FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 137-97
Wednesday, October 1, 1997
Contact: Kathryn B. Creedy
Phone: 202-267-8521

MEDIA ADVISORY

WASHINGTON -- Aviation industry fuel management experts from around the world will gather next week for the Transport Fuel Flammability Conference, at the Crowne Plaza Hotel in Washington, D.C. The conference is being convened October 7-9 by The Federal Aviation Administration (FAA) and Society of Automotive Engineers (SAE) Aerospace to discuss the technical issues related to fuel flammability and fuel inertion.

Opening the conference will be FAA Administrator Jane Garvey, Associate Administrator for Regulation and Certification Guy Gardner, House Aviation Subcommittee Ranking Minority Member James Oberstar and NTSB Chairman James Hall. Ron Wojnar, manager for the FAA's Transport Airplane Directorate, will chair the three-day conference.

The conference will cover the dynamics of fuel flammability and current research on the subject. Papers will be delivered on fuel system design philosophies, safety considerations and testing requirements. Maintenance processes and procedures for fuel systems as well as nitrogen inerting systems will also be discussed.

Media is invited to attend both the conference and the media briefing on Thursday, October 9, 1997 at Noon. Camera coverage will be restricted to the opening session on Tuesday, 9:00 a.m.-11:00 a.m., the media briefing, and the closing session on Thursday at 5:00 p.m.

The conference is being jointly sponsored by the FAA and SAE. SAE Aerospace has more than 8,000 members who work in the aerospace field and is the largest aerospace standards-setting body in the world.

For more information on attending contact FAA public affairs at 202-267-3479 or SAE public affairs at 412-772-8516.

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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

APA 138-97
Friday, Oct. 3, 1997
Contact: Rebecca Trexler
Phone: 202-267-8521

Advance 10:30 a.m. EDT
Saturday, Oct. 4, 1997

FAA Signs Agreement with National Safe Skies Alliance

WASHINGTON -- Under an agreement signed today between the Federal Aviation Administration (FAA) and an alliance of industry, academic and government organizations, the agency will gain an operational testing ground for newly developed security technologies.

The FAA memorandum of understanding provides about $1 million to the National Safe Skies Alliance, a non-profit group that includes the McGee-Tyson Knoxville Airport, Oak Ridge National Laboratories, Honeywell Corp., American Engineering Inc., and the University of Tennessee.

"Safety is our highest priority and this research will help make the world's safest skies even safer," said FAA Administrator Jane Garvey. "The White House Commission for Aviation Safety and Security called for sweeping changes in aviation security which we are rapidly implementing."

The centerpiece of the cooperative agreement is the creation of a site for testing new checkpoint screening technologies at McGee-Tyson Knoxville Airport. The program is designed to gauge reactions from the flying public while it monitors the performance of security equipment under actual operating conditions.

The memorandum of understanding also includes several promising research and development projects, including studies in airport vulnerability assessment, system integration for security equipment and procedures, explosives detection systems development and testing, airport and air carrier security operations simulation and modeling, and research supporting the FAA's aircraft hardening program.

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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 139-97
October 6, 1997
Contact: William Shumann
Phone: 202-267-8521

FAA Selects Nine Colleges to Help Train Air Traffic Controllers

WASHINGTON -- The Federal Aviation Administration (FAA) has selected nine colleges to help train future air traffic controllers. The nine will work together with the FAA under the agency's Collegiate Training Initiative (CTI) to enhance and expand their aviation curriculum in air traffic control.

This additional education and training in air traffic control, developed to FAA standards, will increase the pool of potential qualified applicants the FAA can consider for future air traffic control positions and increase employment opportunities for participating students.

"This growing cooperation with colleges throughout the United States will help us get the best people to be air traffic controllers," FAA Administrator Jane F. Garvey said.. "Qualified controllers are at the heart of our efforts to increase the safety of our air traffic system while also ensuring its growth," she stated.

The FAA selected the new colleges in the CTI based on detailed criteria that include curriculum, faculty, interviews with students, facilities and support for the overall aviation program. The nine institutions are:

* College of Aeronautics, Flushing, NY;

* Daniel Webster College, Nashua, NH;

* Dowling College, Oakdale, NY;

* Embry-Riddle Aeronautical University, Daytona, Beach, FL;

* Inter American University of Puerto Rico, San Juan, PR;

* Miami-Dade Community College, Miami, FL;

* Middle Tennessee State University, Murfreesboro, TN;

* Mt. San Antonio College, Walnut, CA, and

* Purdue University, West Lafayette, IN.

