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FOR IMMEDIATE RELEASE
July 2, 1997

CONTACT: Kathleen B. Bergen

FAA PROPOSES REVOCATION OF AVATLANTIC CERTIFICATE

The Federal Aviation Administration has issued a notice proposing to revoke the air carrier operating certificate of AvAtlantic. The agency suspended the airline's certificate on March 7 based on numerous findings in the areas of training, maintenance, manuals and equipment.

Under the terms of a March 14 Consent Order, AvAtlantic was required to submit to FAA documents and other materials and conduct proving flights which would demonstrate the airline's qualifications to hold a certificate. FAA has proposed revocation because the documents submitted by AvAtlantic were inadequate or insufficient and the proving flights were unsuccessful.

The AvAtlantic has 15 days to appeal the proposed revocation to the National Transportation Safety Board.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 95-97
Wednesday, July 2, 1997
Contact: Bob Hawk
Phone: 202-267-8521

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

WASHINGTON -- The Federal Aviation Administration (FAA) has moved forward aggressively, with other government agencies, in taking steps to enhance aviation safety and security since the tragic accident involving TWA Flight 800 on July 17, 1996.

"The FAA's highest priority is the safety of the flying public; the work we do every day prevents accidents and keeps our skies the safest in the world," said Barry Valentine, FAA acting administrator. "When an accident such as this occurs, the FAA focuses its resources to ensure that a similar accident never occurs again.

"As with every accident, open sharing of different ideas and legitimate technical data is critical to the resolution of safety issues," said Mr. Valentine. "It is through this thoughtful analysis that the investigation process produces the soundest decisions and most positive results."

The FAA has maintained its close working relationship with the National Transportation Safety Board (NTSB) and Federal Bureau of Investigation (FBI) as they continue to move forward with their lead role in the accident investigation. The FAA is cooperating in every way possible to help determine the probable cause of the accident.

Aviation Safety

Pre-Accident Actions

Long before the accident, the FAA designed and implemented a comprehensive program to ensure that older aircraft, including some older Boeing 747s, continue to meet the agency's rigid safety requirements.

In its role of maintaining and improving the world's safest aviation system, FAA proactively addresses safety issues. Two examples of preemptive safety actions are: (1) three Airworthiness Directives (ADs) the FAA issued in 1994 (April 20, June 8 and July 11) for flight crew procedures on certain Boeing aircraft and (2) an AD announced on Aug. 9, 1996, requiring inspections of Boeing 747 and 757 fuel pumps.

After receiving a report of a fuel leak, the FAA investigated Boeing 747, 757, and 767 aircraft and subsequently issued the three 1994 ADs revising flight crew procedures on these aircraft. Due to these corrective actions, the flight crew on an aircraft from Sydney, Australia, to Japan was able to follow revised flight manual procedures and divert to Guam without incident.

On Aug. 9, 1996, the FAA took action by issuing an AD that required 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 Flight 800 accident.

Post-Accident Actions

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 FAA and Boeing personnel; inspections of production and inservice airplanes; and laboratory analysis of components to explore possible ramifications of 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 involved consideration of 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 problem, which occurred in the late 1970s, involving fuel boost pump power wires shorting and arcing inside an aluminum conduit located in the auxiliary fuel tanks. This problem led to the FAA in 1979 issuing an AD, as a precautionary measure, that required installation of Teflon sleeving over the wires as an additional protection.

In its assessment of the Flight 800 accident, the FAA discovered a scenario where a short in these fuel boost pump wires could have ignited a small fire in the right wing tank. To make sure the safety level required by the 1979 AD was being met, the FAA issued an AD, effective Jan. 21, 1997, 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. The inspections were required to be completed by May 20, 1997. All 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 these wires in the 747 main fuel tank had the potential for igniting fuel vapor which could reach the center fuel tank by means of the fuel tank vent system.

As the FAA moved forward with this overall 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.

