FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 143-98
Thursday, Dec. 3, 1998
Contact: Kathryn Creedy
Phone: 202-267-8521

FAA Issues Emergency Order on Boeing 747 Fuel Pumps

WASHINGTON – The Federal Aviation Administration (FAA) today ordered operators of Boeing 747 aircraft to immediately change fuel pump procedures to prevent "dry operation" that could result in ignition of the center fuel or horizontal stabilizer tanks. This is an interim action while the FAA and The Boeing Company determine the cause of premature wear on some pump shaft bearings.

The FAA's Airworthiness Directive (AD) follows recent reports of pump failures due to premature wear of the shaft bearing. Operated in dry conditions, in which the parts are not covered by fuel, rotating parts could rub against other non-rotating parts. This metal-on-metal contact could cause hot spots and sparks, and a possible explosion. Therefore, the FAA has ordered operators to:

Cease operation of the horizontal stabilizer tank on Boeing 747-400 series aircraft. Normally, the pumps in the horizontal tank are run until the tank is dry.

Maintain a certain minimum level of fuel when using the center fuel tank on Boeing 747s. The pumps on these tanks are normally operated until the fuel in the tank is exhausted and the pump inlet is uncovered, exposing the pump to dry operation for a period of time during each flight that uses the center tank. The AD gives operators two options to prevent dry operation when using the center fuel tank. One procedure requires a minimum of 17,000 lbs. of fuel in the center tank before flight. The pumps must then be shut off when no less than 7,000 lbs. of fuel is left in the tank. Alternatively, a minimum of 50,000 lbs. of fuel must be loaded before flight with a shutoff point of 3,000 lbs. In both situations, the scavenge fuel pumps will continue to transfer fuel from the tank but at a slower rate. Both procedures depend on the duration of the flight.

There are approximately 700 suspect bearings in new and overhauled pumps, and part kits. The pumps normally operate for at least 20,000 hours before removal. The recently discovered problem pumps had only been operating for 200 hours.

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This AD is unrelated to TWA-800 accident, which is still under active investigation by the National Transportation Safety Board. The wear conditions were not found on the center wing fuel tank override/jettison pumps that were recovered from that accident.

Worldwide there are 1,087 Boeing 747s in operation, 246 of which are U.S.-registered. Several major U.S. passenger and cargo airlines are affected by this AD. The cost to U.S. operators has not been determined.

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 144-98
Friday, December 4, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA ISSUES EMERGENCY ORDER ON AIRBUS FUEL PUMPS

WASHINGTON—The Federal Aviation Administration (FAA) issued today an emergency airworthiness directive (AD) on Airbus A300 aircraft requiring a one-time inspection and repair of the center fuel pumps and canisters to prevent a possible ignition source in the center fuel tank. The AD follows similar urgent action by the French airworthiness authority Direction General de l'Aviation Civile (DGAC) on November 30.

DGAC received three reports of damaged center tank fuel pump canisters and pumps. Investigation revealed that the pump canister legs cracked owing to fatigue. This led to separation of the upper part of the pump canister from its lower part, which is attached at the center tank bottom wall. Fatigue cracking was also found at the base of the fuel pump housing.

The compliance time for this AD ranges from within 10 flight cycles to 500 hours of time in service depending on the number of flight cycles on the aircraft. The AD also requires operators to report inspection findings to Airbus within five days of the inspection. The order specifically affects all A300 B4-600 R and A300 F4-600R aircraft.

There are 218 Airbus A300-600 series aircraft in the worldwide fleet with 67 in operation with U.S. carriers. The inspection is estimated to take two hours and cost $8,040 per aircraft. U.S. operators using the Airbus include American and FedEx.

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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 145-98
Wednesday, December 9, 1998
Contact: Les Dorr, Jr.
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FAA Orders Inspection of MD-11 Wires Near Passenger Doors

WASHINGTON — The Federal Aviation Administration (FAA) today issued an Airworthiness Directive (AD) ordering inspection and possible replacement of electrical wiring above the forward passenger doors of Boeing MD-11 aircraft.

The order requires a one-time visual inspection within 10 days to detect problems such as nicks, fraying or chafing in the wiring above the left and right forward passenger doors. A report of inspection results must be submitted to the FAA within 10 days of the inspection. If any discrepancy is found, the wiring must be repaired before further flight.

The order affects 65 U.S.-registered MD-11s. Worldwide, there are 174 such aircraft. Cost to U.S. operators is estimated at $120 for each aircraft, $7800 for the fleet.

As part of the inquiry into the Swissair 111 crash off Nova Scotia in September, the FAA learned that damaged electrical wires were found near the forward passenger doors of an MD-11 during regularly scheduled heavy maintenance. Further examination showed that, when the doors are raised to the open position, sliding panels above the doors move inward and can chafe the electrical wiring in those areas. The condition, if not fixed, might lead to an electrical fire in the passenger cabin.

There is no evidence that these wires are related to the Swissair crash. The Canadian Transportation Safety Board is still investigating that accident.

Although the Airworthiness Directive was issued as a final rule, the FAA invites public comments that might suggest a regulatory, economic, environmental or energy reason to modify the order. Comments are due within 60 days.

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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 146-98
Tuesday, Dec. 15, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FACT SHEET

Improvements in Civil Aviation Security since Pan Am 103

The bombing of Pan Am Flight 103 on Dec. 21, 1988, followed by the destruction of French airline UTA Flight 772 in September 1989, energized worldwide efforts to protect the travelling public against terrorist acts. The Departments of Transportation, State, Justice, Treasury and Defense, Federal Aviation Administration, foreign civil aviation authorities, airlines, airports, law enforcement and intelligence agencies have made every effort to make the system safe and secure. Nevertheless, the threat continues. Government and industry are continuing to build on the strengthened security regime created over the last three decades and bring the best technology to bear on this global problem.