These nine join four other colleges that have been participating successfully in the CTI for five years. The four colleges are Community College of Beaver County, Beaver Falls, PA; Hampton University, Hampton, VA; University of Alaska, Anchorage, AK, and University of North Dakota, Grand Forks, ND. Since 1992, the FAA has hired more than 300 controllers who are graduates of these institutions.

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

Talking Points
Fine Air Operational Status
October 10, 1997

- FineAir will resume operations *only* if it meets the terms of the September 12, 1997 Consent Agreement.

- FAA is doing all the right things with the carrier to ensure those conditions are met.

- FAA may let FineAir resume *limited* service within a couple of weeks if they:
  -- Submit proper revisions to cargo handling procedures, flight operations and maintenance manuals.
  -- Revise cargo systems, procedures and training for cargo handlers.
  -- Revise training for flight crews and flight tracking personnel.
  -- Demonstrate cargo, weight and balance and loading procedures to the FAA's satisfaction.
  -- Revise procedures to determine aircraft performance for all phases of flight based on FAA data, and satisfactorily demonstrate all phases of flight operations.
  -- Submit new letter of compliance to Miami FSDO.

- FineAir may resume *full* operations -- probably not for several months -- if it addresses 26 more items in the following areas:
  -- hazardous materials handling.
  -- relationships with repair stations
  -- maintenance
  -- wet leasing
  -- security identification

- FAA is working with FineAir to help them meet the terms of the consent agreement, but the carrier is responsible for developing and meeting a timetable for its return to service.

TALKING POINTS

Regulations Governing Hazmat Carried by Couriers

- All couriers are automatically selectees under security screening procedures.
- The screening procedures used at check in, i.e., the routine questions asked about one's bags, are to detect potential terrorist activity. They are not designed to detect hazardous materials.
- It is the responsiblity of the shipper to declare any and all harardous materials.
- It is possible that an airline could have done everything it was supposed to do under a security regime and still fail to detect hazardous material.
- The FAA is taking a hard look at its current procedures to see if they need to be revised.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 141-97
Tuesday, Oct. 14, 1997
Contact: Henry J. Price
Phone: 202-267-8521

FAA Fines World Airways

WASHINGTON -- In a consent order and settlement agreement between the Federal Aviation Administration (FAA) and World Airways, Inc., the Herndon, Va., based carrier has agreed to pay a civil penalty of $610,000 for nine cases involving violations of U.S. aviation-security regulations.

Eight of the nine cases involve a "wet lease" agreement between World Airways and Malaysia Airlines. A "wet lease" is the leasing of an aircraft and its crew by an aviation company to another carrier. As a U.S. certificated carrier using a U.S. registered civil aircraft, World Airways' aircraft are required to be operated at all times in compliance with U.S. Federal Aviation Regulations.

The FAA alleged that the aircraft violated security regulations while conducting flights in Cape Town and Johannesburg, South Africa, in January, April, May, June, and July of 1996. The ninth security case occurred in Belfast, Northern Ireland, in June, 1996. None of the violations occurred in U.S. airspace. The FAA cannot discuss details of the security violations.

The consent order and settlement agreement was signed on Friday, Sept. 26. Under the agreement, World Airways was required to immediately pay $405,000 and will consult with representatives of the FAA, including the agency's principal security inspector, to enhance compliance with regulatory requirements. In addition, the carrier promised to:

- Consult with company security officials prior to making a decision to enter a new foreign market;
- Prior to the start up operations to and from new foreign markets, ensure that appropriate security measures are in place; and
- Invest in security training with foreign customers and airport officials.

If the carrier meets all the provisions and is not found to have committed any security violations for 12 months after the agreement was signed, the remaining $205,000 of the penalty will be suspended. At this time, the FAA has determined that World Airways is acting in good faith to improve its security program.

- more -

The announcement of the civil penalty assessed to World Airways 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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An electronic version of this news release is available via the World Wide Web at: www.faa.gov

10/14/97

READ-ONLY STATEMENT
ON JOHN DENVER PILOT LICENSE

The Federal Aviation Administration (FAA) today said that John Denver had not met the agency's medical standards and had been requested to return his medical certificate. By the time of the accident, Mr. Denver had not voluntarily surrendered his certificate and legal action to recover the certificate had not yet been initiated by the FAA.

