) today issued the following statement concerning a pending airworthiness directive (AD) applicable to Boeing 747 aircraft:

The Federal Aviation Administration (FAA) plans to issue an airworthiness directive (AD) that would require inspections of fuel pump wiring systems in some 747 aircraft. The FAA's directive is consistent with its continuing review of 747-related matters in progress since the accident involving TWA flight #800.

The FAA's pending directive is not the result of any finding from the investigation being conducted by the National Transportation Safety Board (NTSB). The board has not determined a cause of the accident.

The proposed directive is an example of the FAA's continuous efforts to ensure aircraft are operated in an airworthy condition. Each year, FAA issues approximately 400 airworthiness directives to address continued safe operation of aircraft and products used in the system.

The FAA is committed to taking all appropriate measures to ensure our national aviation system continues to be the safest in the world.

# # #

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 163-97
Monday, December 15, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

Air Carriers to Equip with Advanced Terrain Awareness Warning Systems

WASHINGTON – The Air Transport Association of America (ATA) and the Federal Aviation Administration (FAA) today announced a major new partnership to eliminate controlled flight into terrain – a major cause of air accidents worldwide.

ATA member airlines will voluntarily equip 4,300 of their aircraft with advanced terrain awareness warning systems, such as the Enhanced Ground Proximity Warning System (EGPWS). Installation of the systems is expected to be substantially complete during 2003.

In response to a recommendation earlier this year by the White House Commission on Aviation Safety and Security chaired by Vice President Gore, the FAA is continuing to develop a regulation that will require advanced terrain awareness warning systems for all U.S. carriers. The proposed rule, expected to be published early next year, will mandate installation of advanced terrain awareness warning systems in all aircraft with six or more seats in 2003.

Today's announcement means that the airlines will get a head start on installation of these systems before the FAA makes the rule final.

"This is a perfect example of government and the aviation industry working together toward a common goal that will give airline passengers added safety in the skies," said FAA Administrator Jane F. Garvey. "This partnership will speed installation of this important safety enhancement and make it available to the traveling public."

"The airlines are not waiting for the regulatory process," said Secretary of Transportation Rodney Slater. "The product is ready now, and it is more important than the process, so they are moving forward to install it."

-more-

Controlled flight into terrain, or "CFIT," occurs when an aircraft is under control but the pilots lose their sense of where the plane is in relation to terrain features. In a report released on December 11, the National Civil Aviation Review Commission noted that CFIT accounts for about one-fourth of worldwide commercial air accidents over the last 10 years and recommended strong action to reduce such accidents.

"Accidents in which aircraft run into the ground or mountains are the number-one global aviation safety problem," said ATA President Carol Hallett. "Installation of this new safety system will largely eliminate this type of accident and it represents a significant step forward for aviation safety."

Advanced terrain awareness warning provide a detailed moving map of terrain around an aircraft to help pilots maintain proper altitude and terrain clearance. Using an existing navigation system, such as the Global Positioning System (GPS), the aircraft's position is correlated with a database-driven terrain map that provides the pilot with real time awareness of the aircraft's position.

EGPWS has already been voluntarily installed in 175 aircraft operated by ATA members.

# # #

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 164-97
Monday, December 15, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Selects Public Contracts Pro to Head Key Dispute Resolution Office

WASHINGTON – The Federal Aviation Administration (FAA) has selected Anthony N. Palladino, a highly respected expert on federal contract law, to head the FAA's Office of Dispute Resolution. Palladino joined the FAA on Dec. 8.

Prior to his appointment to the FAA, Palladino had been with the law firm of Smith, Pachter, McWhorter and D'Ambrosio since 1986, and as a partner since 1988. His practice included all phases of the contracting process, including contract formation, negotiation, performance problems, contract termination and alternative dispute resolution. He litigated cases involving the Buy American Act, the Davis-Bacon Act, the Equal Access to Justice Act and various parts of the Federal Acquisition Regulations.

"I'm thrilled to have someone of Tony's stature leading this very important function within the agency," said FAA Administrator Jane F. Garvey. "His experience and expertise will help us formalize our dispute resolution processes and do a quicker, better job of settling contracting issues."

The FAA established the Office of Dispute Resolution as part of its new acquisition management system, which went into effect April 1, 1996. The office has broad discretion to resolve protests and contract disputes. When appropriate, the office uses alternative dispute resolution techniques such as informal communications, mediation, fact-finding and binding or non-binding arbitration.

From 1982 to 1986, Palladino was an associate with two national law firms, where he acquired significant counseling and litigation experience in bid protests, terminations for convenience and default, claims for equitable adjustment and resolution of performance and cost issues.