FAA Responses to NTSB Recommendations

The FAA responded to the NTSB's Dec. 13, 1996, recommendations on Feb. 18, 1997, and April 3, 1997, as described below.

On **Feb. 18, 1997**, the FAA advised the board that its recommendations, specifically those concerning center wing fuel tanks, proposed major changes in 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 board, will lower the temperature to the point that no explosion could occur.

The FAA advised the board that its recommendations could have sweeping potential impacts, potentially affecting approximately 5,400 aircraft in the U.S. alone, including Boeing 737s, 747s, 757s, 767s, as well as aircraft manufactured by other companies.

In preparing its formal response to the NTSB, the FAA determined that neither the NTSB nor the FAA at this point have the technical or scientific data to establish that the board's recommendations will increase safety. But the FAA did develop and provided to the NTSB a possible ignition source scenario for the board's testing and evaluation.

Understanding the urgency and complexity of the board's recommendations, the FAA initiated a public outreach program, publishing a request for public comments in the **April 3, 1997**, *Federal Register*. In its request, the FAA specifically solicited research and other data that would analyze the efficacy of the board's recommendations. Comments from the public are due Aug. 1, 1997, and the FAA will carefully evaluate them for appropriate follow-up actions.

In the interim, with FAA's support, Boeing announced on May 22, 1997, 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 have 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 also plans to meet with all 747 operators in early July to discuss fuel tank issues raised by the NTSB and FAA. The results of the service bulletin and all-operators meeting will be of considerable value to the FAA in determining how to improve fuel tank safety.

As this important work moves forward, the FAA will continue its program of increasing the safety of the U.S. aviation system, and will address any safety issues related to the 1,043 Boeing 747s in operation worldwide. As of March 31, 1997, the 747 fleet had accumulated more than 50 million flight hours and 11 million flights.

Security

During 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 that met on July 17, 1996. The Flight 800 accident a few hours later invigorated and accelerated a process already underway.

Since the accident, the FAA has heightened security measures, as the President directed on July 25, 1996, to include preflight security inspections on all overseas international flights. FAA also checks to ensure that the inspections are done and that other required security measures at U.S. airports, such as physical searches of carry-on bags, are properly accomplished.

Working with other government agencies, airlines, airports, unions and groups representing victims of terrorism, the FAA is aggressively 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:

- Awarding a contract in December 1996 for delivery of 54 new certified CTX-5000 SP explosives detection systems, which began in January 1997. These systems look for explosives in checked baggage. Newly purchased units are in Chicago and New York and installations are under way in two other cities.

- Installing trace explosives detection devices initially in Atlanta last year and continuing this year at Chicago, New York, Washington and other airports. Plans are to award contracts to purchase more than 480 trace explosives detection devices, about 20 automated X-ray devices and a quadrupole resonance detection device.

- Preparing baggage match and computer-aided profiling systems to be ready for implementation on Dec. 31, 1997, to be used in conjunction with the advanced security equipment, as recommended by the White House Commission on Aviation Safety and Security. FAA conducted a bag match pilot test in May 1997.

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

- Working closely with airport operators in developing a new, comprehensive cooperative agreement on canine explosives detection teams, calling on them to place more teams on-site to screen suspect cargo and bags, and to search airliners and terminals after bomb threats. All major airports have signed the agreement.

- Developing a joint government agency program with the Bureau of Alcohol, Tobacco and Firearms of the U.S. Department of the Treasury to perform canine explosives detection at airports. This includes procurement of dogs and training of handlers in FAA-handler classes.

- Establishing airport consortia to work on improved security at U.S. airports. By mid-December 1996, consortia at 41 major U.S. airports had completed vulnerability assessments and developed action plans with recommended procedural improvements and requirements for advanced security technology. FAA intends to establish consortia at 270 airports by the end of September 1997.