It is a federal requirement that pilots must have a valid medical certificate in addition to a pilot's license to fly legally. Mr. Denver's pilot's license had been issued in the name of Henry John Deutschendorf, Jr.

According to Federal Aviation Regulations, "No person may act as pilot-in-command, or in any other capacity as a required pilot flight crewmember while he has a known medical deficiency, or increase of a known medical deficiency, that would make him unable to meet the requirements for his current medical certificate."

Because of privacy concerns, it is inappropriate for the FAA to comment on why Mr. Denver did not meet the agency's medical requirements.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 142-97
Monday, October 16, 1997
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Appoints Two New National Resource Specialists

WASHINGTON -- The Federal Aviation Administration (FAA) Associate Administrator for Regulation and Certification Guy Gardner today announced the appointments of Tom Kraft and Robert Eastin to FAA's National Resource Specialist (NRS) team. The NRS program taps internationally recognized experts in their respective fields, to serve as advisors to industry, government agencies and international aviation authorities.

Aeronautical communications. As the NRS for Aeronautical Communications, Kraft is responsible for applying communications technologies involving aircraft to ground, aircraft to aircraft, and aircraft to satellite applications to avionics systems. Kraft has 17 years experience in aviation including work with Boeing. Most recently, Kraft was working on aeronautical communications related to enhancing air traffic management in the National Airspace System, in oceanic and remote applications and worldwide.

Fracture mechanics, fatigue and damage tolerance. As Chief Scientific and Technical Advisor for Fracture Mechanics, Eastin is responsible for providing scientific and technical advice and guidance in all fracture mechanics. In addition, his responsiblities include fatigue and damage tolerance research and development programs which protect both new and aging fleets. He has 28 years of experience in the field of structural analysis and design with special emphasis in fatigue and damage tolerance. He comes to FAA from McDonnell Douglas where his assignments have included work on such major aerospace programs as the DC-10, the B1, the Space Shuttle, and the C-17.

Kraft and Eastin join a team of 18 National Resource Specialists that are part of the FAA's Office of Regulation and Certification.

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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 143-97
Thursday, Oct. 16, 1997
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine for Hazardous Materials Violation

WASHINGTON -- The Federal Aviation Administration (FAA) has proposed fining Reuters America Inc. of New York, N.Y., a $100,000 civil penalty for shipping undeclared hazardous materials.

In FAA's notice of proposed penalty issued Sept. 19, Reuters is cited for knowingly offering hazardous materials for transportation by air when the materials were not properly classed, described, packaged, marked and labeled as required by the Department of Transportation's hazardous materials regulations. In addition, the shipment exceeded quantity limitations for both passenger and cargo-only aircraft and was not accompanied by a shipper's declaration of dangerous goods, also required by regulations.

Irregularities were discovered in September 1995 when a FedEx employee at the company's Indianapolis, Ind., sort center found a fiberboard box that was leaking. The outer box contained three inner boxes, all of which contained Fuji color bleach replenisher, which by regulation is classified as corrosive liquid. The package had been transported from Dallas, Texas, to Indianapolis, Ind., on board a regularly scheduled cargo-only FedEx flight.

In its notice to Reuters America Inc., FAA stated that it is proposing a $100,000 fine. Reuters has 30 days from the receipt of FAA's letter to respond to the notice.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 140-97
Friday, October 17 , 1997
Contact: Henry J. Price
Phone: 202-267-8521

MEDIA ADVISORY

Commercial Space Transportation Advisory Committee to Meet

WASHINGTON -- The Commercial Space Transportation Advisory Committee (COMSTAC), the broad-based industry group that advises the Federal Aviation Administration (FAA) and the Department of Transportation (DOT) on the private launch industry, will meet Thursday, Oct. 23, in Room 2230 of the DOT Headquarters Building, 400 Seventh Street, S.W., Washington, D.C. The meeting will be from 8:00 a.m. to 1:30 p.m.

Attendees will hear reports from FAA Acting Associate Administrator for Commercial Space Transportation Patricia G. Smith and COMSTAC Chairman Ron Grabe, senior vice president and assistant general manager of Orbital Sciences Corp.'s Launch Systems Group.

Rep. Dana Rohrabacher, R-Calif., chairman of the House of Representatives Subcommittee on Space and Aeronautics, has been invited to deliver a report on commercial launch legislative issues. Deputy Assistant Secretary of the Air Force for Space Policy and Plans Richard McCormick, has also been invited to update the committee on Air Force policy and procedures for conducting launch mishap investigations. There will also be reports on current White House commercial space policy, the Department of Defense's Space Policy Directive, and a briefing on Global Positioning System (GPS) utilization for commercial launch operations.