On April 3, 1989, the secretary of transportation announced several aviation security initiatives after an intensive internal review of the U.S. aviation security system and after meeting with the families of the Pan Am 103 victims, the Congress and the president. These initiatives included deploying FAA security specialists overseas, strengthening the FAA security notification process, elevating standards for X-ray and metal detection equipment, creating the Aviation Security Advisory Committee, performing a comprehensive review of U.S. air carrier compliance with security requirements, initiating discussions with foreign governments, and prohibiting double standards for receipt of threat information.

The Aviation Security Improvement Act of 1990, which adopted the recommendations of the President's Commission on Aviation Security and Terrorism, mandated 38 specific FAA actions to improve aviation security, all of which have been implemented. Major changes included:

- Improving the flow of intelligence information into the FAA and enhancing its communication with other agencies;
- Placing federal security managers at 19 of the largest and busiest domestic airports, and civil aviation security liaison officers at 20 locations overseas;

- Implementing new employment and training standards for screeners and other security personnel at U.S. airports;
- Publishing guidelines to help airports build security into new airport construction;
- Requiring employment investigations and, in some cases, criminal history records checks; and
- Conducting joint FAA/Federal Bureau of Investigation vulnerability assessments at major U.S. airports.

Events in the Asia-Pacific region in 1995, where Ramzi Yousef and his followers planned to place bombs on as many as 12 U.S. airliners, reinforced the view that aviation security is a worldwide problem requiring international solutions. At home, increased security measures were implemented in the spring of 1995 and have since been made more effective and efficient. Security measures overseas have also been increased and adjusted a number of times over that same period. Even in the face of increased threats at home, the threat overseas remains greater.

In the wake of the tragic destruction of TWA Flight 800 on July 17, 1996 , the president asked Vice President Gore to chair a White House Commission on Aviation Safety and Security. The commission was established by Executive Order 13015 on Aug. 22, 1996, with a charter to study matters involving aviation safety and security, including air traffic control, and to develop a strategy to improve aviation safety and security both domestically and internationally. The vice president submitted an initial report to the president on Sept. 9, 1996, containing 20 recommendations for steps that could be taken immediately to enhance the security of travelers right away.

The commission's final report, which was submitted to the president on Feb. 12, 1997, contained an additional 37 recommendations for improving aviation safety, security, air traffic control efficiency, and response to aviation disasters. Many of these recommendations have either already been implemented or are in the process of being implemented. The FAA has instituted a structured approach to tracking the status of the commission's recommendations, and the secretary of transportation prepares an annual report on their implementation (available on the World Wide Web at http://www.dot.gov/affairs/whcoasas.htm. Over the last two years, the FAA has been working closely with a number of other federal departments and agencies to implement the commission's recommendations. In the area of aviation security, rulemaking has included the revision of basic airport and air carrier security regulations, certification of screening companies and background check regulations for screeners, and security of checked baggage on flights within the United States. The FAA has encouraged the creation of airport security consortia, and has intensified work with the FBI on airport risk assessments.

Perhaps the most significant effort has been FAA's work with the airlines on an extensive deployment of security equipment. The agency to date has purchased 96 certified explosives detection systems and 327 trace explosives detection devices, nearly all of

which will be installed in the nation's airports by the end of 1998. Congress recently appropriated an additional $100 million in FY 1999 to purchase more of this equipment, and additional purchases are planned for the following years. The FAA last month certified a second vendor for explosives detection systems, furthering competition in this emerging market. While the government continues to fund the development, purchase and installation of these new security devices, the airlines, under FAA oversight, are responsible for their operation and maintenance.

With the FAA's support, airlines have implemented Computer-Assisted Passenger Screening (CAPS) systems, which permit the focusing of expensive and time-consuming security measures, reducing passenger inconvenience and protecting the civil liberties of all who fly.

Other advances over the past 10 years include the deployment of FAA security personnel overseas and at the nation's major airports, the hiring of hundreds of aviation security specialists, operational testing of U.S. air carriers overseas, a robust research and development program in explosives-detection technologies and aircraft "hardening" against blast effects, increased numbers of K-9 explosives detection teams at airports, expanded passenger bag matching, and computer-based training and performance monitoring for airline personnel performing pre-board screening.

This past October, the Department of Transportation final rule to improve passenger manifests went into effect. The rule requires U.S. and foreign airlines on flights to and from the United States to collect the full name of each U.S. citizen and to solicit a contact name and number. This rule should improve the notification process to families in the event of a disaster. The department is working with the airlines to ensure proper compliance with the rule and to determine whether it should be extended to domestic flights. In addition, FAA Administrator Jane Garvey recently met with groups representing families of airline crash victims and will continue to meet with them regularly in order to understand and address their concerns.

The evolving and increasingly sophisticated threat of terrorism continues to make this an uncertain world, but these and many other initiatives in security research and development, personnel and procedures over the years have led to a regime that reduces vulnerabilities to acts of terror and appropriately addresses the current threat. The FAA is committed to working with airports, airlines, family and labor groups, law enforcement, and other agencies and governments to continue improving aviation security.