- Funding, in cooperation with U.S. airlines, the purchase of hardened baggage containers. Also in cooperation with the carriers, the FAA is sponsoring operational demonstrations and conducting blast effect testing to support standards for containers that further increase the effectiveness of overall checked baggage screening measures. A successful joint test was conducted with the United Kingdom in May 1997.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 96-97
Wednesday, July 2, 1997
Contact: Bob Hawk
Phone: 202-267-8521

Fact Sheet: FAA Accomplishments and Goals

The Federal Aviation Administration's (FAA) highest priority is aviation safety. Every year, the agency implements literally hundreds of proactive improvements to enhance the safety of an aviation system that is already the world's safest.

The FAA continues to take these safety-related actions to meet the challenges posed by the impressive growth of aviation in this country. The agency predicts that by 2005, the number of passengers on U.S. airlines will increase by more than 30 percent to nearly 900 million annually. That translates into more traffic in an airspace that is already becoming crowded.

During the last 18 months, the FAA's record of new safety measures has been noteworthy. These actions range from issuing airworthiness directives (ADs) on specific aircraft models to implementing broad new safety rules for entire segments of the aviation community.

An Inward Look at the FAA

From June through September 1996, the FAA performed a detailed 90-day analysis of its regulation and certification practices. The review examined federal regulations and the agency's oversight of commercial airlines engaged in substantial outsourcing of maintenance and training functions. It also examined the flexibility with which FAA inspection resources can be deployed effectively in response to a carrier's varied fleet mix and rapid growth. The report contained six main recommendations, more than 30 supporting suggestions and numerous implementation strategies that the FAA is now putting in place.

Bolstering the FAA Inspector Force

FAA inspectors are the "front line" in the agency's continual improvement of aviation safety. The agency is adding an additional 146 inspectors and 74 support staff over prior plans for fiscal year 1997.

In addition, the FAA will hire 118 new hazardous materials inspectors and 12 attorneys. To date, 90 new hazardous materials inspectors have been hired.

By the end of this fiscal year, the FAA will have more than 3,000 flight standards inspectors -- more than at any time in its history.

The FAA has created a new team, which will assign the most talented and seasoned inspectors to new entrant carriers, whose operations typically require close scrutiny to make sure that all safety regulations are met. The FAA also is boosting air carrier safety by ensuring the consistency, timeliness and accessibility of guidance material provided to inspectors and air carriers.

Ahead of the Curve in Safety

The FAA is determined to prevent aviation accidents before they happen. In accomplishing this goal, the agency every year makes numerous safety-enhancing changes to the Federal Aviation Regulations and issues hundreds of safety advisories to aircraft manufacturers, operators, pilots and maintenance facilities.

Since Jan. 1, 1996, the FAA has issued 567 airworthiness directives mandating actions to correct problems with specific aircraft models. During the same period, the agency also issued 37 advisory circulars, which provide guidance, information and non-regulatory material to the aviation community and the public on measures to increase the safety of airports, air carriers and air operations.

The FAA has proposed or put into place many important new safety rules in the last 18 months. Among the most important changes to the Federal Aviation Regulations are:

- Successful implementation of a rule that sets new safety standards for scheduled "commuter" airlines. The rule is the central element in the Clinton Administration's single level of safety program to hold all scheduled air carriers to the same high safety standards.

- In July 1996, working with the Research and Special Programs Administration, the agency responsible for carriage of hazardous materials, the FAA banned transportation by passenger aircraft of specific oxygen generators. The rule greatly reduces the risk of an inflight fire going out of control due to the presence of oxygen.

- Requiring the installation of fire detection and suppression systems in passenger aircraft that do not currently have them. This important initiative is designed to help air carriers provide even more protection against inflight fires.

The FAA has also taken important non-regulatory proactive safety actions. For example, in May 1996 the agency unveiled its Global Analysis and Information Network (GAIN) concept to involve the international aviation community in the FAA's safety efforts. The idea is to make safety data available instantly, on-line, to aviation professional worldwide so that trends can be identified and analyzed, and corrective actions taken.

GAIN, a long-term international project, will take advantage of crucial safety information that is already being gathered as part of regular operations.

