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Nov. 3, 1997

Rel. No. 98-02

More information - Mitch Barker 425/227-1203

For immediate release:

FAA proposes \$250,000 fine for Sundance Air, Inc.

FAA is proposing a \$250,000 civil penalty against Sundance Air, Inc. of Denver for improper maintenance and for operation of its aircraft when they were not airworthy.

Sundance holds a Federal Aviation Regulation part 135 operating certificate permitting on-demand cargo flights and passenger flights with up to nine people. The company operates five Piper Cheyenne aircraft, largely on United Parcel Service feeder routes, from its base at Centennial Airport in Englewood.

The FAA alleges numerous instances in which the company violated Federal Aviation Regulations by improperly keeping records and by maintaining and operating unairworthy aircraft.

In the civil penalty proposal letter, FAA has indicated to Sundance that it will accept \$250,000 as full settlement of the matter. Sundance has 30 days to respond to the civil penalty letter before FAA takes any further action.

The announcement of the civil penalty proposal is 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.



FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 152-97

Thursday, November 6, 1997

Contact: Kathryn B. Creedy

Phone: (202) 267-8521

FAA Announces Morocco Complies With International Safety Standards

WASHINGTON, D.C. -- As part of its ongoing initiative to provide the public with more information about aviation safety, the Federal Aviation Administration (FAA) today announced Morocco has been reassessed and now complies with international safety standards. On April 22, 1996, FAA announced Morocco had been rated "conditional," or Category II, following a January 1996 assessment. The new rating announced today, Category I, 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 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 International Civil Aviation Organization (ICAO) aviation safety standards, not FAA regulations.

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

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

The FAA, with the cooperation of the host 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.

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 will continue 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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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 153-97

Thursday, November 6, 1997

Contact: Alison Duquette

Phone: 202-267-8521

Statement on carry-on baggage

The FAA requires that air carriers develop and enforce carry-on baggage programs that ensure the safety of the flying public. As with all safety rules, an air carrier is responsible for complying with federal regulations. Federal Aviation Regulations (FARs) state that "no certificate holder may allow the boarding of carry-on baggage on an airplane unless each passenger's baggage has been scanned to control the size and amount carried on board in accordance with an approved carry-on baggage program in its operations specifications."

Carry-on baggage programs vary according to the type of aircraft operated by an air carrier. The FAA approves these programs and, during routine inspections, checks to ensure that appropriate procedures are being followed. At this time, the FAA does not plan to amend carry-on baggage regulations.

In addition, the FARs require that passengers do their part. No passenger may board an airplane if his/her carry-on baggage exceeds the baggage allowance prescribed in the air carrier's program.

The agency is currently drafting additional guidance to help air carriers prevent the boarding of carry-on baggage that cannot be properly stowed. The FAA also recently published a brochure to remind passengers of their responsibility to properly stow their carry-on baggage.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 154-97

Friday, November 7, 1997

Contact: Kathryn B. Creedy

Phone: (202) 267-8521

FAA Announces Trinidad and Tobago Complies With International Safety Standards

WASHINGTON, D.C. -- As part of its ongoing initiative to provide the public with more information about aviation safety, the Federal Aviation Administration (FAA) today announced Trinidad and Tobago has been reassessed and now complies with international safety standards. On July 19, 1995, FAA announced Trinidad and Tobago had been rated "conditional," or Category II, following a June 1994 assessment. It was reassessed in November 1996 and again rated "conditional." The new rating announced today, Category I, 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 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.

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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.

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.

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.

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The FAA has assisted civil aviation authorities with less than acceptable ratings by providing technical expertise, assistance with inspections, and training courses. The FAA will continue 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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U.S. Department
of Transportation
Federal Aviation
Administration

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*OK for release
as mentioned
in staff meeting*

FOR IMMEDIATE RELEASE
Nov. 10, 1997

Contact: John Clabes
405-954-7500

FAA REVOKES AIR CARRIER CERTIFICATE FOR GRAYSON FLYING SERVICE, INC.

FORT WORTH—The Federal Aviation Administration has issued an emergency order revoking the Part 135 air carrier certificate of Grayson Flying Service, Inc., Sherman-Denison, TX, for violating several air regulations.

The FAA said violations included operation of aircraft with inoperative equipment, failure to retain load manifests, failure to record maintenance, failure to perform required inspections, failure to comply with airworthiness directives, operating aircraft out of annual inspections, failure to weigh aircraft and failure to retain pilot flight time records.