In 1980 and 1981, Palladino served as law clerk for District of Columbia Court of Appeals judge Frank Nebeker. He previously was a law clerk at the Division of Administrative Law Judges of the National Labor Relations Board from 1979 to 1980.

-more-

Palladino has been an officer of the American Bar Association's public contracts section since 1992, serving as chairperson for the section's Bond and Insurance Committee from 1993 to 1996. From 1988 to 1990, Palladino was the first chairperson of the government contracts committee of the United States Claims Court Bar Association.

Palladino has written articles for the American Bar Association's Tort and Insurance Law Journal and other publications. He frequently lectures on government contracts, suretyship, alternative dispute resolution and latent defects.

# # #

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

U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

PUBLIC AFFAIRS STAFF
Atlanta, GA

(816) 426-5449 (816) 426-4600 After Hours (404) 305-5107 FAX
Iowa * Nebraska * Kansas * Missouri

(404) 305-5100 (404) 305-5180 After Hours (404) 305-5107 FAX
Georgia * Tennessee * North Carolina * South Carolina * Alabama * Mississippi * Kentucky * Florida * Puerto Rico * U.S. Virgin Islands

FOR IMMEDIATE RELEASE
Dec. 18, 1997

CONTACT: Kathleen B. Bergen

FAA PROPOSES $1.2 MILLION IN PENALTIES FOR HAZMAT VIOLATIONS

The Federal Aviation Administration Southern Region has proposed $1.2 million in civil penalties against 13 companies for violating regulations for carrying hazardous materials aboard aircraft.

The companies were cited for improperly packaging, labeling, and documenting the shipments and for allowing employees to package and handle hazardous materials who were not trained to do so. The materials shipped included corrosive and flammable liquids and gases including pesticides, perfume, industrial cleaning fluids, aerosols, paint, ammonia solutions and adhesives.

Company	**Proposed Civil Penalty**
Dole Food Co.; Westlake Village, CA	$300,000
Advanced Distribution Systems, Inc.; Northvale, NJ	130,250
Chem Star Corp.; Deer Park, NY	100,000
Zeneca Specialty Inks; Wilmington, DE	90,000
Diesel Injection Service Co. Inc.; Louisville, KY	80,000
The Polished Nail; San Saba, TX	80,000
Point Roberts Parcel Service; Point Roberts, WA	75,000
Crook & Crook Marine Supply; Miami, FL	70,250
Helene Curtis, Inc.; Chicago, IL	60,000
Jewelpak USA; Vernon, CA	60,000
Steelmaster Building, Inc.; Boone, NC	50,000
MAAC Machinery; Itasca, IL	50,000
Griot's Garage; Tacoma, WA	50,000
Total	**$1,195,500**

In each of the cases, the improperly packaged materials leaked while being processed by ground handling personnel at air cargo companies which were transporting the packages. In the Dole Food Co. case, the shipment was transported on six flights on four air carriers between the United States, Honduras, and the Dominican Republic. All incidents occurred during September to December 1995.

Copies of FAA's letters notifying the companies of the proposed civil penalties are available to the media on request.

This announcement is being made in accordance with the FAA's policy of releasing information to the public on newly issued enforcement actions involving penalties of $50,000 or more.

###

December 18, 1997

Read Only

STATEMENT ON KANSAS CITY CENTER OUTAGE

At 9 a.m. CST on December 18th, there was a power failure at the Kansas City Air Route Traffic Control Center in Olathe, KS. The failure affected the Center's computers, radars and voice radio systems and interrupted radar tracking of and communications with aircraft. Electrical power was restored about 4 minutes later, and emergency voice communications shortly thereafter. Backup radar tracking was in service by 9:20 a.m. CST.

To maintain safe flight, the FAA instituted a ground stop program under which aircraft anywhere in the U. S. routed through Kansas City Center airspace had their takeoffs delayed. Separation distances between aircraft already flying in the Center airspace were increased to ensure safety. Where possible, traffic was rerouted around the Center's airspace.

The failure caused delays throughout the national air traffic system. The number and duration of these delays will not be known today. Also affected were airports in the area, particularly, St. Louis and Kansas City.

By 2 p.m. CST, the Center's systems were operating at almost normal levels, and the delays were being reduced. To ensure system safety and integrity, Center controllers increased the usual five-mile separation distance between aircraft by up to 25 miles.

The cause of the power failure is still under investigation. However, the preliminary indication is that human error occurred during annual preventive maintenance.

The Kansas City Center is the ninth busiest of 21 centers in the U.S. It handles an average of about 5,700 flights a day.