New Technology for Improved Safety

As aviation grows, the FAA's technological capabilities must increase to keep the nation's aviation system running smoothly and safely. The new acquisition management system put in place April 1, 1996, provides greater oversight of program schedules and costs by keeping pace with new technologies and speeding delivery of systems and equipment to meet customers needs in the field.

In the last year and a half, thousands of new pieces of equipment have been installed at FAA facilities. For example, a large replacement computer system for the agency's five busiest enroute centers was delivered 10 months ahead of schedule and approximately $3 million under budget. A new, modern display system, which will let controllers handle air traffic even more safely and efficiently, was installed at Seattle 10 months early and is now being tested under operational conditions.

The FAA has become the acknowledged leader in providing satellite technology that will enhance civil aviation safety and the capacity of the aviation system. The agency is rapidly developing a Wide Area Augmentation System (WAAS) to provide the availability, integrity and accuracy needed for the use of GPS as a primary means of navigation.

FAA safety research also addresses the human element in aviation. The agency has numerous programs to investigate how humans interact with the various components of the aviation system. An example was the release in June 1996 of an FAA report on the interaction of flight crews with the advanced automated systems found in many aircraft today. The data will be invaluable as the FAA and airlines acquire and operate even more sophisticated equipment in the very near future.

Increased Security for Air Travelers

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

Examples include:

- Installing new high technology security equipment at U.S. airports to screen checked and carry-on baggage: 54 new certified CTX-5000 detectors that look for explosives in checked baggage, and 480 new systems that look for traces of explosives in checked and carry-on bags;

- Installing new computer-aided training and testing systems for the x-rays used at screening checkpoints, proposing new certification standards for screening companies and requiring background checks for screeners;

- Preparing baggage match and computer-aided profiling systems that FAA anticipates will be ready for the start of implementation on December 31. These systems will be used with the advanced security equipment;

- Establishing airport consortia to work on improved security at 270 U.S. airports by September;

- Hiring hundreds of new inspectors and staff, primarily to conduct aggressive testing and to use the results to bring industry to increased security;

- Proposing a new, strengthened program for cargo security.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 97-97
Wednesday, July 9, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FAA and EAA Produce Safety Video for 1997 Oshkosh Fly-In

WASHINGTON -- The Federal Aviation Administration's (FAA) Office of System Safety and the Experimental Aircraft Association (EAA) today released an informational video for pilots flying to the annual Oshkosh EAA Fly-In in Oshkosh, Wis.

The 1997 Oshkosh Visual Flight Rules Procedures video is being used to promote aviation safety for the world's premier general aviation event. The video will help pilots follow special arrival and departure procedures that will be in effect July 28-August 5. It is estimated that there will be 17,000 aircraft operations during the Fly-In.

"Safety is a shared commitment between FAA and industry. This video reflects our continued safety partnership," said Barry L. Valentine, FAA Acting Administrator.

The video includes the following information for pilots:

- graphic presentation that outlines the traffic flow into Wittman Regional Airport;
- aerial footage to help pilots locate landmarks and busy routes; and
- procedures for general aviation aircraft, warbirds and no radio aircraft.

To order a free copy of the video, pilots should call EAA at 800-564-6322. The video will be sent with a copy of the official Notice to Airmen, plus a 3x5 quick reference booklet for use in-flight. The video is also available on loan from the local Flight Standards District Offices.

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A version of the video, with pictures, is available for viewing on the internet at http://NASDAC.FAA.GOV under the Oshkosh icon. Additional information about the Fly-In is available on EAA's homepage at http://www.Fly-In.org.

This video is one of several joint video projects between FAA and EAA.

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

CORRECTION. See categories 2 & 3 on page 2.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 98-97
Thursday, July 10, 1997
Contact: Alison Duquette
Phone: (202) 267-8521

FAA Issues Final Rule Requiring Increased Parameters for Flight Data Recorders

WASHINGTON -- In an effort to better identify the causes of aviation accidents and predict trends to prevent future accidents, the Federal Aviation Administration (FAA) is ordering that more flight information be collected by digital flight data recorders (DFDRs). Secretary of Transportation Rodney E. Slater called on the aviation industry to beat the government's timetable.

