FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 37-98
Wednesday, April 1, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine against Tri-Med Home Health Care
For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration (FAA) has proposed fining Tri-Med Home Health Care of Inglewood, Calif., $500,000 for offering undeclared and improperly packaged hazardous materials for shipment by air.

In FAA's notice of proposed penalty issued March 12, Tri-Med is cited for offering calcium hypochlorite, an oxidizer, for transportation by air when the shipment was not properly declared, labeled, packaged or documented as required by the Department of Transportation's hazardous materials regulations. In addition, the company is also alleged to have packed the oxidizer with non-hazardous materials that were capable of reacting with the oxidizer and causing heat, flames or toxic fumes.

On May 17, 1996, Tri-Med offered a 16-box shipment to American Airlines Inc. for transportation on a passenger-carrying flight from California to Montego Bay, Jamaica. One of the boxes contained powdered calcium hypochlorite, but there were no marks or labels on the box indicating it contained hazardous material. Also in the box was a container of liquid bleach.

The box was transported on a regularly scheduled American Airlines passenger-carrying flight on May 18, 1996. When the flight arrived in Montego Bay, airport personnel saw smoke coming from the aircraft's cargo compartment. Both smoke and toxic fumes were emitted when the cargo doors were opened. Once firefighters located the box offered by Tri-Med, they took it out and placed it in a secure area on the grass where it immediately burst into flames. Investigation revealed the calcium hypochlorite had mixed with the liquid bleach in the box to cause the combustion.

Tri-Med has 30 days from its receipt of FAA's notice to submit a reply. This announcement is being made in accordance with FAA's policy of releasing information to the public on enforcement actions involving penalties of $50,000 or more.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 38-98
Thursday, April 2, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine Against Rich International Airways Inc.
For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration (FAA) has proposed fining Rich International Airways Inc. of Miami $450,000 for shipping chemical oxygen generators aboard a passenger-carrying aircraft.

Oxygen generators have been prohibited from transportation aboard passenger-carrying flights since May 24, 1996, after they were implicated in the fire that caused the crash of ValuJet Flight 592 on May 11, 1996.

In FAA's notice of proposed civil penalty issued March 12, Rich is cited for offering one box containing four chemical oxygen generators for transportation by air on board a passenger-carrying flight. On July 9, 1996, Rich offered the box to Delta Airlines and the shipment was transported July 10, 1996, on a regularly scheduled Delta flight from Miami to Atlanta.

On July 11, 1996, Delta discovered the shipment contained oxygen generators and reported it to the FAA. Investigation revealed the shipment was properly packaged but not marked or labeled in compliance with the Department of Transportation's hazardous materials regulations. In addition, a "cargo-only" label indicating the shipment was prohibited on board passenger-carrying flights was not affixed to the box. Further investigation also revealed that not all of the company's employees responsible for handling hazardous materials were trained and tested in accordance with the hazardous materials regulations.

Rich International Airways Inc. has 30 days from its receipt of FAA's notice to submit a reply. This announcement is being made in accordance with FAA's policy of releasing information to the public on enforcement actions involving 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 39-98
April 2, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Debuts Interactive Human Factors Website

The Federal Aviation Administration (FAA) has established the government's first interactive Internet website designed to make information on human factors more accessible to the public and the research community.

The new Human Factors Program Management System is an evolving FAA human factors knowledge database. It includes a unique "suggestion box" that lets FAA staff, research organizations and the aviation community suggest human factors research opportunities that may improve the safety and efficiency of the nation's aviation system.

The information collected will be entered into the system and reviewed periodically for possible inclusion in the FAA's human factors research program. The FAA will share the information with the Department of Transportation, Department of Defense and NASA to maximize the national use of civil aviation human factors data.

"This initiative is geared to improving the performance and accountability of the FAA's human factors research program," said Dr. Maureen Pettitt, the FAA's chief scientist and technical advisor for human factors. "The agency is committed to ensuring that critical human factors issues are addressed in the acquisition and integration of all new and modified aviation systems. This is an ambitious goal that we can achieve only if we have input from the aviation community."

The database also includes a user-friendly search engine to help find current FAA human factors research projects, project managers and research products. Anyone who uses the Internet can now easily find information on the entire range of the agency's human factors research, including information management and display; human-centered automation; selection and training; human performance assessment; and the study of biological, behavioral and medical problems pertaining to aeronautics.

The address of the site is: http://www.hf.faa.gov/database/welcome.html.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 40-98
Tuesday, April 7, 1998
Contact: Eliot Brenner
Phone: 202-267-3883

Statement on NTSB TWA 800 Recommendations

WASHINGTON -- The Federal Aviation Administration (FAA) agrees with the intent of the recommendations issued today by the National Transportation Safety Board (NTSB) and has kept the Board informed of actions already underway on these issues. The FAA's actions are based on joint NTSB, FAA and Boeing efforts as part of the ongoing accident investigation and the December public hearing. The FAA is working actively with the NTSB and Boeing to develop both short- and long-term solutions for addressing fuel tank ignition sources and reducing or eliminating explosive fuel/air mixtures.

To date, FAA actions include:

- The FAA has been working with Boeing on a service bulletin that will provide instructions for inspection of fuel quantity indicating system (FQIS) wiring inside Boeing 747 fuel tanks. The agency plans to issue a Notice of Proposed Rulemaking (NPRM) later this spring that would require the inspections. The proposed inspection method will be evaluated by FAA's technical experts.

- The FAA has been working with Boeing on a service bulletin that will provide instructions to replace Honeywell series 1 though series 3 terminal blocks with newer blocks that have smooth surfaces and no sharp edges. The FAA plans to issue an Airworthiness Directive (AD) this summer following Boeing's service bulletin.

- The FAA is preparing a Special Federal Aviation Regulation (SFAR) that would require manufacturers to develop an FAA-approved fuel tank maintenance and inspection program based on the TWA 800 investigation. It would also require operators to have an FAA-approved fuel system maintenance program. The SFAR also will require manufacturers to review the original fuel system certification compliance findings and revalidate that failures within the fuel system will not result in ignition source. An evaluation of the need for electrical transient suppression, or surge protection, will be part of this revalidation.

- more -

- The FAA supports a manufacturer-initiated inspection program to assess the in-service condition of fuel systems in large transport airplanes.