Milestones in FAA Security, 1988-1998

1988

December 1988
On December 29, FAA announced a series of security actions designed to prevent an attack like the December 21 bombing of Pan Am Flight 103. These included requirements for U.S. airlines in Western Europe and the Middle East to X-ray or physically search all checked bags, conduct additional random checks of passenger bags, and achieve a positive match of passengers and bags to keep unaccompanied bags off airplanes.

1989

January 1989
FAA published a rule in the *Federal Register* requiring airports to install computer controlled access systems, or similar systems, to limit unauthorized entry into secure areas.

February 1989
The secretary of transportation led an U.S. delegation to a special International Civil Aviation Organization (ICAO) session in Montreal on aviation security. The meeting was called at the request of the United States and the United Kingdom to discuss more stringent international security measures for passengers, baggage, and cargo. These consultations resulted in a number of improvements to aviation security standards and recommended practices contained in Annex 17 to the Convention on International Civil Aviation (Chicago Convention) administered by ICAO.

March 1989
FAA announced proposed fines totaling $1 million against 26 airlines for failing to detect test objects during FAA checks of airport screening checkpoints.

FAA announced a final rule requiring foreign airlines serving the United States to submit security plans to the agency for review and acceptance.

FAA participated in the establishment of the ICAO ad hoc group of specialists on the detection of explosives.

April 1989
On April 3, the secretary of transportation detailed a series of immediate and future FAA actions designed to further enhance aviation security. These included improvements in the FAA security notification process, rulemaking to require explosives detection equipment as part of U.S. airline security programs, and an expansion of FAA's security inspection force.

The secretary of transportation met with transportation officials in a half dozen European countries to discuss enhancing international security.

June 1989

FAA began deploying additional security specialists on a temporary basis at overseas locations as the first step in a program to increase permanently FAA's security presence in Europe and the Middle East.

FAA announced that it had amended U.S. airline security programs to require more stringent screening of portable electronic devices--including radios, cassette players, and laptop computers--on flights operating from Europe and the Middle East to the United States.

July 1989

FAA published a proposed rule that would require U.S. airlines to install automated explosives detection systems to screen checked bags on international flights at home and abroad.

FAA strengthened its system for providing security information to airlines by issuing a final rule requiring mandatory compliance with prescribed countermeasures and making disclosure of information in security alerts a violation subject to penalty.

August 1989

On August 4, Executive Order 12686 established the President's Commission on Aviation Security and Terrorism to "review and evaluate policy options in connection with aviation security, with particular reference to the destruction on December 21, 1988, of Pan American World Airways Flight 103."

The first of six FAA-funded Thermal Neutron Analysis explosives detection systems was delivered to the TWA International Terminal at New York's JFK Airport to begin operational testing. The other five were scheduled for delivery by the end of the year to such locations as Miami and London's Gatwick Airport.

September 1989

FAA published a final rule requiring U.S. airlines to install explosives detection systems to screen checked baggage on international flights.

The U.S. delegation was successful in achieving agreement on a number of aviation security issues at the Triennial ICSO Assembly in Montreal.

FAA proposed civil penalties totaling $630,000 against Pan Am for alleged security violations at Heathrow and Frankfurt airports. The alleged violations were discovered during an FAA inspection after the crash of Pan Am Flight 103.

FAA installed the first operational TNA explosives detection system at JFK airport in New York to screen interline transfer baggage for TWA.

October 1989

The first meeting of the FAA-chartered Aviation Security Advisory Committee (ASAC) was held at FAA headquarters.

December 1989
Assembly and installation of the TNA explosives detection system began at the Pan Am baggage makeup area at Miami International Airport.

1990

January 1990
The U.K. secretary of state for transportation visited the secretary of transportation to discuss the status of investigations into the bombing of Pan Am Flight 103 and other security matters.

FAA participated in an effort by ICAO to develop a draft treaty on taggants that could be added to explosives to make them detectable by gas analysis techniques.

Two FAA aviation security specialists assigned to ICAO under a memorandum of cooperation for enhanced aviation security and training assistance to member states reported to Montreal Jan. 29. The second expert reported on March 26.

FAA completed negotiations with an independent testing laboratory to conduct tests and develop testing protocols for new aviation security equipment.

February 1990
The FAA administrator completed a series of informal meetings with air carriers, passenger interest groups, and employee union representatives to discuss the issue of public disclosure of threats against civil aviation.

FAA held a meeting in Washington with selected air carrier security directors to discuss proposed explosives detection system requirements.

FAA met in London with directors of security for U.S. air carriers serving Europe and the Middle East to discuss explosives detection systems deployment and other security initiatives.

March 1990
The first permanent FAA civil aviation security liaison officer to be formally assigned to an American Embassy overseas was stationed in London.

The Air Transport Association presented the FAA with a proposal to improve the selection and training of security screening employees. FAA welcomed the proposal and intended to require all airlines to adopt the new standards.

As a follow-up to his April 1989 trip, the secretary of transportation went to Europe to discuss international aviation security issues with senior transportation officials.

The ICAO Legal Committee with 67 member states considered a draft treaty on taggants. The committee agreed on the provisions of a final convention for ratification by an ICAO Diplomatic Conference in early 1991.

FAA and the British Airports Authority signed an agreement to permit the installation of a TNA device at London's Gatwick Airport for use by U.S. carriers.

April 1990

A lone gunman in Port-au-Prince, Haiti seized an American Airlines aircraft. An FAA security team headed by the director of civil aviation security visited Haiti to assess the ability of the government to maintain and administer appropriate security standards. Meetings with the president of Haiti resulted in changes in management and control of aviation security measures.