The number of specific areas of flight information -- called data parameters-- will be increased up to 88 for newly manufactured aircraft and increase from 11 to 17 or 18 for older aircraft. The FAA rule addresses several National Transportation Safety Board (NTSB) recommendations and will require retrofit of some existing aircraft during major maintenance checks within the next four years without disruption to the flying public.

"This final rule sets the maximum timetable for the aviation industry to upgrade digital flight data recorders," said Slater. "I commend the carriers that are moving quickly to make these changes and I challenge the entire aviation industry to respond as well."

"These new requirements will significantly improve our ability to analyze aviation accidents and incidents," said Guy S. Gardner, associate administrator for Regulation and Certification. "The faster we can understand what happened, the quicker we can take appropriate corrective actions."

In 1995, the FAA called on the aviation industry to begin retrofitting Boeing 737 aircraft voluntarily with upgraded DFDRs. The FAA also began an in-depth rulemaking effort in response to the NTSB's recommendation. The revised rule was developed by the FAA with input from the Aviation Rulemaking Advisory Committee (industry), the NTSB and the public.

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Depending on the age and complexity of the aircraft, the rule will upgrade DFDRs as follows:

	Aircraft	Current Parameters	New Parameters
Category 1	**No Flight Data Acquisition Unit (FDAU) manufactured on or before 10/11/91.**		
	1,929 aircraft over 30 seats *For example: 727, 737, DC-8, F-28*	11	17 or 18
Category 2	**Aircraft with FDAU manufactured on or before 10/11/91.**		
	1,360 aircraft over 30 seats, including 704 turboprops *For example: A-320, 737, 747, 757, 767, DC-10, F-28, MD-80, ATR-42, EMB-120, SAAB 340, DHC-8, L-1011.*	17	22
Category 3	**Aircraft with FDAU manufactured after 10/11/91.**		
	1,036 aircraft over 30 seats, including 673 aircraft 10-19 seats, 277 aircraft 20-30 seats *For example: 737, 747, 757, 767, 777, F-100, MD-11, MD-80, MD-88, MD-90, ATR-72.*	Up to 29	34
Category 4	**Aircraft with FDAU manufactured 3 (or 5) years after final rule.**		
	All newly manufactured aircraft, existing derivatives and any new type certificates.	29	57 (3 years) 88 (5 years)

The total cost of the rule is $316.3 million. The estimated cost to retrofit large and small aircraft is $5,611 and $3,067 each, respectively.

The final FAA rule is expected to be on display at the *Federal Register* on Friday. Overall, the FAA has responded favorably to 90 percent of the urgent recommendations issued by the NTSB since 1967.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 99-97
Friday, July 11, 1997
Contact: Henry J. Price
Phone: 202-267-8521

FAA Proposes Fine for Hazardous Materials Violation

WASHINGTON -- The Federal Aviation Administration (FAA) has proposed fining Exec Express II, Inc. doing business as Lone Star Airlines of Fort Worth, Texas, $375,000 for the improper shipment of flammable hazardous materials.

In FAA's Notice of Proposed Civil Penalty, issued on Wednesday, July 2, Lone Star Airlines is cited for offering hazardous material for transportation by air when the material was not properly classed, described, packaged, marked, labeled and in a condition for shipment required by Hazardous Materials Regulations. In addition, the carrier did not provide proper emergency response information and failed to instruct each of the carrier's officers, agents and employees on the proper guidelines to ship hazardous materials as required by federal regulations.

The shipment cited in FAA's notice consisted of a fiberboard package that contained an adhesive used to seal fuel tank leaks which is a flammable hazardous material. As a result of the shipment, the FAA cited Lone Star Airlines for violating numerous Department of Transportation (DOT) Hazardous Materials Regulations.