- The FAA and NTSB continue to examine the effects of copper sulfur deposits on the FQIS components in the fuel tank. The agency looks forward to reviewing the results of an NTSB-sponsored analysis.

- The FAA issued an NPRM AD on Nov. 26, 1997, to enhance the protection of the FQIS on Boeing 747s against transient electrical voltage spikes or short circuits. It requires installation of components to suppress electrical transients and/or the installation of wire shielding and separation of FQIS wiring from other aircraft wiring.

- The FAA continues its review of different models of Boeing aircraft to determine if wire separation and shielding is needed.

In January, the FAA directed the Aviation Rulemaking Advisory Committee (ARAC) to recommend how to reduce or eliminate explosive fuel/air mixtures and potential ignition sources in fuel tanks. The ARAC is expected to complete its work by July 23.

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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 41-98
Monday, April 13, 1998
Contact: Alison Duquette
Phone: 202-267-8521

MEDIA ADVISORY

Vice President, Transportation Secretary, and FAA Administrator Unveil Aviation Safety Agenda

WASHINGTON -- Vice President Al Gore, Secretary of Transportation Rodney E. Slater, and Federal Aviation Administration (FAA) Administrator Jane F. Garvey will unveil a significant aviation safety agenda at Ronald Reagan Washington National Airport at 11 a.m. on Tuesday, April 14. The aviation safety agenda is in response to the Clinton Administration's goal to reduce accidents by 80 percent over the next 10 years.

The theme of the aviation safety agenda is "Safer Skies -- A Focused Agenda." Also attending the event will be various government, labor and industry officials.

Last year, the White House Commission on Aviation Safety and Security and the National Civil Aviation Review Commission (NCARC) recommended a concentrated effort to reduce accidents by 80 percent over the next decade. The NCARC also recommended that FAA and industry work jointly on safety data analysis.

Last fall, FAA Administrator Garvey made a commitment to develop a five-year plan to concentrate FAA resources on the accident prevention steps that hold the most potential. The significant safety agenda that will be unveiled on Tuesday responds to that commitment.

The media event will be held in the Terminal A Building (the original main terminal). To get there by Metro, exit at the Terminal B (the new terminal) exit and follow the signs to Terminal A. Limited parking may be available in the Hourly Level of Garage B. Take the shuttle bus or walk over to Terminal A. Parking for television trucks should be arranged with Tara Hamilton of the Metropolitan Washington Airports Authority (703) 417-8610.

Preset begins at 8:30 a.m. and ends promptly at 9 a.m. Final access is from 10 to 10:45 a.m. Media will be expected to display standard press accreditation to gain access to the event.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 42-98
Tuesday, April 14, 1998
Contact: Alison Duquette
Phone: 202-267-8521

New Safety Program Unveiled: *Safer Skies – A Focused Agenda*

WASHINGTON – Vice President Al Gore, joined by Transportation Secretary Rodney E. Slater and Federal Aviation Administrator Jane F. Garvey, today announced that the FAA, based upon a comprehensive review of the causes of aviation accidents, has adopted a focused priority safety agenda designed to bring about a five-fold reduction in fatal accidents.

The FAA will concentrate its resources on the most prevalent causes of aircraft accidents and use special teams of technical experts to zero in on the leading causes of aviation disasters and recommend safety advances.

In partnership with industry, ***Safer Skies*** will use the latest technology to help analyze U.S. and global data to find the root causes of accidents and determine the best actions to break the chain of events that lead to accidents.

Under the leadership of Vice President Gore, the White House Commission on Aviation Safety and Security undertook an intensive investigation into improving aviation safety. Both the White House Commission and the National Civil Aviation Review Commission (NCARC) last year recommended a concentrated effort to reduce accidents five-fold over the next decade. The NCARC also recommended that the FAA and industry work jointly on safety data analysis. Last fall, Garvey made a commitment to develop a five-year plan to focus FAA resources on the accident prevention steps that hold the most potential.

"The steps we are announcing today will make the safest skies in the world even safer," Vice President Gore said. "By targeting and preventing the leading causes of fatalities and injuries, by expanding engine inspections and by improving pilots' warning and detection systems, we will significantly reduce the number of plane crashes and save hundreds and hundreds of lives."

- more -

"Safety is our highest priority at DOT. This initiative goes even beyond past efforts in that it takes a proactive approach toward safety, emphasizing the need to fix problems before they cause accidents," Secretary Slater said. "The beneficiaries will be the 600 million U.S. citizens who fly every year."

"Aviation is growing rapidly and the Clinton Administration is committed to eliminating aviation tragedies as best we can," Garvey said. "More and more Americans are traveling both here and abroad, and they deserve the highest level of safety possible. We're going to look at historical data to prevent accidents before they happen." Garvey added that teams with expertise in commercial aviation, engines, light aircraft and helicopters are being dedicated to the safety program.

The FAA will focus on a limited number of safety areas:

- The commercial aviation initiative will focus on controlled flight into terrain (CFIT), loss of control, uncontained engine failures, runway incursions, approach and landing, and weather.

- The general aviation initiative will focus on pilot decision-making, loss of control, weather, CFIT, survivability and runway incursions.

- The cabin safety initiative will focus on passenger seat belt use, carry-on baggage, child restraints and passenger interference issues.

Garvey noted that the FAA, National Aeronautics and Space Administration (NASA) and aviation groups have worked together to develop safety agendas that for the first time complement each other, rather than having competing priorities. She noted that NASA is committing $500 million in research efforts to enhance aviation safety. "The flight crews, operators, manufacturers and the FAA are now headed in the same direction," she said, praising on-going industry initiatives begun in cooperation with the FAA.

The ***Safer Skies*** agenda will spotlight the leading causes of accidents or incidents in three areas -- commercial airlines, general aviation, and cabin safety.

The first efforts for commercial airlines -- to reduce uncontained engine failures and instances in which planes are flown into the ground -- are nearing formal completion. A directive to order more focused checks of critical engine parts is expected by June. By this summer, the FAA expects to build on a joint initiative with major airlines by issuing a Notice of Proposed Rulemaking (NPRM) requiring all airplanes with turbine engines and six or more passenger seats to carry a terrain avoidance warning system (TAWS) using a computer database that displays terrain ahead of an aircraft's path and warns of an impending accident.