FAA increased its security intelligence analysis capability. The first assignment of FAA intelligence liaison officers to the CIA and Department of State were accomplished.

FAA and the U.S. Postal Service began a security survey of military mail facilities and gateways in Frankfurt, Rome, Madrid and London.

The first assignments of FAA intelligence liaison officers to the Central Intelligence Agency and the Department of State were completed.

May 1990

The President's Commission on Aviation Security and Terrorism released its final report.

FAA issued a proposed change to the air carrier standard security program to increase standards for metal detectors.

June 1990

In response to a recommendation by the President's Commission on Aviation Security and Terrorism, the secretary of transportation created the departmental office of intelligence and security.

In a parallel move, the FAA administrator created the positions of assistant administrator for civil aviation security and director for security research and development.

FAA amended the air carrier standard security program to require the air carriers to report certain threat information so the agency could make sure the air carriers use resources appropriate to the particular threat.

FAA issued a proposed rule that would require the replacement of X-ray machines manufactured before July 22, 1985, with more up-to-date models. It would also require foreign airlines that land and take off in the United States to use X-ray machines that meet accepted standards for screening carry-on luggage.

FAA convened a group of explosives experts from government and industry to discuss aircraft hardening techniques.

Extraordinary security procedures were implemented in seven additional countries in Eastern Europe and Africa.

July 1990

The U.K. Department of Transport and the British Airports Authority held a press conference in London to announce operation of Gatwick Airport's TNA System.

The FAA convened a public meeting of the ASAC to consider specific commission recommendations on cargo and mail security procedures, bomb threat response procedures, airport design standards, and security responsibilities of air carriers, airport operators and federal security managers.

The third of six TNA systems became operational at Gatwick Airport.

August 1990

FAA issued a final amendment to the air carrier standard security program establishing new standards for the testing and calibration of metal detectors.

FAA issued a proposed change to the air carrier standard security program to incorporate selection and training standards for screening personnel based on the model presented by the Air Transport Association.

The agency completed arrangements to send 27 security specialists to Europe and the Middle East to monitor U.S. airline compliance with FAA security requirements. Meanwhile, it worked on arrangements to send another 27 to the Far East and Latin America.

September 1990

FAA issued a proposed change to the air carrier standard security program to incorporate ICAO Standard 4.3.1 (passenger/baggage matching) and require the X-ray inspection of international checked baggage at designated U.S. airports.

October 1990

The FAA intelligence division was reorganized into the office of intelligence with three divisions and 32 authorized personnel.

FAA issued a proposed change to the air carrier standard security program to require a passenger/baggage match for selected passengers on domestic flights and to introduce new X-ray inspection procedures for checked baggage.

FAA proposed a revision of the foreign air carrier model security program to include a requirement to detect test objects, standards for X-ray systems and metal detectors, selection and training standards for screening personnel, a requirement to provide checkpoint security supervisors, and a requirement to implement ICAO Standard 4.3.1 (passenger/baggage matching).

FAA issued a final amendment to the air carrier standard security program incorporating ICAO Standard 4.3.1 (passenger/baggage matching) and requiring the X-ray inspection of international baggage at designated U.S. airports effective Dec. 8.

Installation of a TNA at Dulles Airport in Virginia was completed.

November 1990

FAA issued a broad announcement soliciting input from industry on new technologies and new applications for existing technologies in civil aviation security.

FAA issued a proposed change to the air carrier standard security program to introduce new training standards for persons performing enhanced or extraordinary security procedures at high-risk foreign airports.

On Nov. 16, the president signed the Aviation Security Improvement Act of 1990. The act strengthened the federal government's role in civil aviation security through a number of actions recommended by the President's Commission on Aviation Security and Terrorism.

December 1990

FAA issued a final amendment to the air carrier standard security program requiring a passenger/baggage match for selected passengers on domestic flights and implementing new X-ray inspection procedures for checked baggage effective Jan. 10.

FAA and FBI held a conference to improve communications and the coordination of information relating to domestic threats to civil aviation.

The secretary of transportation issued a DOT Order requiring public notification that Jorge Chavez International Airport in Lima, Peru, did not maintain and administer effective security measures and procedures. U.S. air carriers serving Jorge Chavez International Airport were required to appropriately notify passengers. Improvements were made and the notification requirement lifted in February 1991.

1991

January 1991

After a one-year data collection effort, the FAA removed the TNA explosives detection demonstration system from Miami International Airport for refurbishment by the manufacturer and redeployment to another site.

FAA issued a final amendment to the air carrier standard security program that established new training standards for persons performing enhanced or extraordinary security procedures at high-risk foreign airports.

The FAA intelligence watch was activated to provide 24-hour intelligence support during the Persian Gulf crisis.

The agency, in response to the outbreak of hostilities in the Persian Gulf area, raised the level of airport and airline security to the highest point ever. Additional precautions included increasing the number of law enforcement officers at airports, allowing only ticketed passengers past the screening checkpoint, prohibiting curbside checking of luggage, and prohibiting unattended vehicles from parking within 100 feet of an airport terminal.

February 1991

FAA published a Notice of Proposed Rulemaking to require foreign air carriers to provide passengers a similar level of protection as that afforded by U.S. air carriers serving the same airport.

FAA published a Notice of Proposed Rulemaking to require air carriers to notify crewmembers of specific and credible threats against their flights.

A team of FAA and FBI personnel completed an airport assessment at a test site (Boston Logan Airport) to develop procedures for eventual use by FAA/FBI field personnel in conducting domestic airport vulnerability assessments.