The announcement of the civil penalty proposal today is made in accordance with FAA's policy of releasing information to the public on newly issued enforcement actions in cases that involve penalties of $50,000 or more.

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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 100-97
Friday, July 11, 1997
Contact: Kathryn Creedy
Phone: (202) 267-8521

FAA Announces Peru Complies
With International Safety Standards

WASHINGTON, D.C. -- As part of an effort to provide the public with more information about aviation safety in international travel, the Federal Aviation Administration (FAA) today announced Peru has been reassessed and now complies with international safety standards. On November 2, 1995 FAA announced Peru had been rated "conditional," or Category II, following a 1995 assessment. The new Category I rating, announced today, means the nation meets safety standards set by the International Civil Aviation Organization (ICAO).

The assessments are not an indication of whether individual foreign carriers are safe or unsafe, rather they determine whether or not foreign civil aviation authorities are in place and the extent to which those authorities ensure that operational and safety procedures are maintained by their air carriers.

The focus of the FAA's foreign assessment program is on the civil aviation authority and not individual carriers. These civil authorities are assessed for their adherence to ICAO's aviation safety standards, not FAA regulations.

Travelers may call 1-800-FAA-SURE (1-800-322-7873) to obtain a summary statement about whether a foreign civil aviation authority has been assessed and the results, if available. They may also check the FAA's International Aviation Safety Assessment (IASA) Internet site at **http://www.faa.gov/avr/iasa.htm** for a listing of all current assessments, a description of each of the categories and an overview of the IASA program.

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

The FAA, with the cooperation of the host civil aviation authority, only makes assessments of those countries whose airlines have operating rights to or from the United States, or have requested such rights.

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

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

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

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

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

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

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

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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, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 101-97
Monday, July 14, 1997
Contact: Alison Duquette
Phone: 202-267-8521

FAA Proposes Rule to Limit Payloads on Converted Boeing 727s

WASHINGTON -- The Federal Aviation Administration (FAA) today issued four proposed Airworthiness Directives (ADs) to limit the payloads of Boeing 727 aircraft that have been converted from passenger to all-cargo operations.

The proposals would require that operators reduce payloads from 8,000 to 3,000 pounds per container within 48 hours after a final FAA rule until the floor structure is modified or re-qualified to carry higher payloads.

Recent inspections of Boeing 727 cargo interiors revealed that several aircraft contain design features which do not meet FAA certification criteria. There are four companies holding supplemental type certificates (STCs) for perform cargo and interior design modification to Boeing 727s for cargo operators. The ADs announced today address the main deck floor structure only. Other STC design modifications will be the subject of a second set of FAA proposals.

"Safety is the FAA's number one concern in any type of aviation operation," said Guy S. Gardner, associate administrator for regulation and certification. "This AD proposes to take the necessary action to prevent the possibility of floor structure failure on converted cargo aircraft. While there has been no failure to date, it is prudent for us to limit the cargo load while corrective modifications are made."

Compliance with the 3,000 pound limit would be required within 48 hours after issuance of a final AD. However, payloads up to 4,800 pounds per container would be allowed for up to 120 days after a final rule, provided that the operator meets certain FAA restrictions. Following 120 days, the 3,000 pound limitation would be imposed unless the aircraft has been modified or the operator/STC holder can substantiate that the strength of the main deck meets the FAA's design restrictions.

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The FAA's proposal could affect approximately 300 aircraft worldwide, including 244 U.S. registered aircraft. A total of 32 operators would be affected, including Federal Express, DHL Airways, Express One International, Ryan International Airlines and American International Airways. The estimated revenue loss and cost to modify the floor structure to allow higher payloads is approximately $25 million for U.S.-registered aircraft.

Other Boeing 727 STC design modifications will be the subject of a second set of FAA proposals. These include: structural design deficiencies and deviations for cargo door installations that could compromise the strength of the door and structure; under-strength cargo restraint systems; cargo door hinges that are not fail-safe; electrical and hydraulic design deficiencies that could allow a cargo door to open in-flight; and provisions for unauthorized carriage of passengers in cargo areas.