Garvey added that in the cabin, the best rule is the rule of common sense -- keeping your seat belt fastened to protect against turbulence, don't put anything in an overhead bin you don't want hitting you on the head, making sure infants travel in safety seats, and listening to the flight crew.

Major data sources will be the FAA and NTSB data bases as well as corporate and international data bases. The FAA also will embark on major general aviation data improvements including quality, collection and analysis.

Safer Skies also will use partnerships between the FAA and the aviation industry. Partnership programs will include ongoing analytical programs with industry to determine the root causes of accidents. Once root causes are understood, the intervention strategies will be evaluated to determine which are the ones that can make the biggest impact on safety. As the interventions are initiated, progress and effectiveness will be tracked. Therefore, the initiative will use data in new ways that allow flightcrew members, operators, manufacturers and the FAA to focus on breaking causal chains and taking action before an identified chain of events leads to an accident.

Garvey said that the rapid development in software tools and data processing, plus the effort to build partnerships between the FAA and industry, give the FAA analytical tools and institutional relationships that did not exist just a few years ago. She added that the FAA and industry have a new way to prevent accidents, including accidents with new scenarios that cannot be reasonably anticipated with previous analytical tools.

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Visit the FAA's "Safer Skies" web site at:
www.faa.gov under "news & information"

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Tuesday, April 14, 1998
Contact: Alison Duquette
Phone: 202-267-8521

Glossary

Accident. An event in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

Aircraft Certification Systems Evaluation Program (ACSEP). FAA ACSEP teams perform safety audits on manufacturers and suppliers. The program monitors aviation safety performance and ensures continued operational safety of aircraft by providing a systematic and consistent evaluation of compliance with prescribed safety standards, maximizing cooperation with industry; and identifying technological trends that require development of new or revised regulations, policy, guidance, and training.

Air Transportation Oversight System (ATOS). ATOS will provide air carriers with an integrated systems safety approach to FAA's oversight of air carrier certificates through early detection of possible safety problems. This new, targeted oversight and surveillance system integrates several initiatives that are underway, including the Certification, Standardization and Evaluation Team (CSET) and the realignment of geographic FAA safety inspectors. Information from air carrier certification, reports, analysis, surveillance, and the carrier's staffing and training, will be integrated using data tools such as the Safety Performance Analysis System (SPAS) and Flight Operations Quality Assurance (FOQA).

Aviation Safety Action Programs (ASAP). These programs are intended to provide air carriers with the opportunity to identify and report safety issues to management and the FAA for resolution without fear of punitive legal enforcement action being taken. These programs are designed to encourage participation from employee groups such as flight crewmembers, mechanics, flight attendants and dispatchers. For example, a partnership between American Airlines, the pilots union, and the FAA encourages pilots to anonymously disclose safety problems for the purpose of sharing information. It is designed to identify and to reduce or eliminate possible flight safety concerns, as well as minimize deviations from the regulations.

Aviation Safety Reporting System (ASRS). Administered by NASA for the FAA, the ASRS receives, processes, analyzes, interprets and reports safety data provided voluntarily by pilots, controllers, flight attendants, mechanics and other users of the national airspace system. Reports may not be used for enforcement action by the FAA. The database information may be considered for making systemic safety changes.

Certification, Standardization, and Evaluation Team (CSET). CSET was established to create an FAA national certification team to assist local FAA Flight Standards District Offices process new air carrier certificates. CSET is dedicated to standardizing original certification and follow-up evaluation activities for air carriers operating aircraft with a seating capacity of 10 or more passengers.

Commercial Aviation Safety Strategy Team (CASST). Formed in February 1997, CASST is working to ensure that available safety resources from both industry and government are focused on the leading safety issues and that those safety priorities are identified using a data-driven approach. CASST has developed a safety agenda that was released in February 1998 and is working closely with FAA and NASA. CASST members include the Air Transport Association, the Aerospace Industries Association, the Air Line Pilots Association, Airbus Industrie, The Boeing Company, General Electric Company, Pratt & Whitney, and Rolls Royce.

Controlled Flight Into Terrain (CFIT). CFIT occurs when an aircraft is under control but the pilots lose their sense of where the plane is in relation to terrain features. CFIT accounts for about one-fourth of worldwide commercial air accidents. The FAA is developing a regulation that will require terrain awareness warning systems (TAWS) for all U.S. carriers. The proposed rule, expected to be published this summer, will mandate installation of TAWS in all aircraft with six or more seats in 2003.

Flight Operations Quality Assurance (FOQA). FOQA programs would give the FAA access to in-flight recorded data collected by airlines to improve safety in the following areas: flight crew performance; training; air traffic procedures; airport maintenance and design; and aircraft operations and design. Airline participation is voluntary. The FAA, labor and industry are working with NASA Ames on research and development. A model program has been initiated with some major airlines.

Global Analysis Information Network (GAIN). GAIN is designed to help the aviation industry prevent accidents by making safety information available to aviation professionals worldwide who can use it to improve safety. By learning more about potential problems, the GAIN participants can use the information to address problems proactively. Actions could include pilot training, procedural changes to manuals, modifications to air traffic control procedures, changes to maintenance or manufacturing procedures, and design changes. The privately owned and operated international system will draw from various worldwide aviation information sources.

Loss of Control. The term "loss of control" refers to emergency situations from which a pilot may have been able to recover but did not, such as problems with situation awareness, recovery from windshear, mishandling of an approach and recovery from a stall.

National Aviation Safety Data Analysis Center (NASDAC). The NASDAC is an automated support capability that enables users to apply powerful state-of-the-art analysis tools to an integrated database containing safety data from multiple sources. The NASDAC database currently includes data from over 20 source systems. A walk-in NASDAC facility is open in the FAA Headquarters building.

Runway Incursions. Any occurrence at an airport that involves an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing or intending to land.

Safety Performance Analysis System (SPAS). SPAS is a computer-based system designed to help inspectors identify potential safety risks by tracking the performance of operators, aircraft and personnel.