March 1991

ICAO convened a diplomatic conference that approved a convention to require the introduction of a readily detectable volatile-marking agent ("taggant") in plastic explosives worldwide.

FAA initiated a memorandum of agreement with INTERPOL and the largest U.S. airports for the dissemination of threat information through Airport Law Enforcement Agencies Network communications channels.

FAA adjusted some specific domestic security measures to decrease the inconvenience to passengers and costs to airports without any decrease in the overall security level.

April 1991

FAA published a Notice of Proposed Rulemaking to establish minimum standards for hiring, continued employment, and contracting for airport and air carrier employees engaged in security-related activities.

FAA issued a revised Model Security Program for foreign air carriers that included a requirement to detect FAA test objects, standards for X-ray systems and metal detectors, selection and training standards for screening personnel, a requirement to provide a checkpoint security supervisor, and a requirement to implement ICAO Standard 4.3.1 on passenger/baggage matching.

May 1991

Selections were made for federal security managers at John F. Kennedy, Honolulu, Los Angeles, Chicago, San Francisco, Dallas Fort Worth, and Miami International airports for the first phase of stationing federal security managers at all of the largest airports.

Foreign airport assessment activity was expanded to include eight Soviet airports, including two in the Soviet Far East. FAA inspectors visited those locations in anticipation of U.S. air carrier service and increased Aeroflot service to the United States.

FAA provided training to aviation security personnel in Barcelona, Spain, for the 1992 Summer Olympics.

FAA authorized implementation of modified security contingency procedures at domestic locations with no change in requirements at overseas locations.

The FAA administrator reviewed and approved the "Review of Threats to Civil Aviation."

June 1991

The FAA issued a final rule requiring airlines to notify aircrew members when there is a specific and credible security threat to their flight.

Selections were made for Federal Security Managers at Atlanta, Baltimore Washington International, Boston, Denver, Detroit, Houston, San Juan, Seattle, St. Louis, Washington National, and Dulles International to complete the stationing of federal security managers at the largest airports.

The Scientific Advisory Panel for Aviation Security was established.

July 1991

FAA issued a final rule to require foreign air carriers to provide passengers a similar level of protection as that afforded by U.S. air carriers serving the same airport.

FAA transmitted to Congress the implementation plan for federal security managers and foreign security liaison officers required by the Aviation Security Improvement Act of 1990.

August 1991

The FAA issued a final rule imposing stiffer hiring, training, and performance standards for airline and airport security personnel. The rule included educational requirements and allowed FAA to establish standards for the ability to read, write, and speak English; visual and aural acuity, color perception, and physical dexterity. This rule also established training requirements for the use of airport identification media, including the requirement for training of those who are authorized to access certain security areas of airports.

FAA amended its regulations (14 CFR 107.25, Airport Identification Media) to require controlling access to and movement within airports. Areas covered in this section included training of persons authorized to access any area identified in the airport security program, display of airport-approved identification medium, and records of training of airport personnel.

FAA issued a final rule requiring each airport operator to designate an airport security coordinator. The coordinator serves as the airport operator's primary contact for security-related activities and communications with FAA.

September 1991

The FAA issued a rule eliminating a "grandfather clause" which had permitted approximately 116 older X-ray screening systems to operate at airport checkpoints without meeting current standards for clarity of image detail.

October 1991

Federal security mangers reported to duty at the 18 largest airports to coordinate security measures. The FAA also had 11 security liaison officers on duty overseas.

November 1991

The FAA completed a comprehensive review of its foreign airport assessment program. The agency also reviewed foreign air carrier security programs for the "similar level of protection" criteria mandated in the Aviation Security Act.

The secretary of transportation issued a DOT Order requiring public notification that Ezeiza International Airport in Buenos Aires, Argentina did not maintain effective security measures and procedures. U.S. air carriers serving Ezeiza International Airport were required to appropriately notify passengers. Improvements were made and the notification requirement was lifted in June 1992.

December 1991

FAA established standardized foreign air carrier inspection documentation based on the performance standards in the Model Security Program.

Joint FAA/FBI airport vulnerability assessments were completed at the largest airports. Federal security managers worked closely with airport operators and air carriers

at these airports to identify and strengthen potentially vulnerable areas, including those not regulated by the FAA. This program was extended to 10 additional airports.

1992

January 1992

FAA implemented an improved training program for its inspectors conducting foreign airport assessments and foreign air carrier security inspections.

February 1992

FAA proposed a rule to require criminal history records checks on persons who have unescorted access to security-sensitive areas of an airport, as mandated by the Aviation Security Improvement Act of 1990. The proposed rule would deny persons convicted of certain crimes unescorted access to security areas.

The FAA issued a policy statement on requirements for recurrent security training for air carrier ground security coordinators and crewmembers.

The secretary of transportation issued an order requiring public notification that Ezeiza International Airport in Buenos Aires, Argentina did not maintain effective security measures and procedures. U.S. air carriers serving Ezeiza International Airport were required to notify passengers.

FAA issued a policy statement that said airport operators should focus security resources on critical areas of an airport involving air carrier passenger operations.

June 1992

The FAA announced new policy initiatives on test object enforcement and targeted testing of air carrier security screening checkpoints.

FAA expanded the membership of its Aviation Security Advisory Committee to include representatives of the Aviation Consumer Action Project and the Victims of Pan Am 103 public interest organizations.

The secretary of transportation directed termination of sanctions that declared that Ezeiza International Airport in Buenos Aires, Argentina did not maintain effective security measures and procedures. As a result of technical assistance and training provided by the FAA, a later airport assessment found adequate security was maintained.