# # #

5was

12/18/97

Read only statement re WSJ Boeing/FAA story:

The FAA expressed its concern in May about Boeing's process for notifying the FAA of last minute aircraft cabin design changes for subsequent FAA inspection. The FAA held several meetings at both the staff and senior management level with Boeing over the summer to discuss remedies.

The FAA is satisfied that Boeing is improving its compliance with its internal quality control systems – the issue that the FAA first raised with Boeing. The FAA is satisfied that no unsafe or nonconforming airplanes are being delivered, and will not hesitate to stop delivery of any aircraft it believes has safety problems.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 165-97
Friday, December 19, 1997
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine Against Bath & Body Works
For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration (FAA) has proposed fining Bath & Body Works of Columbus, Ohio, a $750,000 civil penalty for shipping improperly packaged hazardous materials.

In FAA's notice of proposed penalty issued Dec. 3, Bath & Body Works, which operates a chain of retail cosmetic stores, is cited for knowingly offering hazardous materials for transportation by air when the materials were not properly packaged and in the condition for shipment required by the Department of Transportation's (DOT) hazardous materials regulations.

In October 1994, the company applied for and was granted an exemption for the shipment of ethyl alcohol-based cosmetics as consumer commodities. These ethyl alcohol-based cosmetics are regulated materials that have flash points of less than 100 degrees Fahrenheit. Under the exemption, Bath & Body Works still was required to meet the DOT regulations for packaging and quantity limitations.

On at least 23 separate occasions between Dec. 12, 1995, and Jan. 31, 1996, Bath & Body Works offered Federal Express Corp. shipments of these hazardous materials that did not comply with the terms of the exemption in that they either exceeded quantity limitations or were improperly packaged. These violations were discovered because each of the 23 shipments leaked.

In its notice to Bath & Body Works, FAA stated that it is proposing a $750,000 fine. The company has 30 days from the receipt of FAA's letter to respond to the notice.

###

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 166-97
Friday, Dec. 19, 1997
Contact: Eliot Brenner, FAA
Phone: 202-267-8521
Contact: Peter Goelz, NTSB
Phone: 202-314-6100

FAA/NTSB SET POST-TWA 800 ACTIONS

WASHINGTON -- The Federal Aviation Administration (FAA) and the National Transportation Safety Board (NTSB) Friday announced a series of aggressive follow-up steps to address key issues raised by NTSB's investigation of the TWA 800 accident.

"While the ignition source that triggered the explosion in the center fuel tank may never be pinpointed, it is incumbent on both our agencies to do our utmost not only to improve Boeing 747 safety in the short term but also to deal with longer term measures that can improve safety in all commercial aircraft," FAA Administrator Jane Garvey and NTSB Chairman James Hall said in a joint statement. "These steps should help us accomplish this goal as rapidly as possible."

The announcement followed a routine, annual meeting Wednesday at which the NTSB reviewed safety issues with the FAA.

Outlining FAA actions, Garvey said:

- to better understand recent NTSB contract research on jet fuel and relate its results to expected operational conditions experienced by airplanes, the FAA is forming a team of independent experts to join senior FAA officials in studying the information. The research suggests that the relationship between fuel temperature and ignition energy is significantly different from published literature. The team will meet with the NTSB to discuss the Board's research. The team will be formed by the end of the year and report back in 30-45 days.

- the FAA jointly with the NTSB is seeking an early meeting with the leadership of the American Petroleum Institute and senior corporate leaders to discuss the issue of converting Jet-A production to JP-5, a fuel with a significantly higher flash point than Jet-A. Additionally, the FAA will work with the Navy to learn more about the operational use of JP-5 and better understand its properties.

- more -

- the FAA has set the Aviation Rulemaking Advisory Committee informally in motion to study what level of safety is appropriate for existing airplanes, for new production aircraft and for new designs. The formal order for ARAC is expected in the *Federal Register* by the end of the year, but a draft will be shared with the ARAC Executive Committee this week so the first meetings of the ARAC working group dealing with the issue can begin early next year. The FAA will ask for final recommendations and technical materials from ARAC within six months of the formal notice. ARAC members are expected to have to work full time to meet the tight deadline set by the FAA.

Hall said the NTSB would:

- convene a meeting in early to mid-January of all the parties to the NTSB investigation – the Board, the FAA, Boeing, TWA, labor organizations and various equipment manufacturers – to determine what more needs to be done on both the Board's short and long term recommendations made to the FAA Dec. 13, 1996.

In the course of the meeting covering a variety of other safety issues – ranging from runway incursions to pilot flight and duty time – Hall noted that the FAA has responded positively to 88 percent of the NTSB's recommendations during his tenure as chairman and to nearly 91 percent of those issued in 1997.