Terrain Alert Warning System (TAWS). In December 1997, the Air Transport Association (ATA) and FAA announced that ATA member airlines would voluntarily equip 4,300 of their aircraft with advanced terrain awareness warning systems, such as the Enhanced Ground Proximity Warning System (EGPWS). Installation of the systems is expected to be substantially complete during 2003. Advanced terrain awareness warning provide a detailed moving map of terrain around an aircraft to help pilots maintain proper altitude and terrain clearance. Using an existing navigation system, such as the Global Positioning System (GPS), the aircraft's position is correlated with a database-driven terrain map that provides the pilot with real time awareness of the aircraft's position.

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This glossary is available at the Safer Skies site via the World Wide Web at: www.faa.gov

GENERAL AVIATION

Pilot Decisionmaking

Pilot decisionmaking often is a fundamental element in accident causal chains, where a pilot did not make the best safety decision about a flying or non-flying situation. It is estimated that about 3/4 of all fatal general aviation accidents are attributable to pilot performance. Pilots must work to improve communications between maintenance and controller personnel to gain more information in an effort to avoid an accident. Numerous FAA/Industry partnership initiatives to develop new material and explore new ways to reach pilots are underway.

Expected Outcome: Provide new decision aids and educational training and enhance the appropriate existing guidance material.

Loss of Control

Loss of Control refers to accidents resulting from situations in which the pilot should have maintained or regained aircraft control but did not. Many loss of control accidents occur when the pilot has divided thier attention among mission-related activities, such as aerial applications, banner towing, or law enforcement and flying the aircraft. Maneuvering flight accidents account for 26 percent of fatal pilot-related accidents, most of which involve buzzing or other unauthorized low flight. Loss of control continues to be the most common type of fatal general aviation accident. FAA and industry will distribute training aids and improve the collection of accident data related to general aviation.

Expected Outcome: Broaden the data spectrum needed by pilots to enhance their ability to avoid or recover from loss of control.

Weather

Weather-related accidents most often involve Visual Flight Rules (VFR) flight into Instrument Meteorological Conditions (IMC); resulting in controlled flight into terrain or other objects; or loss of control due to spatial disorientation or structural failure of the aircraft. Accidents also involve weather as a contributing factor, such as improper Instrument Flight Rules (IFR) approaches and crosswinds or tailwinds on landings. Weather is the number one cause/factor cited in general aviation accidents and was the greatest contributor to the fatality rate. Numerous FAA/Industry partnership initiatives are underway to ensure more complete, more accurate, and more timely weather information, including the National Aviation Weather Strategic Plan and the Aviation Safety Program's educational programs for pilots.

Expected Outcome: Provide more accurate, current, and affordable weather information in a format that is clearly understood by pilots and to provide products in educating pilots on aviation weather.

Controlled Flight Into Terrain

CFIT is the event that occurs when an airworthy aircraft, under the control of a qualified pilot, is flown into terrain (or water or obstacles) with inadequate awareness on the part of the pilot of the impending disaster. CFIT accidents account for 17 percent of all general aviation fatalities. More than half of these CFIT accidents occurred during IMC. FAA is working in partnership with industry to develop an action plan, revise guidance material and prepare a collective view to the NAS Modernization Plan.

Expected Outcome: Provide interventions that attack each link in the chain of events leading to CFIT.

Survivability

The general aviation accident rate is continuing on a downward trend but the number of fatalities increased slightly. Therefore, the emphasis is on survivability improvements to reduce fatalities. FAA is working in partnership with industry to conduct research and develop safety initiatives that can improve survivability.

Expected Outcome: Reduce the number of fatalities incurred in survivable general aviation accidents.

Runway Incursions

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land. The FAA is working with the aviation community to identify various educational programs and technological advances through which the current rate of incursions can be reduced.

Expected Outcome: Reduce accidents and incidents attributable to runway incursions.

COMMERCIAL AVIATION

Controlled Flight Into Terrain

CFIT is flying an otherwise controllable aircraft into terrain. It is the leading cause of commercial aviation fatal accidents worldwide. The FAA is developing standards for improved GPWS (hardware), Publishing regulation requiring installation of improved GPWS. Encourage CFIT crew training. The FAA is working with industry (and NASA) analyzing data to determine causes of and interventions to prevent CFIT accidents.

Expected Outcome: By the end of 2001, have commercial airplanes equipped with improved GPWS equipment. Encourage voluntary agreements for air crews to be trained in CFIT prevention strategies.

Loss of Control

Loss of Control refers to accidents resulting from situations in which the pilot should have maintained or regained aircraft control but did not. It is the number 1 cause of U.S. Airline fatal accidents. The FAA published a bulletin encouraging simulator training in Loss of Control situations. The FAA will work with industry to encourage voluntary training for "Back to Basics" and preventing loss of control. Completion of root cause analysis.

Expected Outcome: An initial agreement with industry for voluntary training of flight crews for enhanced situational awareness and loss of control before rulemaking is completed.

Uncontained Engine Failures

The leading cause of engine related hazard to transport aircraft is uncontained failure of high energy rotating parts. Small cracks in these parts, if left unnoticed, can propagate until failure. Fragments liberated present a serious hazard to the aircraft and its occupants. Each engine manufacturer has identified and prioritized the parts with the highest potential for hazard to the aircraft and submitted recommendations for increased enhanced inspections. Publish a NPRM AD to mandate inspections. Root cause analysis completed.

Expected Outcome: Enhanced crack detection will provide up to 40% reduction in engine caused, high hazard to the aircraft, events while minimizing adverse logistical and scheduling effects on the operator.

Runway Incursion

Any occurrence at an airport involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land. The FAA is working with the aviation community to identify various educational programs and technological advances through which the current rate of incursions can be reduced.

Expected Outcome: Reduce accidents and incidents attributable to runway incursions.

Approach and Landing

Approach and landing refers to situations which a pilot may have been able to land an aircraft safely, but did not. Over half of all airplane accidents occur during approach and landing. A working group will be utilized to evaluate the root causes of this type of accident and develop an intervention implementation strategy.

Expected Outcome: A targeted, multifaceted approach and landing safety intervention plan.

Weather

Accidents caused by meteorological conditions (wind sheer, icing, etc.) which adversely affect aircraft performance. Weather accounted for one third of fatal U.S. airline accidents from 1987 to 1996. The FAA will implement key actions from the Inflight Aircraft Icing Plan, e.g. ARAC to consider ice detection systems and R&D on icing envelopes. We will enhance pilot training for severe icing conditions and aircraft deicing procedures. Conduct R&D to develop advanced weather displays.