Boeing 727-100 and 727-200 series aircraft hold 11 and 12 cargo containers, respectively.

The comment period is 45 days from publication in the *Federal Register*. The FAA expects to issue a final rule by October.

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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 102-97
July 14, 1997
Contact: Diane Spitaliere
Phone: 202-267-8521
NASA: Dwayne Brown
Phone: 202-358-1726

MEDIA ADVISORY: VICE PRESIDENT TO SHOWCASE AVIATION SAFETY TECHNOLOGIES DEVELOPED BY NASA AND FAA

Vice President Gore on Tuesday, July 15, at Dulles International Airport, will showcase aviation safety technologies developed by NASA and the FAA. The event is scheduled to begin at approximately 12:50 pm EDT at Dulles' United Terminal, Gate C-1. The technologies are examples of the cooperative work between NASA and the FAA.

The Vice President, accompanied by Department of Transportation Secretary Rodney Slater and NASA Administrator Daniel S. Goldin, will conduct actual "hands on" demonstrations of the new technologies in a NASA 757 research aircraft that will be parked at the gate, in addition to technologies that will be featured in the gate area.

Media representatives should be prepared to display standard press ID. Press credentialing will be conducted on-site. To assist media in transportation to Dulles, a bus will leave from NASA Headquarters (300 E Street SW) at 10:30 a.m. for the airport and will depart Dulles at approximately 2:30 p.m., returning to NASA. Media wishing to take the bus should contact NASA or the FAA as soon as possible to reserve a seat. Media furnishing their own transportation are requested to go to the east end of the main terminal to Shuttle dock number 5. The Dulles "people mover" will depart for the United terminal starting at 11:30 a.m.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 103-97
Tuesday, July 29, 1997
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Investigating Alleged Illegal Shipment of Oxygen Generators

WASHINGTON -- The Federal Aviation Administration (FAA) announced today that it is conducting a joint investigation with French authorities into the alleged shipment of more than 900 undeclared oxygen generators into the United States aboard two Air France flights earlier this year.

Cargo planes may transport oxygen generators that are properly packaged, labeled and declared. However, the generators have been banned from passenger planes since May 1996. France established a similar prohibition shortly after the U.S. ban went into effect.

"While the alleged shipments appear to have included generators packed in protective metal containers, we are very concerned that they may have been on board a passenger plane," said Cathal Flynn, associate administrator for Civil Aviation Security. "Every shipper and every airline should know by now these shipments are strictly illegal."

It is alleged that one flight was all-cargo and the other was a combination passenger-and-cargo flight.

The FAA is also looking into an allegation that at least one of the undeclared oxygen generators subsequently may have been flown to points within the United States. The agency's investigation into this incident began June 30 when the FAA was notified by Federal Express that a shipment it had delivered to Ansett Airlines in Sylmar, Calif., contained an undeclared oxygen generator that ultimately was traced back to an Air France shipment.

Following the ValuJet accident in 1996, the FAA and Department of Transportation took a number of measures to strengthen hazardous materials regulations and step up oversight of the shipping industry:

- The Department of Transportation on May 24, 1996, banned oxygen generators from flying as cargo on passenger aircraft. The FAA immediately issued an alert bulletin publicizing the ban.

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- The United States filed a variation with the International Civil Aviation Organization on June 14, 1996, warning countries that oxygen generators were banned from all passenger aircraft flying to, from, or over the United States.

- The FAA published guidance in the June 13, 1996, *Federal Register* to educate shippers and airlines about the current regulations regarding shipment of hazardous material.

- 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 was also posted on the FAA web site.

- The FAA helped plan and participated in an Air Transport Association conference focusing on the air transport of hazardous company material, including oxygen generators. Over 180 airline representatives attended.

- The agency 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 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.