Grayson operated out of Grayson County Airport and has been in the air transportation business since 1972. The company operates five Cessna aircraft and employs three pilots and two mechanics. Grayson held authority to perform on-demand passenger and cargo operations. The company has 10 days to appeal the order to the National Transportation Safety Board.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
<http://www.dot.gov/briefing.htm>

FOR IMMEDIATE RELEASE

APA 155-97

Wednesday, November 12, 1997

Contact: Eliot Brenner

Phone: 514-954-8304 Cell: 202-493-9512

or: Carrie Hyun/Phone: 202-366-5565

Slater Lauds ICAO Members' Safety Action

MONTREAL, Canada -- U.S. Transportation Secretary Rodney Slater Wednesday lauded a move by members of the International Civil Aviation Organization (ICAO) to strengthen and expand a key safety oversight program as an important advance in global aviation safety.

"President Clinton is committed to raising the bar on aviation safety. I'm delighted that ICAO members have recognized that a global safety oversight program will benefit flyers around the world and that they have decided to strengthen the ICAO program," Transportation Secretary Rodney Slater said in a statement. "Broadening the ICAO program is an important advance in strengthening safety worldwide. I want to compliment the Federal Aviation Administration (FAA) delegation for their work in promoting this significant safety program at the ICAO meeting."

FAA Administrator Jane Garvey, who led the U.S. delegation to the special ICAO safety meeting, added, "With the growth in aviation worldwide, it's important that we take every step possible to make flying safer, and strengthening the ICAO Safety Oversight Program (SOP) will help raise the level of safety across the world. That's particularly important for the United States as more Americans travel abroad and in areas where the United States has no regulatory authority."

ICAO member nations directed the governing ICAO Council to take steps to broaden the SOP program, first implemented in 1996. The U.S. International Aviation Safety Assessment (IASA) program began in 1992. The programs both assess the adequacy of national aviation safety regulation systems under international standards. The United States program assesses only those nations that provide service to the United States, while an expanded ICAO program would affect all 185 member nations.

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ICAO members told the agency's 33-member governing Council to move forward on nearly all of the points the United States advocated at the first-ever special ICAO meeting. Those included expansion of the SOP program, and an eventual expansion into other areas such as air traffic control systems, and airports and their support systems and facilities. Additionally, members agreed that more information will be shared among the members about the results of oversight audits, that ICAO should conduct audits of all member states, and that in recognition of the importance of the safety oversight program it should become a regular ICAO budget item.

ICAO members agreed to allow a nation a "reasonable length of time" to remedy problems identified by oversight officials, without strict timetables.

The recommendations of the special meeting will be taken up by the governing council Thursday in a regular legislative session that will run through Dec. 10.



U.S. Department
of Transportation

News:

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

NOVEMBER 13, 1997
FOR IMMEDIATE RELEASE

CONTACT: John Clabes
405-954-7500

FAA PROPOSES \$75,000 CIVIL PENALTY AGAINST MESA AIRLINES

FORT WORTH--The Federal Aviation Administration has proposed a \$75,000 civil penalty against Mesa Airlines for flying an aircraft with unsecured parts caused by loose bolts.

The FAA said Mesa failed to use maintenance manuals properly on a Beech Model 1900D aircraft and returned it to service after maintenance with the outboard weight assembly on the elevator improperly secured. Mesa subsequently operated the aircraft on 75 flights.

Mesa has 15 days from receipt of the civil penalty letter to respond before the agency takes further action. Mesa is subject to a penalty of up to \$10,000 on each violation. The FAA has authority to settle a civil penalty but if the matter cannot be resolved by settlement, a complaint may be filed by the U.S. Attorney's office in federal court.

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.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 156-97

November 14, 1997

Contact: Kathryn B. Creedy

Phone: 202-267-8521

FAA Proposes Civil Penalty Against Colombia's ATC Airlines

WASHINGTON -- The Federal Aviation Administration has proposed a \$495,000 fine against Aero Transcolombiana de Carga LTDA (ATC), for operating a DC-8-51 aircraft without complying with the operating limitations specified in the FAA approved Airplane Flight Manual.

ATC operated the DC-8 over the weight limits set forth in its FAA-approved flight manual during 66 flights to and from the United States. ATC's load sheets from the period between June 14, 1996 and August 12, 1996 show that flights were operated when the aircraft was loaded in excess of its maximum permissible zero fuel weight of 173,500 pounds. Excess weight ranged from 269 pounds to 36,733 pounds.

In addition, the load sheets reflected that the 66 flights were also operating in excess of the maximum allowable landing weight of 199,500 pounds. Excess weight ranged from 130 pounds to 17,449 pounds. ATC's operations of these 66 flights were also contrary to the provisions of the International Civil Aviation Convention.