Expected Outcome: Reduce weather related accidents through better pilot awareness, pilot training, and through better airborne weather equipment.

CABIN SAFETY

Passenger Interference

Passenger Interference is defined as passengers who hinder crewmembers from performing their duties. There has been a marked increase in the number of passenger interference cases over the past several years. Such interference poses a serious threat to aviation safety. The FAA has joined forces with crewmember organizations and airline companies in a group known as Partners in Cabin Safety (PICS). PICS is exploring ways to inform and educate passengers while finding ways to effectively prosecute offending travelers.

Expected Outcome: Increase aviation safety by decreasing the number of passenger interference occurrences.

Passenger Seat Belt Use

Passenger seat belt use includes injuries occurring to passengers who are not wearing their seatbealts when encountering unexpected air turbulence. Turbulence accidents have accounted for 30% of passenger injuries over the past five years. As a member of the Partners in Cabin Safety, the FAA will support a proactive education campaign through the media, stressing the importance of continual seat belt use

Expected Outcome: Broaden the information spectrum of data needed by passengers for proper seat belt use and a paradigm shift that seat belts are to be fastened at all times while seated.

Carry-on Baggage

Carry-on baggage issues address the articles brought into the airplane cabin by passengers. Unsecured or falling carry-on baggage caused more than 4000 injuries in 1997. The FAA with the Partners in Cabin Safety will address this safety problem through media passenger education. The FAA may consider regulatory action limiting the size and number of carry-on baggage.

Expected Outcome: Reduce carry-on baggage injuries through educating passengers and a focused effort to increase enforcement of carry-on baggage regulations.

Child Restraint

Child restraint subject areas address safety issues associated with the commercial aviation transportation of children under the age of two years. Congressional, NTSB, and public concern exist that these children are not safely secured when held by an adult or when child restraint systems approved for automobiles are used. Further the Gore Commission recommends revising current rules to require the use of approved child restraint systems. The FAA has issued an advanced notice of proposed rulemaking to obtain technical information about child restraint systems. The Partners in Cabin Safety are exploring means to provide public awareness and education.

Expected Outcome: An educated public that understands the importance of properly securing children during flight. Based on disposition of the ANPRM, regulatory action may be necessary for the use of approved child restraint systems.

U.S. Department of Transportation

News:

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

REMARKS PREPARED FOR DELIVERY
SECRETARY OF TRANSPORTATION RODNEY E. SLATER
FEDERAL AVIATION ADMINISTRATION'S PRESS CONFERENCE
WITH VICE PRESIDENT AL GORE REGARDING AVIATION SAFETY AGENDA
APRIL 14, 1998
REAGAN NATIONAL AIRPORT

Good morning. I want to thank everyone for joining us today to talk about improving safety in our skies. We are particularly pleased to be joined by Vice President Gore who will speak in just a few minutes.

But first I want to acknowledge Jim Wilding, President and Chief Executive Officer of the Metropolitan Washington Airports Authority for hosting us here at Reagan National Airport. I also want to thank Jack Dailey, Acting Deputy Administrator of the National Aeronautics and Space Administration (NASA), for NASA's extraordinary contributions to the Aviation Safety Initiative. And I want to welcome leading figures from the aviation industry who share our commitment to safety in our skies.

I was sworn in as Secretary of Transportation a little more than one year ago. I pledged to put safety at the very top of my agenda. There it remains.

So, while we are moving America forward, we are doing all we can to make sure America is moving safely. This is true whether people are moving on our roads, transit systems, railroads, waterways and, as we will outline for you today, in our skies.

To begin with, we have identified the three critical areas where we need to improve air safety: commercial aviation -- the flights most Americans take; general aviation, which includes small business aircraft; and cabin safety -- preventing any kind of in-flight injury or accident. Under our new initiative, special teams of technical experts will focus on all three areas, and zero in on the leading causes of crashes, fatalities, and injuries -- everything from engine failure to simple injuries during turbulent flights -- so we can prevent them before they happen.

- more -

Today we are announcing the actions we are taking to achieve a 5-fold reduction in fatal aviation accidents within 10 years. These actions implement recommendations of both the White House Commission on Aviation Safety and Security and the National Civil Aviation Review Commission. And they echo commitments the Department has made to the Vice President's National Partnership for Reinventing Government.

Now I want to turn the program over to Jane Garvey, Administrator of the Federal Aviation Administration. Jane and I go back many years, so we know each other well. And I discovered early that she is very direct.

When she started as FAA Administrator, she said she wanted to enhance safety and security, improve the efficiency of the air traffic system, build a stronger FAA and, therefore, a stronger Department of Transportation.

As Americans, we enjoy the safest skies in the world. But the Department of Transportation, along with its federal and industry partners can, and will, continue to do more. I know Jane Garvey's leadership is dedicated to that job.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Tuesday, April 14, 1998
Contact: Alison Duquette
Phone: 202-267-8521

Fact Sheet: Cabin Safety

Aviation is the safest way to travel. The Federal Aviation Administration (FAA) urges passengers to do their part to make their trip as safe and enjoyable as possible.

The FAA strongly recommends that passengers:
- Buckle up. Keep your seat belt fastened at all times.
- Use an appropriate child restraint system for small children.
- Follow airline guidelines for proper stowage of carry-on baggage.
- Behave. Interfering with the duties of a crewmember is a violation of federal law.

Buckle Up
In non-fatal accidents, turbulence is the leading cause of in-flight injuries to passengers and flight attendants. Each year, approximately 58 airline passengers in the United States are injured by turbulence while not wearing their seat belts. An overwhelming majority of injuries occur to passengers who do not wear their seat belt when the seat belt sign is illuminated.

Protecting against turbulence is simple: buckle up. The FAA strongly recommends that all passengers keep their seat belt securely fastened at all times. The agency's nationwide ***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 the Association of Flight Attendants, Air Transport Association, National SAFE KIDS Campaign and the National Safety Belt Coalition, along with other organizations.

Continuing the work of the White House Commission on Aviation Safety and Security, the Federal Aviation Administration (FAA) in February asked for public comment on how the agency should proceed on a rule to require the use of child restraint systems (CRS) for children under the age of two traveling on U.S. air carriers.