The agenda will also include reports from several of the COMSTAC working groups including the Risk Management Working Group, which covers insurance issues; the Launch Operations and Support Working Group, which focuses on space launch infrastructure; and the Innovation and Technology Working Group, which develops the annual Geosynchronous Earth Orbit (GEO) Mission Model Report that projects space launch demand in future years.

The meeting is open to the public, but space may be limited.

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

Talking Points
Interference with Crew Members pilot program

Protecting the safety of passengers and flight crew is an important activity. The FAA takes seriously all incidents of unruly passengers and interference with crew members in the performance of their duties. The pilot program does not change FAA involvement at airports that are not included in the project. Cases of interference at locations not included in the pilot program will continue to be referred to flight safety inspectors from the Flight Standards District Offices for investigation.

The pilot program involves agents from the Civil Aviation Security field offices responding to serious incidents, along with the airport police and FBI, to interview victims, suspects, and witnesses. This response by FAA security agents takes place after notification of a serious incident onboard a flight inbound to a location covered by the pilot program.

The pilot program has been in place at Los Angeles and Honolulu airports since November 1996. In May 1997, FAA expanded the program to several airports in the Western Pacific region (San Francisco, Oakland, San Jose, San Diego, Palm Springs, and Phoenix) and the Eastern Region (LaGuardia, Newark and JFK).

At Los Angeles and Honolulu, there have been more than 20 incidents at each location that have resulted in FAA opening investigations and processing cases of interference with crew members. At JFK, LaGuardia and Newark combined there have been 12 cases opened by FAA as part of the pilot program.

Since the pilot program was initiated in November 1996, there have been 55 incidents reported at participating airports. Of these, 13 have resulted in criminal prosecution. In addition, the FAA is proceeding with civil actions for each incident and has recommended a total of $96,800 in civil penalties.

Specifics of cases that are still pending as open investigations cannot be discussed.

After an in-depth look later this year at the results of the pilot program, the FAA will decide whether or not to expand the pilot program to additional airports.

Prepared Oct. 17, 1997, R. Trexler/Don Cotton

FAA News

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

FOR IMMEDIATE RELEASE
Monday, October 20, 1997
Contact: Don Zochert
Phone: 847-294-7427
After Hours: 847-294-8400

FAA STATEMENT ON CLEVELAND-HOPKINS AIRPORT

At the request of the City of Cleveland, the Federal Aviation Administration has convened a team of airport, air traffic, and flight standards experts to review recent surface incidents at Cleveland-Hopkins International Airport. Plans are currently under way to schedule a meeting of FAA specialists, pilots, airlines, airport officials, and others to discuss on-going initiatives to assure the continued safe operation of Cleveland-Hopkins.

The FAA has reported 19 surface incidents at Cleveland-Hopkins since Jan. 1. All of these incidents were thoroughly investigated by the FAA. Only one involved loss of required separation between aircraft, and enforcement action was initiated by FAA against the pilots of the airplane involved. None of the other incidents resulted in a hazardous or dangerous situation. The nation's air traffic control system is designed to catch and correct errors or potential conflicts. It is the safest such system in the world.

The Federal Aviation Administration is committed to helping pilots and others maintain the airport's excellent safety record. Since the beginning of the year the FAA has increased staffing in the airport traffic control tower to enhance monitoring of activities on the airport surface; provided funding to the City of Cleveland for a signal system to provide additional visual cues drawing pilots' attention to the hold-short position on Runway 28; obtained approval to use standardized taxi routes for departing aircraft; and met with pilots, carriers, and airport officials to review safety initiatives.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 144-97
Tuesday, October 21, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FAA Issues Quarterly Enforcement Actions Report via Internet

WASHINGTON -- As part of its ongoing effort to make safety data more accessible to the public, the Federal Aviation Administration (FAA) today added to its aviation safety information website a quarterly enforcement actions report for the period of January - March 1997.

The report is a compilation of enforcement actions taken against regulated aviation entities for safety and security violations that have been closed with a civil penalty or where orders of certificate suspension or revocation have been issued. Information for the next two quarters of 1997 will be available on Nov. 21. Accompanied by a narrative, the report contains the following information: name, entity type, date known to the FAA, action taken, sanction type and amount, type of case and the date the action was closed.