ATC has 15 days from receipt of the civil penalty letter to respond before the agency takes any further action. In cases such as this, where the FAA's proposed penalty exceeds \$50,000, the FAA has the authority to settle civil penalties against proposed air carriers and others in the aviation industry. If parties cannot amicably resolve the matter, the government must file a complaint in the appropriate U.S. District Court.

The announcement of the civil penalty proposed against ATC is being made in accordance with the 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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the World Wide Web at: www.faa.gov*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

Tuesday, Nov. 18, 1997

Contact: Marcia Adams

Phone: 202-267-8521

READ ONLY STATEMENT

Statement on Port Authority of New York and New Jersey PFC Application for the JFK Light Rail System

WASHINGTON -- There will be no decision today regarding the JFK Light Rail System (LRS) passenger facility charge (PFC) application. The Federal Aviation Administration continues to analyze the PFC application and will make a decision when the analysis is complete.

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the World Wide Web at: www.faa.gov*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 157-97

Thursday, November 20, 1997

Contact: Fraser Jones

Phone: 202/267-8521

FAA Selects Lockheed Martin for Air Traffic Modernization Contract

WASHINGTON -- The Federal Aviation Administration (FAA) today selected Lockheed Martin to provide technical and professional services that will help the agency modernize the nation's airspace and meet air traffic control needs well into the 21st century.

The National Airspace System Implementation Support Contract (NISC II) has a four-year base period value of \$350 million, plus three two-year options. It contains a maximum 22.5 million hours of technical and professional services, making it one of FAA's largest support contracts.

Under this cost-plus-award fee contract, Lockheed Martin will supply engineering, planning, automation, environmental analysis and other services to the FAA. NISC II will help the FAA integrate and implement state-of-the-art air traffic control systems, equipment, components and related capital projects. NISC-II will provide more than 1,000 workers to FAA Headquarters, regional centers and field facilities.

"A modernized airspace system will ensure that today's safe skies continue into the next century," said FAA Administrator Jane F. Garvey. "This contract is critical to making the FAA's 30,000-plus facilities more reliable and expanding the system's capacity to meet the growing demand for aviation services."

NISC-II is the largest support service acquisition to date to benefit from the FAA's new acquisition management system that was effective April 1, 1996. The competition was a best value acquisition using a small integrated service team that worked closely with industry. A best value acquisition is one seeking the best trade-off between price, performance and risk. The evaluation period took only five months, compared to the 12-18 months for an acquisition of this size and complexity under the old acquisition rules.

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The service team used streamlining techniques such as oral presentations, use of the Internet, and discussions with those making offers with no required best and final offers. The highly effective approach to the NISC-II acquisition substantially reduced costs for the FAA and industry. The award was completed for one-third the cost of similar acquisitions prior to FAA's new acquisition management system.

During the spring of 1998, NISC II will start to replace the NISC I contract that expires in June 1998. The FAA awarded the NISC I contract to General Electric Aerospace in 1993. General Electric Aerospace was subsequently acquired by Martin Marietta, which later merged with Lockheed to form Lockheed Martin.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 158-97

Tuesday, November 25, 1997

Contact: Rebecca Trexler

Phone: 202-267-8521

The Flight Stuff: Arrive Early for Holiday Flights

WASHINGTON -- Thanksgiving and December holidays, traditionally the busiest time of the year for the nation's airlines and airports, are fast approaching. The FAA today issued eight simple suggestions to help passengers avoid delays as they travel.

- Arrive early. Large holiday crowds coupled with current security measures may increase the time you need to check in.
- Parking lots may be full, so consider using public transportation or having a friend drop you off. If you are driving, add extra time to your schedule.
- Don't leave your car unattended in front of the terminal. At some airports, it may be towed. Plan ahead, especially if you need help with infants, young children, elderly or handicapped passengers, or passengers with medical conditions.
- Keep your photo identification handy; you will be asked to show it. If you do not have a photo ID, make sure you have two pieces of identification, one of which must be issued by a government authority. Minors are not required to have identification.
- Put your name on your bags and be prepared to answer questions about who packed your bags and whether you left them unattended.
- Both carry-on and checked bags are subject to being hand-searched, so it's a good idea to leave gifts unwrapped until after you arrive at your destination. If airline security personnel cannot determine by X-ray the contents of a package, they can and will open it to be sure.
- Do not joke about having a bomb or firearm in your possession. Penalties can be severe, and can include the possibility of time in prison and/or fines.

- more -

- Watch your luggage. Keep your eyes open for unattended packages and baggage, and report them to authorities. Don't accept packages from strangers.