For more information on safe air travel for adults and children, visit the FAA's ***Turbulence Happens*** Web site under "news & information" at www.faa.gov.

- more -

Carry-On Baggage

Excessive carry-on baggage, not properly stowed, threatens the safety of passengers and flight attendants. The FAA requires that air carriers develop and enforce carry-on baggage programs. These programs vary according to the type of aircraft operated by the air carrier. The FAA approves these programs and, during routine inspections, checks to ensure that appropriate procedures are being followed. FAA regulations also require that passengers do their part and it is their responsibility to properly stow their baggage. In November 1997, the FAA issued guidance to help air carriers prevent the boarding of carry-on baggage that cannot be properly stowed.

Unruly Passengers

Airline crewmembers perform vital safety duties, and interfering with them violates federal law. Those who choose to engage in unlawful behavior aboard an aircraft put the flying public at risk.

In response to recommendations by the White House Commission on Aviation Safety and Security, the FAA and the Department of Transportation launched a pilot program in November 1996 to help law enforcement officials prosecute unruly passengers. The Federal Bureau of Investigation, local law enforcement agencies, airlines, crewmembers, and the FAA are working together to prosecute unruly passengers. The repercussions for passengers who engage in unruly behavior can be substantial. In addition to criminal charges, the FAA may propose penalties of up to $1,100 per violation for interfering with a crewmember. In one case, the FAA recommended a $16,500 civil penalty against a passenger who assaulted a flight attendant. The program was expanded in May 1997 and includes major airports such as Los Angeles International, LaGuardia, John F. Kennedy International, Newark International, and many others.

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This fact sheet is available under at the Safer Skies site via:
the World Wide Web at: www.faa.gov

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 43-98
Thursday, April 16, 1998
Contact: Fraser Jones
Phone: 202-267-8521

FAA Orders Changes to Boeing 737 Fuel Quantity Indicating Systems

WASHINGTON -- As part of a continuing effort to address fuel tank ignition sources, the Federal Aviation Administration (FAA) today will be sending to the *Federal Register* a proposed Airworthiness Directive (AD), applicable to operators of Boeing 737 aircraft, intended to prevent possible ignition sources of fuel vapors in fuel tanks.

The proposed AD seeks to enhance the protection of the Fuel Quantity Indication System (FQIS) on Boeing 737 aircraft against transient electrical voltage spikes or short circuits. It would require installing transient suppression components, and/or shielding and separation to the fuel system wiring that is routed to the fuel tanks from adjacent wiring. A transient suppression device is a current-protective component that limits amounts of electrical energy.

It also would require installation of flame arrestors and pressure relief valves in the fuel vent system. This would prevent external flames from entering the fuel vent system through the overboard vent in the wing tip. These preventive measures follow a similar AD proposed by FAA last November for Boeing 747-100, -200, and -300 series aircraft. That comment period closes May 27, 1998.

"This is just one of many efforts FAA has underway to reduce or eliminate explosive fuel/air mixtures and potential ignition sources in fuel tanks," said FAA Administrator Jane F. Garvey. "Longer term solutions are being addressed by the Aviation Rulemaking Advisory Committee which is expected to complete its review by July 23."

The Aviation Rulemaking Advisory Committee (ARAC) is comprised of aviation industry experts tasked to help the FAA in its rulemaking efforts.

The AD, published as a Notice of Proposed Rulemaking (NPRM), would affect 1,140 U.S. registered Boeing Model 737-100, -200, -300, -400, and –500 series airplanes. The estimated cost of carrying out the modification of the fuel system wiring is $12,400 per plane. The estimated cost of carrying out the modification of the fuel vent system is $23,280 per airplane. The NPRM proposes a compliance time of 12 months.

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FAA's actions are prompted by findings stemming from the TWA 800 accident investigation, and a review of previous fuel tank explosions, including a model 737-300 series aircraft accident on May 11, 1990 in the Philippines. The fuel system wire installation on Model 737-100, -200, -300, -400, and -500 series aircraft is similar to that on the model 747 series aircraft involved in the TWA 800 accident.

Today's directive is consistent with FAA's March 3, 1998 letter to the National Transportation Safety Board (NTSB) summarizing all ongoing actions stemming from the TWA 800 accident. Today's actions are consistent with one of the latest NTSB recommendations issued April 7 regarding surge protection systems.

Interested parties are invited to participate in the making of the proposed rule and have 45 days after publication in the *Federal Register* to submit comments.

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

Press Release

News:

U.S. Department of Transportation

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

For Immediate Release
Friday, April 17, 1998

Contact: Bill Adams, DOT
Tel.: (202) 366-4570
Contact: Henry J. Price, FAA
Tel.: (202) 267-8521

MEDIA ADVISORY

U.S. Secretary of Transportation Rodney E. Slater and Federal Aviation Administrator Jane Garvey, Monday, April 20, will unveil legislation enabling the FAA to better meet the dynamic growth in the nation's aviation system.

In Memphis today, Vice President Gore announced he and President Clinton will submit to Congress legislation creating a performance based organization for air traffic control as recommended by the National Civil Aviation Review Commission and the White House Commission on Aviation Safety and Security. The proposal is designed to deliver high value and be responsive to user needs.

In making the announcement on Monday, Secretary Slater and Administrator Garvey will be joined by Norman Mineta, former U.S. Congressman and chairman of the National Civil Aviation Review Commission.

The announcement is open to credentialed media only and will be made in the Marx Media Room, 2201, of the U.S. Department of Transportation, at 1:00 p.m., Monday, April 20. Media should use the Southwest Entrance.

WHO: U.S. Secretary of Transportation Rodney E. Slater
FAA Administrator Jane Garvey
Former U.S. Congressman Norman Mineta

WHAT: News conference to announce legislative proposals to help the FAA better accommodate anticipated growth in the nation's aviation system

WHEN: Monday, April 20, 1:00 p.m.