The information is retrieved from the agency's Enforcement Information System. It includes any aviation entity that holds a certificate with the agency such as air carriers, repair stations, pilot schools and airports as well as foreign air carriers or other entities regulated under Part 129 of the Federal Aviation Regulations.

To access the report, press the Aviation Safety Information button located on the FAA's Internet homepage at the Internet address **www.faa.gov**. Once at the Aviation Safety page, the report may then be accessed by clicking on the Quarterly Enforcement Actions heading.

Earlier this year, FAA took the following steps to upgrade its aviation safety information website with additional data to better inform the public about aviation safety:

- Beginning Feb. 1, FAA began issuing press releases on newly issued enforcement actions in the areas of safety and security for civil penalty violations of $50,000 or more;

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- Effective Feb. 28, FAA dedicated a safety information page for consumers to access;

- As of March 31, statistical data about airline activity, such as flight hours and departures, and a narrative describing the roles of FAA and other aviation entities, was posted on the website; and

- Near Midair Collision statistics were posted on May 31.

The FAA continues to explore other opportunities to provide the traveling public with additional safety information.

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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 145-97
Wednesday, October 22, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA -Italy Flight Tests Preview Worldwide Satellite Navigation

WASHINGTON -- The Federal Aviation Administration (FAA) and Italy's Ente Nationale Di Assistenza Al Volo (ENAV) have completed the first test flights using both U.S. and Italian satellite test beds -- the latest step toward a seamless, satellite-based worldwide air navigation system.

The FAA and ENAV sponsored the Oct. 20-22 flights at Ciampino Airport near Rome to show the capabilities of systems like the FAA's Wide Area Augmentation System (WAAS) in European airspace. Currently under development, WAAS is a network of ground stations that will receive, analyze and refine signals from the Global Positioning System satellites and send that information to aircraft flying in the WAAS coverage area.

For the Italian tests, an FAA Boeing 727 used signals from the U.S. National Satellite Test Bed (NSTB) and Italy's Mediterranean Test Bed (MTB). The NSTB, a forerunner to WAAS, has successfully provided navigation accuracy of 3-4 meters -- well within the 7.6 meters needed for precision approaches. Italy is developing its test bed as a precursor to the future European Geostationary Navigation Overlay System.

"This effort shows the significant benefits that can come from international cooperation, especially in satellite navigation and its augmentations," said FAA Administrator Jane F. Garvey. "These technologies are the cornerstone of the future air traffic management system envisioned by the International Civil Aviation Organization."

The tests featured a series of Category I precision approaches by the FAA plane to confirm the accuracy and reliability of the joint test bed system. In this type of approach, normally used in bad weather, a pilot must see the runway at no less than 200 feet above the ground and at a distance of one-half mile.

All qualified airports in the WAAS coverage area will have this same Category I capability when WAAS is fully operational. WAAS also will provide precise en route navigation between airports, allowing more aircraft to use the same airspace more safely.

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For the tests in Italy, WAAS-like correction signals from the NSTB and MTB were broadcast on the AOR-W and IOR Inmarsat 3 communications satellites. The FAA Boeing 727 was equipped to receive signals from both satellites.

The demonstration helped lay the groundwork for future interoperability between international GPS augmentation systems and WAAS. The FAA plans to have WAAS ready for use in its initial configuration by early 1999, and a fully operational system by the end of 2001. In a recent congressional hearing, leaders from government, industry, business aviation and general aviation all stressed that a complete WAAS is essential to meet the increasing demand for air navigation services.

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NOTE TO EDITORS: Graphics showing the approaches to Ciampino Airport and the coverage "footprints" of the Inmarsat satellites are available by calling 202/267-8521. Non-media requesters must call 202/651-2515.

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

NRLDFWAT.DOC

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Wednesday, October 22, 1997
FOR IMMEDIATE RELEASE

Contact: Roland Herwig

D/FW Air Traffic Operation Named Best Among Big Airports

DALLAS/FORT WORTH -- Air traffic controllers were honored here this week as the best in the country, as the D/FW tower-tracon received a national air traffic facility of the year award.

"You are to be congratulated for accepting the changes in procedures at D/FW which help provide better service to our customers," Ron Morgan, the FAA's national director of air traffic services, told the controllers in ceremonies Tuesday.