FAA authorized air carriers to use explosive vapor/particle detection and enhanced X-ray technology devices for voluntary use in screening carry-on electrical items when specifically approved in individual air carrier security programs.

The FAA and Department of Defense executed a memorandum of agreement calling for the armed forces to apply appropriate security controls to its military mail prior to tendering it to U.S. air carriers overseas.

The Scientific Advisory Panel published its first report assessing the security research and development program.

July 1992

The all-cargo air carrier Domestic Security Integration Program was adopted on a two-year trial basis by three major all-cargo air carriers.

August 1992

The FAA forwarded the report to Congress on air cargo and airmail security mandated by the Aviation Security Improvement Act of 1990. The classified report contained recommendations for improving security on cargo and mail transported by passenger aircraft.

FAA issued a proposed change to the air carrier standard security program to enhance screener hiring and training standards.

September 1992

The FAA issued a Supplemental Notice of Proposed Rulemaking using employment history verification as the primary means of determining whether an individual should have unescorted access to airport security areas. The supplemental notice also proposed requiring criminal history records check for individuals who trigger criteria established in the proposal. The final rule will be published in the *Federal Register* in 1994.

A separate Aviation Security Human Factors program was initiated in FY 1993. The Screener Proficiency Evaluation and Reporting System is part of this program.

October 1992

The secretary of transportation made a determination that security conditions at Murtala Mohammed Airport, Lagos, Nigeria, were not effective and did not meet minimum ICAO standards. As a result, immediate public notification of this finding was made to the traveling public. This finding also resulted in the FAA amending on an emergency basis the security programs of U.S. and foreign air carriers that serve the United States from Lagos. In July 1993, a second assessment was conducted in Lagos. The team reported no corrective actions and several new security deficiencies. On Aug. 11, 1993, the secretary suspended air service to Lagos citing the failure of authorities to satisfactorily correct deficiencies. The suspension remains in effect today.

With strong support from the FAA and the Department of State, ICAO's Council adopted Amendment Number 8 to Annex 17. This amendment strengthened international security standards and recommended practices in several key areas.

November 1992

The FAA issued a proposal to amend air carrier standard security programs to (1) assimilate experience gained during Operations Desert Shield/Storm from the implementation of special security procedures at designated international airports, and (2) incorporate the cargo and mail security recommendations of the FAA report to Congress.

The FAA released for public comment the unclassified portions of the proposed criteria for explosives detection systems that established performance requirements for certification and performance testing of explosives detection devices. Comments received were evaluated and a *Federal Register* notice that established the final criteria was published on Sept. 10, 1993.

Draft guidelines for taking security into account during airport design and construction were completed and were under review by the Aviation Security Advisory Committee.

The security research and development laboratory for explosives detection system certification testing opened at the FAA Technical Center in Atlantic City, New Jersey.

December 1992

The FAA published a document that defined program requirements for security research and development, including program direction, milestones, and priorities.

1993

January 1993

The final report on federal security manger effectiveness stated that the initial mission and purpose of the program had been successful in that it conveyed an early and immediate line of communication with industry and other FAA counterparts.

A final report on Europe, Africa, and Middle East regional security communication noted improved onsite problem resolution and presented recommendations for improved quality assurance between the region and headquarters.

February 1993

The Aviation Security Advisory Committee was briefed on the federal security manager effectiveness evaluation report.

March 1993

Three prototypes of hardened luggage containers were fabricated and blast-tested with favorable results, as part of the effort to develop a certification standard in 1995.

With the posting of a liaison officer in Sydney, Australia, 17 security liaison officers have been assigned to locations throughout the world to improve communications and serve as a source of onsite expertise.

FAA/FBI vulnerability assessments at 29 major domestic airports were completed, results analyzed, and a report to Congress submitted as required by the Aviation Security Improvement Act of 1990.

Beginning in March, explosives trace detectors to screen electrical items in carry-on bags were deployed first at La Guardia, then later at Atlanta and Dulles airports for operational testing and evaluation. The results will assist in the preparation of performance standards for the devices.

FAA appointed regional aviation explosives security coordinators in each of the nine domestic FAA regions.

April 1993

A comprehensive FAA physical security management program for the protection, control and safeguarding of FAA facilities and assets was established.

May 1993

The Federal Air Marshal training program was upgraded.

FAA pilot tested aviation explosives security airport surveys at two major airports.

June 1993

The FAA Technical Center completed a draft management plan for certification testing of explosives detection system equipment. The *Federal Register* published a notice of the availability of this document for comment.

Two FAA-owned Thermal Neutron Analysis explosives detection systems for screening the checked baggage of over 20 U.S. and foreign flights from the San Francisco International Airport began operating to improve security while collecting data for evaluation.

FAA directed that aviation explosive security airport surveys be conducted at the busiest airports in the United States within the next year.

July 1993

The FAA issued a change to the air carrier standard security program requiring new, more stringent measures for cargo and mail aboard passenger aircraft from both domestic and foreign locations. It also strengthened security rules for international passenger operations from higher-risk airports overseas.

The agency began rewriting Federal Aviation Regulations Part 107 (Airport Security) and Part 108 (air carrier security).

A federal security manager position in Orlando, Fla., was established, bringing the number of federal security managers nationwide to 19.

August 1993

The FAA's revised contingency plans for airport and air carrier security, developed for use during periods of increased threat, were presented to the regulated parties for comment.