WHERE: Marx Media Room, 2201
U.S. Department of Transportation
400 Seventh Street, SW

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 44-98
Monday, April 20, 1998
Contact: Henry J. Price, FAA
Tel: (202) 267-8521
Contact: Bill Adams, DOT
Tel: (202) 366-4570

FACT SHEET
FEDERAL AVIATION ADMINISTRATION
AIR TRAFFIC SERVICES IMPROVEMENT ACT OF 1998
AND REAUTHORIZATION PROPOSAL

Performance Based Organization (PBO) for Air Traffic Services

"Because the FAA's Air Traffic Services organization (including the research, development, and acquisition of equipment used by the air traffic controller) fits this description of the PBO extraordinarily well, and because the commission believes that operation of air traffic services in a more businesslike manner is crucial, the commission recommends that the existing Air Traffic Services and research acquisitions organization be formed into a PBO."
-- National Civil Aviation Review Commission (NCARC)
"Avoiding Aviation Gridlock & Reducing the Accident Rate --
A Consensus for Change," December 1997

- The PBO would be composed of Federal Aviation Administration (FAA) Air Traffic Services (ATS), Research and Acquisitions and related operational activities most closely involved with the day-to-day activities of the aviation industry. This should enable these to run with a more customer-focused and business-like approach.
- The PBO will closely follow the template established by Vice President Al Gore's National Partnership for Reinvention (NPR).
- A Chief Operating Officer will be appointed by the secretary of Transportation to manage the PBO.
  - The officer will sign an annual performance agreement and be accountable for results.
- FAA employees who provide ATS services would remain federal employees, with the same rights and benefits.
- Existing labor agreements would remain in place.
- The PBO proposal has been supported by:
  - The NCARC;
  - The NPR; and
  - The White House Commission on Aviation Safety and Security.

Air Traffic Service Fees

The FAA administrator should be empowered and directed to develop and implement, after approval of the new PBO board, a schedule of charges for all commercial users of the ATC system."
-- NCARC Report
December 1997

- The majority of the revenue stream for the PBO will be cost-based through the establishment of a cost accounting system and then institution of cost-based user fees for air traffic services.
- User fees will be derived from the cost accounting system augmented by capital replacement requirements and will also be enhanced with internationally accepted economic principles.
- The cost accounting system will also improve the efficiency of the entire FAA and provide tools to measure effectiveness and productivity;
- General aviation will pay the fuel tax at the current level.
- Aviation excise taxes would be lowered after user fees are in place. Excise taxes would fund safety, security, airport improvements, public use aircraft (including military), and part of the general aviation services.
- The ATS user fee proposal has been supported by:
  - The NCARC;
  - The NPR; and
  - The White House Commission on Aviation Safety and Security.

New Budget Category

"Without change, passengers will pay more and receive less-efficient ATC service in the form of more delays."
-- NCARC report
December 1997

- The PBO will have a new federal budget category for both its user fees and spending.
- This will remove the PBO from the discretionary spending caps and allow the FAA, its customers and Congress to more easily meet the projected operational and capital spending needs for air traffic modernization.

FAA Funding -- Highlights

- Airport Improvement Program (AIP) -- $1.7 billion for each fiscal year 1999 through 2002.
- FAA facilities and equipment -- $2.1 billion for fiscal 1999 and such sums as necessary fiscal years 2000 through 2002.
- Research, engineering and development -- $290 million for fiscal 1999 and such sums as necessary fiscal years 2000 through 2002.
- FAA operations -- $5.6 billion for fiscal 1999 and such sums as necessary fiscal years 2000 through 2002.
- Total FAA funding for fiscal 1999 -- $9.7 billion.

Other Highlights

- **Passenger Facility Charges** -- An increase of $1 in the level of allowed Passenger Facility Charges (PFCs) will provide opportunities for increased infrastructure expenditure, especially by larger airports. This also will benefit smaller airports by increasing their share of AIP grant money reserved for their use.

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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 45-98
Monday, April 20, 1998
Contact: Henry J. Price
Phone: 202-267-8521

Remarks Prepared For Delivery
Jane F. Garvey
Administrator
Federal Aviation Administration
Washington, D.C.

Good afternoon. It's a pleasure to be here today — to join you and Chairman Mineta in announcing two legislative proposals that will enable the FAA to better serve the needs of air travelers and shippers.

As the Secretary pointed out, aviation is of vital importance to America, to the world. In order to assure the continued, vibrant growth of the aviation community we must meet the challenges pointed out so clearly by Chairman Norm Mineta and the National Civil Aviation Review Commission.

The proposal that we are announcing today ensures that our nation's aviation system does just that. It includes mechanisms to assure that the aviation system is adequately funded.

And, just as important, is helps ensure that aviation system users *get what they pay for.*

Today, the Administration is forwarding draft legislation — the Air Traffic Services Improvement Act of 1998 as well as FAA reauthorization legislation — to Congress.

Together, these legislative proposals address the issues and identify the steps necessary to restructure the FAA to meet this country's short and long-term aviation needs. They are designed to assure a national aviation system that is safer, more efficient, and better able to meet the future demands of our domestic and international economy.

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Let me outline the key elements of this legislation:

Air Traffic Services Improvement Act of 1998

First, the Air Traffic Services Improvement Act of 1998: This legislation builds on the substantial work done by the National Civil Aviation Review Commission, or NCARC.

Established by Congress and comprised of experts from both the aviation and financial communities, this commission was tasked to prepare recommendations on aviation funding and aviation safety.

The heart and soul of our mission at the FAA is enhancing safety, security, and the efficiency of our aviation system. How we respond to that mission is how we will be judged.

Last week, with Vice President Gore we announced our focused safety agenda, consistent with the NCARC recommendations.

We're implementing the Gore Commission recommendations to improve security. And, we're diligently working with all aspects of the aviation community and labor on a step-by-step approach to modernizing our air traffic control system to improve efficiency.

This week, we address the NCARC's recommendations on an integrated and comprehensive funding package for the FAA. It is these recommendations that will give us the stable and adequate funding so necessary to enable us to accomplish our mission.

Our draft legislation includes five key elements. All five are keyed from, and support, the commission recommendations.

One, the FAA's budget treatment must change.

In order to assure that FAA expenditures can match aviation demand, with this legislation the FAA's funding and financing system will receive a federal budget treatment that ensures that fees from aviation users and spending on aviation services are directly linked.

This is accomplished by exempting air traffic services from discretionary caps and by creating a third budget category that links user fees and spending. This was recognized by the Commission as the foundation for all the remaining recommendations.