A new metroplex air space plan -- culminating over 9 years of planning and involving major changes throughout the United States -- was instituted in 1996. Controllers brought the system on line with few disruptions and major improvements in air traffic flow at the world's second busiest airport.

Morgan told the controllers he always urges international aviation officials to visit D/FW to "see what kind of a job you have done."

The award is based on competition throughout the United States at level 4 and 5 air traffic facilities, "and you came out on top," Morgan said. He cited statistics showing 1.2 million operations a year with a 33 percent increase in arrivals and 30 percent decrease in delays at D/FW.

He said that he found on arrival that "your efficiency has outstripped (D/FW airport) their ability to furnish gates for travel."

Controllers also earned a regional award, with Doug Murphy, FAA's regional air traffic manager, presenting the citation to Ross Schulke, acting manager.

JoEllen Casilio, D/FW air traffic manager who is now on detail to regional headquarters, accepted the national award, saying "on behalf of the outstanding professional controllers in this facility, I thank you." She said she was proud of them and the honors they earned.

Others participating included Clyde DeHart Jr., the FAA's regional administrator.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 146-97
October 24, 1997
Contact: Eliot Brenner
Phone: 202-267-3883

MEDIA ADVISORY

WASHINGTON, D.C. — In one of the first major speeches of her term as Administrator of the Federal Aviation Administration, Jane F. Garvey will address the Aero Club of Washington on Tuesday, October 28, at its monthly luncheon. Her address will outline aviation safety initiatives.

The luncheon is at 12:00 noon at the Capital Hilton Hotel, 16th & K Streets, NW, Washington, DC.

For information on attending the luncheon, contact the Aero Club of Washington at 1-800-322-3761 or 703-327-7082.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 147-97
Monday, October 27, 1997
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Orders Modifications to Older 737s

WASHINGTON -- The Federal Aviation Administration (FAA) today ordered modifications and more frequent inspections of 33 U.S.-registered Boeing 737s. Today's Airworthiness Directive, effective immediately, accelerates inspections and modifications first ordered in 1994 when cracks, which could ultimately cause a rapid decompression of the aircraft, were found in fuselage skin panel lap joints. A lap joint is where one fuselage skin panel overlaps another.

The inspection program affects 17 aircraft with more than 60,000 flights while the modification program impacts 16 aircraft that have over 70,000 flights. Airlines have already completed the modification on seven of the 16 aircraft.

"FAA's continued emphasis on aging aircraft issues has led to the identification of cracking in the fuselage skin of certain 737s," said FAA Administrator Jane Garvey. "The modification which was developed not only corrects these problems, but will prevent any future problems in this area."

The 1994 Airworthiness Directive (94-25-05) called for an extensive inspection and repair program as well as a modification to the upper skin of the lap joint. This program was successful in both repairing this area and preventing further damage to the upper skin.

During FAA's continued monitoring of this area, it received reports of cracks found in the lower skin of the lap joint which prompted the AD issued today. Consequently, the FAA is immediately requiring the modification of the lower skin lap joints for aircraft exceeding 70,000 flight cycles. This must be accomplished within 600 flight cycles or 80 days as a preventive measure regardless of whether cracks have been found. Modifications, expected to cost between $30,000 and $95,000 per aircraft, are already being scheduled by airlines and will ultimately be required of all 737 aircraft once they reach 70,000 flight cycles.

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The inspection program, affecting aircraft with over 60,000 flight cycles, reduces the time between inspections from every 3,500 cycles to every 1,200 cycles. It also orders the repair of any cracking. For those aircraft over 70,000 cycles the inspection time has been reduced to within the next 100 flight cycles. The inspection program is estimated to cost between $14,100 and $37,140 per aircraft, per inspection cycle.

Airlines operating the affected aircraft include Southwest, Aloha, America West, Continental, Delta, USAir, Westpac, Frontier, United, Vanguard, Carnival, Ryan International, Airtran Airways, Eastwind, Air South, and Piedmont Aviation Services. There are an additional 34 aircraft operating in the worldwide fleet that have reached 60,000 cycles as well as four aircraft in the international fleet that have in excess of 70,000 flight cycles.

The FAA will be notifying international airworthiness authorities alerting them to this Airworthiness Directive.

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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 148-97
Tuesday, Oct. 28, 1997
Contact: Kathleen Bergen
Phone: 404-305-5100

Statement on Fine Air

ATLANTA -- Following rigorous reinspections and demonstration flights, the Federal Aviation Administration (FAA) today authorized Fine Air Services Inc. (Fine Air) to resume revenue operations after the air carrier successfully demonstrated that its air cargo operations comply with federal safety regulations.