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 167-97
December 20, 1997
Contact: Paul Takemoto
Phone: 202-267-8521

FAA APPROVES FLIGHT PLAN FOR ST. NICHOLAS

WASHINGTON – St. Nicholas, also known as Santa Claus, has received Federal Aviation Administration (FAA) approval to conduct unlimited U.S. flight operations on Dec. 25. A special amendment to the open skies agreements reached between the United States and 28 foreign nations gives Santa automatic landing rights in those countries as well, with all taxes and fees waived.

Santa's aircraft – a fire engine-red sleigh angled to provide the necessary lift for the expected heavy cargo, and equipped with twin runners that have remarkable aerodynamic qualities – was cleared to fly by a special on-site FAA inspection team at the North Pole. Inspectors found the sleigh to be in perfect working order – despite being approximately 16 centuries old.

Technological advancements have enabled the sleigh to be equipped with state-of-the-art equipment, including an Enhanced Ground Proximity Warning System, a Traffic Alert and Collision Avoidance System (TCAS) transponder, and a Global Positioning System (GPS) receiver. The GPS receiver – with FAA enhancements -- will allow Santa to pinpoint his exact location within one meter 100 percent of the time, thus ensuring that he won't erroneously navigate to the houses of children who have been naughty, not nice.

Ms. Claus, an avionics engineer by trade, was responsible for adapting the equipment to the sleigh and making sure it works properly. Ground maintenance and baggage handling will be conducted by the elves.

Engine thrust, as always, will be provided by nine reindeer led by Rudolph. Rudolph's red nose, which serves as a beacon visible in inclement weather, including snow and heavy fog, has also been found to contain weather sensors capable of detecting – and allowing Santa to avoid – potentially dangerous conditions.

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 168-97
Tuesday, December 23, 1997
FAA Contact: Rebecca Trexler, 202.267-8521
ATA Contact: David A. Fuscus, 202.626-4172

FAA and Industry to Improve Airline Security Procedures

WASHINGTON -- FAA Administrator Jane Garvey and leading U.S. airlines announced today that an additional aviation security measure will be implemented for 1998. On Jan. 1, 1998, passenger bag matching will be expanded in accordance with a key recommendation from the White House Commission on Aviation Safety and Security. The additional security measure will use passenger screening to apply either examination by explosives detection devices or bag matching to domestic passengers' luggage.

Also this coming year will be the phased-in use by airlines of a new computerized passenger screening program.

To date, significant security improvements have been made as a result of the commission's recommendations, including the continuing installation of explosives detection devices at many airports and the use of explosives trace detection equipment at security checkpoints. These changes have made security measures less visible to travelers by shifting many of them behind the scenes and lessening the inconvenience to passengers. Today's announcement represents the latest commission-recommended security improvement.

"The government and the airline industry are implementing measures to meet the security challenges that exist in this country today," said FAA Administrator Jane F. Garvey. "Together, we are addressing the recommendation from the White House Commission on Aviation Safety and Security to begin domestic bag matching based on passenger screening by the end of the year, and are working jointly to bring security for air travelers in this country to a new level of effectiveness."

"The government and the airlines have aggressively worked toward increased security and the system is safer today than it was a year ago. Screening procedures coupled with other security measures means aviation security again will move up a notch," said Carol Hallett, president of the Air Transport Association (ATA). The ATA is the trade association for leading U.S. airlines and their members carry over 95 percent of all passenger and cargo traffic in the United States.

- more -

Bag matching is a security measure in which a passenger's bags may not be transported unless the passenger is on the flight. It already is done for travelers on international flights and has been done on a limited basis for domestic flights. Expanded bag matching will be based upon both computer and manual passenger screening systems during the transition to fully computerized passenger screening. A new Computer Assisted Passenger Screening (CAPS) program will be used to select baggage for explosives detection examination or expanded bag matching. CAPS uses information from the reservation system to screen out passengers for whom additional security procedures are unnecessary. If not enough is known about a passenger to make a judgment, then additional security measures in the form of explosives detection device screening or bag matching is applied. CAPS will also select some passengers at random for these additional security measures.

In January 1998, CAPS will be instituted by a few airlines while others will phase it in during the year. Use of CAPS will increase throughout 1998 while the manual process is phased out for those carriers having access to computerized reservation systems. The new computerized system is more efficient for airlines to use and protects against the release of sensitive security information.

As the airlines voluntarily implement CAPS, the FAA will issue regulations requiring its use. The proposed rule for the automated system is being drafted and the final rule is targeted for completion in 1998.

The Justice Department has determined that neither CAPS nor the FAA's manual passenger screening systems are discriminatory.