Two, FAA management must become performance based.

The Commission wanted the FAA to operate its air traffic services in a more business-like manner. Therefore, it recommended a performance-based organization.

Our proposal embraces this recommendation. Under our proposal, daily operational air traffic services activities will be centralized in a performance-based organization supervised by a chief operating officer.

This is also in keeping with National Performance Review objectives, and creates a performance-based entity that is responsive to the needs of the air carrier, private aircraft, and public aircraft users. It will be implemented by January 1, 1999.

Three, FAA's revenue stream must become more cost based.

Both the Commission and the Administration believe that a cost-based system of charges will bring about significant management improvements.

Under the draft legislation, new user fees will only be used in support of the air traffic services PBO. Air carriers will pay cost-based user charges to be initiated by May 15, 2000. General aviation will continue to pay fuel taxes with taxes transferred to the PBO.

In addition, excise taxes will continue at reduced rates to fund non-PBO aviation costs, covering safety, security, and airport improvement. The Aviation Trust Fund will also cover any additional costs imposed on the aviation system by public use aircraft, including military, and general aviation.

Four, the FAA must control its operating costs and increase capital investments.

The FAA is already addressing this by putting into place a comprehensive cost-accounting system. That effort is well underway with phased implementation planned to begin October 1. Coupled with the new budget treatment, we should be able to better manage our operating costs while increasing our capital investments.

Five, airport capital financing needs must be met.

We couldn't agree more with the commission — The Airport Improvement Program is the linchpin of airport financial planning. The legislation calls for strong investment in the nation's airports at a level of $1.7 billion a year. This robust program, coupled with an increase in passenger facility charges, will provide the resources for critical infrastructure investments.

As we handle more operations and passengers in the air, we must make certain we have the capacity to handle increased traffic on the ground.

FAA Reauthorization 1999 – 2002

In addition, the Administration is also transmitting reauthorization legislation to extend the FAA's broad range of aviation safety, security, and efficiency programs for the fiscal year 1999 – 2002 period.

The proposal calls for funding FAA operations to increase by 5.5 percent to $5.6 billion in fiscal year 1999. Consistent with the President's budget, this will allow the agency to hire 185 more air traffic controllers and 150 additional aviation inspectors, as well as to keep pace with our modernization efforts.

In order to provide opportunities for increased infrastructure investment, we propose permitting an increase in the cap on Passenger Facility Charges, or PFCs, from $3 to $4.

Together, the changes we have proposed in the Airport Improvement Program and in higher PFCs, will ensure increased investments at airports of all sizes. This will enable us to better target airport investments to critical safety, security, and capacity projects. It will also ensure an adequate level of federal support to help airports and local communities mitigate the effects of aircraft noise.

I said at the outset that our recommendations are keyed from the Commission recommendations. Chairman Mineta did an extraordinary job in framing the issues and leading the discussion. The Commission members, many of whom are here today, were generous in their time and their willingness to find the common ground on some very difficult issues.

To the Chairman and the members of the Commission we owe a debt of gratitude. We believe that we build on your work with the Administration proposals, which have at their core the principles at the heart of your report.

And, now it is my distinct pleasure to introduce the former Congressman from California, current Senior Vice President and Managing Director of Lockheed Martin IMS, and Chairman of the National Civil Aviation Review Commission, the Honorable Norman Mineta.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 46-98
Wednesday, April 22, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Announces Bangladesh Does Not Comply 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 Bangladesh is rated "conditional" or Category II. On Sept. 2, 1994, FAA announced Bangladesh had been rated Category I following a February 1993 assessment.

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 47-98
Thursday, April 30, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes More Than $2 Million Fine Against SabreTech For Violations Related to ValuJet Accident

WASHINGTON – The Federal Aviation Administration today announced it is proposing a fine of $2,250,000 against SabreTech Inc. for hazardous materials violations related to the crash of ValuJet Flight 592 on May 11, 1996. This is the largest fine ever proposed by the FAA for hazardous materials violations. SabreTech Inc., which is headquartered in Phoenix, is a wholly owned subsidiary of Sabreliner Corp. of St. Louis.

In FAA's notice of proposed civil penalty issued April 30, SabreTech is cited for knowingly offering ValuJet a shipment on May 11, 1996, of five fiberboard boxes containing approximately 125 unexpended oxygen generators and 10 expended oxygen generators for transportation on board a passenger-carrying flight. The shipment was loaded on a regularly scheduled ValuJet flight that crashed shortly after leaving Miami International Airport for Atlanta Hartsfield International Airport, killing all 110 people on board. Investigation of the accident revealed that one or more of the oxygen generators triggered during flight and caused a fire in the aircraft's cargo compartment. FAA's civil penalty notice does not address any potential criminal violations of the hazardous materials regulations, which is a matter within the jurisdiction of the Department of Justice.

The FAA is citing SabreTech for knowingly failing to package, mark, label, identify or certify the shipment of oxygen generators in compliance with the Department of Transportation's hazardous materials regulations. In addition, the agency found SabreTech failed to place safety caps on the oxygen generators to prevent them from activating and did not affix a "cargo-only" label on the shipment to indicate oxidizers in that quantity should not be transported on a passenger-carrying flight. Further investigation also revealed that company employees responsible for handling hazardous materials were not trained and tested in accordance with the hazardous materials regulations.

The chemical oxygen generators shipped by SabreTech are classified as hazardous materials under Department of Transportation regulations. These generators release oxygen as a product of chemical reaction. When activated, chemical oxygen generators are capable of generating temperatures of up to 500 degrees Fahrenheit and thus may cause or enhance the combustion of other materials with which they come in contact.

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The Department of Transportation and FAA made a number of changes to enhance aviation safety shortly after the ValuJet accident. These include the Department of Transportation's complete ban on the shipment of chemical oxygen generators aboard passenger-carrying aircraft which went into effect May 23, 1996, and a proposal to ban the shipment of any oxidizers aboard passenger air carriers. The FAA issued a final rule requiring fire detection and suppression systems in aircraft cargo compartments and has hired 118 new hazardous materials inspectors.

SabreTech Inc. has 30 days from its receipt of FAA's notice to submit a reply. This announcement is being made in accordance with FAA's policy of releasing information to the public on enforcement actions involving 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