Fine Air voluntarily ceased operations on Sept. 4 following FAA inspections that revealed significant deficiencies in Fine Air's weight and balance control procedures, including ground handling, weighing of cargo, security of cargo on pallets, accuracy of pallet weights, and condition of pallets and nets used to restrain cargo. Fine Air has now improved its processes and procedures for handling cargo and has demonstrated to the FAA that it is in compliance with Federal Aviation Regulations and meets the conditions of the Sept. 12 consent agreement that are necessary to resume service.

FAA also continues to evaluate its overall inspection program for air cargo carriers. As directed by FAA Administrator Jane F. Garvey on Sept. 4, inspectors assigned to air cargo carriers continue to place special emphasis on cargo loading programs, including everything from the training for cargo handlers to the weighing of cargo and the loading and securing of cargo loads. The results of this 60-day review are expected in November.

In addition to the FAA's review, the Department of Transportation also granted Fine Air authority to recommence operations to the extent permitted by the FAA after conducting a review of the carrier's economic fitness.

Fine Air is a Miami-based cargo carrier that operates DC-8 aircraft throughout the Caribbean, Central and South America.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 149-97
October 28, 1997
Contact: Eliot Brenner
Phone: 202-267-8521

FAA Administrator Announces FOQA Rule
And Calls For A Collaborative Safety Agenda

WASHINGTON – FAA Administrator Jane F. Garvey said Tuesday the FAA will soon issue a notice of proposed rulemaking on Flight Operations Quality Assurance Programs (FOQA).

"This rule is intended to encourage the voluntary implementation of FOQA by providing assurance that information obtained from such programs cannot be used by the FAA for punitive enforcement purposes," Garvey said in remarks to the Aero Club of Washington outlining aviation safety initiatives.

The FOQA rule will soon be sent to the Department of Transportation and it retains some enforcement authority for the FAA to act when necessary, Garvey said.

FOQA is the voluntary collection, analysis, and sharing of routine flight operation data, obtained by analysis of flight data recorder information.

"From the experience of European carriers and through our own two-year demonstration study, we learned that the analysis of routine flight data provides significant benefits by identifying trends," Garvey said. "These trends point out potential problems and enable us to take corrective steps **before** accidents happen."

Garvey said the FOQA program is one of several where the FAA is working in partnership with industry and labor to enhance aviation safety.

"We need a new safety model — one where government can be both a partner and, when necessary, an enforcer," Garvey said. "Yes, we need compliance, but to make further breakthroughs in safety, to lower the accident rate, we must collaborate on the safety agenda and the means to fulfill it. We must work together."

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"We have outlined an assertive program to enhance aviation safety," Garvey said. "We are doing this through a two-pronged approach: One, by developing a focused safety agenda and, two, by a new way of working together with all segments of aviation."

Garvey told the audience of aviation leaders that the safety agenda will be based on a ranking of safety initiatives supported by hard data and using established and tested methodologies. This way, Garvey said, the agenda "will lead to the safety improvements that have the potential to bring the greatest benefits."

Also, Garvey announced that on Wednesday the FAA will detail a new program where the FAA is working in partnership with industry to use improved methods and technology to detect potential defects in aircraft engines. In addition, she noted a third GAIN conference is being scheduled next spring to attract greater participation in this global aviation safety information sharing program.

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An electronic version of the full speech text is available via the World Wide Web at: www.faa.gov

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 147-97
Wednesday, October 29, 1997
Contact: Kathryn B. Creedy
Phone: 202-267-8521

CORRECTED VERSION OF OCTOBER 27 PRESS RELEASE
(SEE PAGE 2)

FAA Orders Modifications to Older 737s

WASHINGTON -- The Federal Aviation Administration (FAA) today ordered modifications and more frequent inspections of 33 U.S.-registered Boeing 737s. Today's Airworthiness Directive, effective immediately, accelerates inspections and modifications first ordered in 1994 when cracks, which could ultimately cause a rapid decompression of the aircraft, were found in fuselage skin panel lap joints. A lap joint is where one fuselage skin panel overlaps another.

The inspection program affects 17 aircraft with more than 60,000 flights while the modification program impacts 16 aircraft that have over 70,000 flights. Airlines have already completed the modification on seven of the 16 aircraft.