At the conclusion of its investigation, the FAA will determine whether violations of the regulations were committed and, if the violations occurred, whether civil or criminal penalties are warranted. If the agency determines that the violations were willful, criminal penalties would be warranted and the case would be referred to the appropriate U.S. Attorney's office for criminal prosecution. The maximum amount for civil penalties was recently increased to $27,500 per violation.

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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, Great Lakes Region, 2300 E. Devon Ave., Des Plaines, IL 60018

FOR IMMEDIATE RELEASE
Wednesday, July 30, 1997
Contact: Don Zochert
Phone: 847-294-7427
After Hours: 847-294-8400

INDIANAPOLIS CENTER STATEMENT

The Federal Aviation Administration is looking into an incident at Indianapolis Air Route Traffic Control Center last week in which elevated readings of airborne asbestos particles were recorded in part of the building during an asbestos abatement project.

The incident occurred Thursday, July 24, in a wing of the building where a contractor was performing asbestos removal operations around a protected doorway. The chief period of elevated readings is believed to have been between midnight and 4 a.m. The number of employees who may have been affected is undetermined at this time.

Two monitors in the air traffic control room adjacent to the affected area failed to register any elevation in airborne asbestos levels.

FAA has suspended abatement operations and is reviewing a number of issues, including the source of asbestos particles, the process by which managers and personnel are notified of elevated readings, and procedures followed by the contractor.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 104-97
Thursday, July 31, 1997
Contact: Alison Duquette
Phone: 202-267-8521

Industry/Government Team Develops Turbulence Training Aid

WASHINGTON -- As part of a joint effort to reduce turbulence-related injuries and minimize aircraft damage, an aviation industry/government team has developed a new training aid to increase awareness and help airline crewmembers avoid turbulence. The "Turbulence Education and Training Aid" was produced by McDonnell Douglas, the Federal Aviation Administration (FAA) and the Air Transport Association (ATA).

The training aid, which includes an illustrated manual and a 26-minute video, is designed to give pilots and other aviation professionals heightened awareness of weather conditions that can cause turbulence, pointers on how to avoid it, and ways to minimize risk in unavoidable encounters. The intended audience includes flight crews, flight attendants, dispatchers and aviation meteorologists.

"The new training aid is a big step toward avoiding turbulence and improving aviation safety," said Barry L. Valentine, acting FAA administrator. "While not all forms of turbulence are avoidable, injuries often are. Passengers must do their part by keeping their seat belts securely fastened at all times."

"Serious turbulence incidents are rare, but they are still the leading cause of injury in non-fatal airborne accidents," said Capt. Dave Williams, chief pilot, Flight Standards and Safety for the Douglas Aircraft division of McDonnell Douglas.

The FAA's ***Turbulence Happens*** safety campaign promotes the use of seat belts and child restraints aboard commercial aircraft to prevent turbulence-related injuries. The multimedia campaign consists of print, television and radio public service announcements. ***Turbulence Happens*** is supported by several organizations, including the ATA, Association of Flight Attendants, National SAFE KIDS Campaign and the National Safety Belt Coalition.

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"Over half a billion people fly on U.S. air carriers each year and very few of these passengers are affected by severe turbulence," said ATA President Carol Hallett. "But one turbulence-related injury is too many. Hopefully this training program will decrease the number of injuries and help both airline employees and passengers to have a safe and comfortable flight."

The training video, "A Little Bumpy Air," emphasizes the need for clear communication between the dispatcher, the cockpit and the cabin during all phases of flight. History has shown that conditions in the cockpit do not always mirror conditions in the cabin; cabin attendants may need to request that "fasten seat belt" lights be turned on if conditions in the cabin warrant.

The program also highlights the need for flight attendants to maintain a constant state of readiness for unexpected turbulence in aircraft cabins, urging passengers to keep their seat belts fastened at all times.

The FAA plans to distribute the "Turbulence Education and Training Aid" to all U.S. air carriers later this summer. Airline training departments may use the aid as delivered, or tailor it to their own programs and training standards.

The training package may be ordered in late August by calling the National Technical Information Service at 703-487-4650.

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