For security reasons, the FAA will not make public the number of passengers who are selected for bag matching or discuss the implementation schedule of CAPS by individual airlines.

###

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

U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

PUBLIC AFFAIRS STAFF
Atlanta, GA

(816) 426-5449 (816) 426-4600 After Hours (404) 305-5107 FAX
Iowa • Nebraska • Kansas • Missouri

(404) 305-5100 (404) 305-5180 After Hours (404) 305-5107 FAX
Georgia • Tennessee • North Carolina • South Carolina • Alabama • Mississippi • Kentucky • Florida • Puerto Rico • U.S. V.I.

FOR IMMEDIATE RELEASE
Dec. 24, 1997

CONTACT: Kathleen Bergen
404-305-5180

FT. LAUDERDALE CARGO OPERATOR STOPS FLYING FOLLOWING FAA INSPECTION

Amerijet Intl. Inc. of Ft. Lauderdale, Fla. has voluntarily ceased operation following a Federal Aviation Administration inspection which revealed serious deficiencies in the carrier's cargo handling operation. Amerijet, a cargo-only carrier, agreed to stop flying rather than face an immediate suspension of its operating certificate. Under the terms of a consent agreement signed late today, FAA will meet with Amerijet early next week to discuss the operator's return to service as soon as possible.

The three-day inspection revealed significant findings in Amerijet's cargo handling program including weight and balance problems, unapproved weight and balance forms, improperly secured cargo, unapproved cargo loading equipment, and uncertified cargo scales at several Caribbean outstations. FAA also discovered a damaged aircraft lining, which is designed to minimize fire hazard to the aircraft.

FAA found that flight crews inadequately performed required pre-flight checks of the aircraft including inspections of the loaded cargo holds.

Problems also were uncovered in Amerijet's handling of hazardous materials; and training records for the carrier's hazardous materials handlers were unavailable. Amerijet temporarily suspended handling hazardous materials on Dec. 22.

The FAA found that Amerijet lacks documentation and crew training for use and testing of smoke detection systems; and crews operating into cold weather locations did not have available in its operating manuals the most current aircraft de-icing procedures.

- more -

The inspection was initiated as a result of the nationwide review of cargo carriers announced in September by FAA Administrator Jane F. Garvey. At that time, Garvey ordered changes in the focus FAA inspectors place on cargo loading procedures, and that inspectors will look beyond carrier records to assure the adequacy of cargo loading programs.

Amerijet has held an FAA certificate for 13 years. It operates 17 B-727 aircraft between Miami and the Caribbean; Toledo, Ohio; New York; Phoenix; New Orleans; Windsor Locks, Ct.; Omaha; Jackson, Miss.; Raleigh-Durham; Memphis; and Moline, Ill.

###

U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

PUBLIC AFFAIRS STAFF
Atlanta, GA

(816) 426-5449 (816) 426-4600 After Hours (404) 305-5107 FAX
Iowa * Nebraska * Kansas * Missouri

(404) 305-5100 (404) 305-5180 After Hours (404) 305-5107 FAX
Georgia * Tennessee * North Carolina * South Carolina * Alabama * Mississippi * Kentucky * Florida * Puerto Rico * U.S. Virgin Islands

FOR IMMEDIATE RELEASE
Dec. 30, 1997

CONTACT: Kathleen Bergen
404-305-5180

FAA AUTHORIZES LIMITED FLIGHTS FOR AMERIJET

The Federal Aviation Administration today authorized Amerijet Intl. Inc. of Ft. Lauderdale, Fla. to immediately resume limited operations.

Amerijet may resume operating four aircraft from Miami to international destinations it normally serves using only Amerijet personnel for aircraft loading and operation. FAA safety inspectors will conduct surveillance of Amerijet's initial flights to ensure that the carrier demonstrates proper operation of its aircraft; that it is implementing new and/or revised procedures, which were approved by FAA; and that operations are continuing in compliance with the Federal air safety regulations.

FAA will survey and inspect all phases of operations throughout Amerijet's system. The surveillance will focus on cargo loading, securing, and all procedures concerning weight and balance and crew pre-flight procedures. FAA will check the condition of cabin liners and other fire retardant equipment. FAA will oversee Amerijet's use of company manuals during cargo loading and flight operations, and will review company training records and quality control procedures.

FAA will authorize additional operations and/or full return to service when it determines that Amerijet is operating satisfactorily in accordance with the Federal Aviation Regulations.

Amerijet was permitted to resume operating under the provisions of an amended consent agreement signed today. On Dec. 24, Amerijet and FAA entered into an initial consent agreement in which the carrier agreed to voluntarily cease operation.

###