September 1993

A technical report entitled "Recommended Security Guidelines for New Airport Construction and Major Renovations" was published and distributed to those with an operational "need-to-know." The guidelines discuss restricted access areas, passenger flow control, the efficiency of security screening stations, and the protection of critical or vulnerable areas of the airport.

The final explosives detection system performance standard was published in the *Federal Register*.

The FAA sponsored the first national preboard passenger screener conference to discuss issues relating to human factors at the security checkpoints.

New, modular, screening checkpoint test objects were distributed to FAA field personnel for evaluation.

October 1993
The notice of availability of the final management plan for explosives detection system certification testing was published in the *Federal Register*.

A revised change to the air carrier standard security program was issued to implement minimum standards for hiring, continued employment, and contracting for air carrier and airport employees engaged in security-related activities.

The FAA hosted the Sixth International Civil Aviation Security Conference attended by nearly 400 civil aviation security professionals from over 40 countries. Explosives detection systems and other advanced technology, threats to civil aviation, screening procedures, airport security, the cost of security, and international standards and cooperation were the primary themes.

The FAA administrator approved an updated "Review of Threats to Civil Aviation."

November 1993
The FAA's evaluation of its principle security inspector program stated the establishment at FAA headquarters of a principle security inspector position for each of the major air carriers had resulted in greater responsiveness to industry and more consistent communication of policy.

December 1993
A comprehensive review by interested parties of the proposed revision of the Federal Aviation Regulations governing airport and air carrier security began with an issue paper sent to the Aviation Security Advisory Committee for comment.

1994

January 1994
The FAA initiated an in-depth 9-month evaluation of access control systems at major airports in the United States. The findings were the first of a new approach to inspection activities undertaken in 1994 and will be used to focus resources and activities.

February 1994
The FAA Technical Center chaired a seminar for subject matter experts from government and industry to discuss elements to for a domestic passive passenger profile system.

March 1994
The FAA Technical Center performed a field evaluation of a domestic passive passenger profile system with Northwest Airlines.

The AVSEC (Aviation Security) Contingency Plan was developed and placed in the Airport and Air Carrier Security Programs. The plan requires air carriers and airports to conduct joint annual tabletop exercises to simulate implementation of FAA-mandated countermeasures, identify local operating procedures, and clarify responsibilities.

May 1994
The FAA Technical Center completed a laboratory demonstration of a nuclear quadrupole resonance explosives detection device.

June 1994
The FAA Technical Center began a field trial and data collection effort at the Los Angeles International Airport to test the InVision CTX 5000, an explosives detection system.

July 1994
The AVSEC (Aviation Security) Contingency Plan was implemented for U.S. air carrier passenger flights to Israel.

August 1994
Invision Technologies Inc. applied for explosives detection system certification testing.

The FAA Technical Center performed a successful blast test on the fifth hardened container prototype.

The FAA performed a field evaluation of enhanced versus black and white X-ray images for scanning carry-on and checked baggage at the San Francisco International Airport.

September 1994
A Law Enforcement Officers Flying Armed training package was distributed to federal, state and local law enforcement agencies. The training explained criteria for the "need" to fly armed, provided information about aircrew security training, promoted an understanding of differences among air carriers' corporate policies and provided guidelines on the transportation of prisoners.

FAA delegations met with various foreign air carrier representatives and government officials to amend the foreign air carrier security programs and arrive at a level of protection for passengers similar to that provided on U.S. carriers serving the same airports.

October 1994
The FAA Technical Center performed explosives detection system certification testing on the InVision CTX 5000.

Explosive vulnerability testing was performed on pressurized KC-135 airframes.

FAA hosted a seminar for analysts from the U.S. intelligence community to discuss advanced technical means of attacking aircraft and outline possible countermeasures.

A team was established to rewrite the air carrier standard security program which implements Federal Aviation Regulation Part 108, procedures and facilities related to air carrier security. The completed rewrite is scheduled for publication in fall 1996.

November 1994
FAA collaborated with Air Transport Association in publishing new material on improvised explosive device recognition for incorporation in training materials to assist

instructors who conduct initial and recurrent ground security coordinator training. Screening company vendors may use several of the elements covered in this training to meet FAA recurrent training requirements for screeners.

The FAA began drafting a paper proposing comprehensive changes to the model security program governing foreign air carrier passenger operations to, from and within the United States. The FAA anticipates issuing the revised program for comment in the fall of 1996.

The first government/industry workshop on trace explosives passenger portals was held at the FAA Technical Center.

The FAA and industry cosponsored the Airport Security Technology Workshop in order to transfer technical information from the enhanced airport security system project from government to industry.

December 1994

The FAA certified the first explosives detection system, the InVision CTX 5000.

The FAA developed new profile criteria to identify potential high-risk passengers so the air carriers can better focus additional security resources. The training program for profilers was updated and new requirements for testing proposed. Final implementation is scheduled for winter of 1995.

Philippine Airlines Flight 434 landed safely Dec. 11 after a device exploded in flight and killed a passenger.

1995

January 1995

FAA determined that a credible threat existed in Asia-Pacific region against U.S. air carriers operating through specific airports. FAA deployed 78 security specialists to 13 airports in eight countries.

April 1995

Ramzi Yousef was arraigned in U.S. Federal Court for conspiracy and planning to bomb U.S. commercial airlines serving East Asia.

The secretary of transportation issued a DOT Order requiring public notification that Ninoy Aquino International Airport in Manila, Philippines, did not maintain effective security measures and procedures. U.S. air carriers serving Ninoy Aquino International Airport were required to appropriately notify passengers. Improvements were made and the notification requirement was removed in March 1996.