"FAA's continued emphasis on aging aircraft issues has led to the identification of cracking in the fuselage skin of certain 737s," said FAA Administrator Jane Garvey. "The modification which was developed not only corrects these problems, but will prevent any future problems in this area."

The 1994 Airworthiness Directive (94-25-05) called for an extensive inspection and repair program as well as a modification to the upper skin of the lap joint. This program was successful in both repairing this area and preventing further damage to the upper skin.

During FAA's continued monitoring of this area, it received reports of cracks found in the lower skin of the lap joint which prompted the AD issued today. Consequently, the FAA is immediately requiring the modification of the lower skin lap joints for aircraft exceeding 70,000 flight cycles. This must be accomplished within 600 flight cycles or 80 days as a preventive measure regardless of whether cracks have been found. Modifications, expected to cost between $30,000 and $95,000 per aircraft, are already being scheduled by airlines and will ultimately be required of all 737 aircraft once they reach 70,000 flight cycles.

The inspection program, affecting aircraft with over 60,000 flight cycles, reduces the time between inspections from every 3,500 cycles to every 1,200 cycles. It also orders the repair of any cracking. For those aircraft over 70,000 cycles the inspection time has been reduced to within the next 100 flight cycles. The inspection program is estimated to cost between $14,100 and $37,140 per aircraft, per inspection cycle.

Airlines currently operating aircraft with over 60,000 flights include AirTran Airways, Aloha Airlines, Aviateca, Sierra Pacific Airlines, Southwest Airlines and Vanguard Airlines. There are an additional 34 aircraft operating in the worldwide fleet that have reached 60,000 cycles as well as four aircraft in the international fleet that have in excess of 70,000 flight cycles.

The FAA will be notifying international airworthiness authorities alerting them to this Airworthiness Directive.

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FAA News

Federal Aviation Administration, Washington, DC 20591

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Contact: Alison Duquette
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FAA/Industry To Improve Engine Inspections

WASHINGTON -- The Federal Aviation Administration (FAA) soon will require the aviation industry to use improved methods and technology to detect potential defects in aircraft engines. Working in partnership, government and industry have agreed to use enhanced inspections for certain high-energy rotating engine components. The initiative is based on an extensive analysis conducted by the FAA and industry on the historical causes of engine-related accidents.

Over the past ten years, engine reliability has improved steadily as technology advances have cut the failure rate of high-energy rotating components by approximately 50 percent. However, the FAA forecasts that commercial aircraft operations will continue to increase by 3 to 5 percent per year, which may increase the total number of engines failures unless action is taken to further reduce the failure rate.

"We hope that our efforts to enhance engine inspections will result in a reduction of up to 40 percent in the number of failures of high-energy components over the next five to 10 years," said FAA Administrator Jane F. Garvey. She added that "this initiative is part of a broad FAA plan that focuses on advancing safety and security and modernizing the National Airspace System."

On Sept. 30, FAA and international aviation industry experts involved with the manufacture, operation, maintenance, repair and inspection of turbofan engines met and agreed to:

- Implement enhanced inspection requirements that would improve the effectiveness of current engine inspection programs; and
- Begin, on a priority basis, improved inspections by the first quarter of 1998.

The major turbofan engine manufacturers will submit to the FAA by the end of the year a plan on how to incorporate the instructions for enhanced inspections into the maintenance and overhaul manuals for each engine model.

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The enhanced inspections will focus on critical engine components such as turbine engine disks. The enhanced inspections will make better use of automated methods and existing inspection methods. The improvements have resulted, in large part, from FAA and industry research. The FAA initiative will continually seek to improve inspection techniques to increase the reliability of flaw detection.

The FAA's Certification Service, which includes the Engine & Propeller Directorate, certifies the airworthiness of domestically and foreign manufactured aircraft, engines and propellers that serve the United States. The FAA employs a highly specialized cadre of experts worldwide to certify state-of-the-art technology and keep pace with a dynamic aviation industry.

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FAA News

Federal Aviation Administration, Washington, DC 20591

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Thursday, October 30, 1997
Contact: Kathryn B. Creedy
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FAA Announces Indonesia Complies With International Safety Standards

WASHINGTON, D.C. -- As part of its ongoing initiative to provide the public with more information about aviation safety in international travel, the Federal Aviation Administration (FAA) today announced Indonesia has been reassessed and found to comply with international safety standards. On September 26, 1996, FAA announced Indonesia had been rated "conditional," or Category II, following a May 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.

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