Also, keep in mind it is against the law to bring a loaded gun or hazardous materials aboard an airplane. You should leave your firearms at home, and do not pack fireworks, flammable materials, household cleaners, or pressurized containers.

If you are flying domestically and want to find out if there are any special travel advisories in effect, call the Department of Transportation Travel Advisory Line at 1-800-221-0673.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 159-97

Wednesday, November 26, 1997

Contact: Alison Duquette

Phone: 202-267-8521

FAA Orders Changes to Boeing 747 Wiring Systems

WASHINGTON -- As part of its ongoing review of Boeing 747 safety issues, the Federal Aviation Administration (FAA) today sent to the *Federal Register* two Airworthiness Directives (ADs) to further find and fix conditions that might result in potential ignition sources in or near the center fuel tank. These preventive measures are based on recent tests conducted by the National Transportation Safety Board (NTSB) during its investigation of the TWA-800 accident.

The FAA is actively pursuing fuel flammability issues based on the evidence from the accident investigation, technical data provided at October's FAA/Society of Automotive Engineers (SAE) Transport Fuel Flammability Conference, the 976 pages of comments received from the public and recent NTSB flight tests.

"Although the NTSB has not yet determined the cause of this tragic accident, and we know of no evidence that these parts played any role in the accident, the FAA is ordering these changes to ensure that we take every practical step to ensure the continued safety of the Boeing 747," said FAA Administrator Jane F. Garvey.

In the first AD, the FAA is issuing a Notice of Proposed Rulemaking (NPRM) to enhance the protection of the Fuel Quantity Indication System (FQIS) on Boeing 747s against transient electrical voltage spikes or short circuits. The NPRM AD 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 AD provides for a 90-day comment period and proposes a 12-month compliance deadline for Boeing 747-100, -200 and -300 aircraft.

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Recent tests revealed that higher than expected induced voltage spikes were possible when the lower voltage FQIS wiring was placed next to higher voltage, high current wires. The induced voltage is created, through electromagnetic interference (EMI), when the higher current flow is suddenly shut off. Post-accident inspections found metal contamination in some 747 fuel tanks that could lodge in the probes and cause a short circuit. If the contamination is present when the higher induced voltage is also present, a spark could be created in the fuel tank. The sparking raised by a combination of an EMI surge and probe contamination makes it prudent for the FAA to protect the wires against the EMI voltage and other possible shorts in wire bundles. Some newer aircraft already have this protection built in.

In a second AD, the FAA said it is requiring immediate inspection of the scavenge pump wiring on some older Boeing 747 aircraft to detect deterioration of insulating materials in the electrical connectors. The scavenge pump removes leftover fuel from the fuel tank. As part of the NTSB's investigation, a scavenge pump was removed from an out of service TWA 747 and examined. The inspection revealed that some electrical connectors use a silicone insulating material that is incompatible with the fuel used to cool and lubricate the scavenge pump motor. This results in a gradual breakdown of the insulating material that could cause a fuel leak through the pump connector into the main landing gear wheel well and cause a fire. The AD requires replacement, within 90 days, of the scavenge pumps that are found to have the silicone materials.

The NPRM on the FQIS wiring is estimated to cost \$13,200 per aircraft affecting 167 U.S. registered aircraft out of 650 aircraft worldwide. The cost of inspecting the scavenge pump is estimated at \$60 for each of the 196 U.S. registered aircraft out of a total of 970 aircraft worldwide. The Boeing 747 fleet has accumulated more than 52 million flight hours and 12 million flights.

The FAA has reviewed 747 service history to determine if there were any unresolved safety issues and has examined every detail of the 747 fuel and electrical systems. As part of its intensive review, the agency issued an AD on Aug. 9, 1996 requiring inspections of Boeing 747 and 757 fuel pumps and a Jan. 21 AD requiring reinspection and repair of the wiring leading to the number 1 and 4 fuel tank booster pumps in the inboard main fuel tanks of 747s produced prior to 1980. All affected U.S. operated 747s were inspected by May 20 and the safety requirements have been met.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 160-97

Friday, November 28, 1997

Contact: Kathryn B. Creedy

Phone: (202) 267-8521

FAA Announces Philippines Complies With International Safety Standards

WASHINGTON, D.C. -- As part of its ongoing initiative to provide the public with more information about aviation safety, the Federal Aviation Administration (FAA) today announced that the Philippines has been reassessed and now complies with international safety standards. On July 1995, FAA announced the Philippines had been rated "conditional," or Category II. The new rating announced today, Category I, means the Republic of the Philippines meets safety standards set by the International Civil Aviation Organization (ICAO).

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