June 1995

The AVSEC (Aviation Security) contingency plan was activated to counter a UNABOMBER threat to blow up planes at the Los Angeles International Airport.

The secretary of transportation issued a DOT Order requiring public notification that El Dorado International Airport in Bogota, Colombia, did not maintain effective security measures and procedures. U.S. air carriers serving El Dorado International Airport were

required to appropriately notify passengers. Improvements were made and the public notification requirement was lifted in December 1996.

August 1995
On Aug. 9, the secretary of transportation directed a reasonable and prudent increase in security measures by airport authorities and air carriers in the United States.

October 1995
On Oct. 1, the secretary of transportation asked the FAA to direct airports and air carriers within the United States to begin implementation of more stringent measures than those that were announced Aug. 9

Based on assessments from law enforcement and intelligence agencies, FAA imposed emergency requirements on airports and air carriers to raise the level of aviation security at U.S. airports.

November 1995
The first explosives detection systems demonstration site at San Francisco International Airport became operational.

1996

January 1996
The Unescorted Access Privilege Rule requiring people seeking unescorted access to restricted areas of the airport to have employment history checks became effective Jan. 31.

March 1996
The secretary of transportation issued public notification that the government of Greece was unable to maintain and carry out effective security measures at the airport in Athens. Improvements were made and the public notification was removed in May.

April 1996
On April 24, the president signed the Antiterrorism and Effective Death Penalty Act of 1996. Section 322 of the act requires foreign air carriers traveling to and from U.S. airports to have security measures identical to U.S. air carriers flying from those same airports.

May 1996
On May 11, ValuJet Flight 592 crashed in the Florida Everglades as a result of a fire cause by hazardous material in the cargo hold. None of the 110 people on board survived.

July 1996

On the morning of July 17, the FAA's Aviation Security Advisory Committee formed a Baseline Working Group to identify options and develop recommendations for effective and sustainable aviation security system improvements.

On evening of July 17, TWA Flight 800 exploded after leaving John F. Kennedy International Airport, killing all 230 passengers and crew. As of December 1998, the National Transportation Safety Board has not determined the cause of the accident.

The Olympic Games were held in Atlanta, Georgia, requiring stringent aviation security.

On July 25, President Clinton announced heightened security measures and the establishment of the White House Commission on Aviation Safety and Security.

August 1996

On August 30, the Baseline Working Group of the Aviation Security Advisory Committee issued its initial report.

September 1996

On September 9, the White House Commission on Aviation Safety and Security issued its initial report covering aviation security concerns and requested a special FY 1997 budget supplement to immediately begin implementing its recommendations.

The Fiscal Year 1997 Department of Transportation Appropriations Act provided FAA with over $10 million to expand and improve the dangerous goods and air cargo security program.

FAA began to establish consortia of parties with responsibilities for aviation security at the nation's commercial airports.

The president signed the Omnibus Consolidated Appropriations Act of 1997 on Sept. 30. It provided an additional $144 million to implement commission recommendations as well as new or expanded aviation security programs and activities.

October 1996

On Oct. 9, the president signed the Federal Aviation Reauthorization Act of 1996.

The FAA formed a security equipment integrated product team of acquisition and security experts to plan, purchase, and install explosives detection devices and other advanced security equipment at the busiest U.S. airports, using the $144 million provided for this purpose by the Omnibus Consolidated Appropriations Act of 1997.

The FAA began an interference with flight crew pilot project in Los Angeles and Honolulu.

November 1996

An FAA-FBI working group on joint threat and vulnerability assessments at high-risk domestic airports was established.

On Nov. 27, the FAA published the *Falsification of Security Records Rule* to prevent the use of falsified documents to obtain positions allowing unescorted access to secure airport areas.

December 1996
FAA purchased 54 certified explosives detection systems with some of $144 million for equipment provided in the Omnibus Consolidated Appropriations Act of 1997.

1997

January 1997
The FAA Security Equipment Integrated Product Team began installations of explosives detection systems for screening checked baggage in Chicago and New York.

February 1997
On Feb. 12, the White House Commission on Aviation Safety and Security issued its final report, which included 11 additional recommendations for improving aviation security and six for improving response to aviation disasters, including assistance to families of disaster victims. The FAA has primary responsibility for 21 of these recommendations.

The FAA joined with the Department of Transportation Office of the Inspector General to conduct special-emphasis testing of air carrier and indirect air carrier unknown shipper packages.

The FAA completed technology training for airport consortia members.

March 1997
On March 19, the FAA issued a notice of proposed rulemaking to extend background investigations to include screeners.

On March 25, the first FAA-exclusive class of K-9 explosives detection team handlers graduated from the Military Working Dog School at Lackland Air Force Base, Texas.

The FAA issued an advance notice of proposed rulemaking on certifying screening companies and improving screener training, which subsequently was delayed until more data becomes available.

The FAA published the final rule on Sensitive Security Information that requires airports, air carriers, foreign air carriers, and indirect air carriers to restrict the distribution, disclosure, and availability of sensitive security information to persons with a need to know.

April 1997
The FAA and Northwest Airlines completed final changes to the Computer-Assisted Passenger Screening program. Northwest conducted tests of the new system.

May 1997
The federal government formally recognized aviation security as a major element of the U.S. national security strategy against terrorism in "A National Security Strategy for a New Century" published by the White House.

On May 12, the Department of Defense convened and the FAA participated in the Civil Aviation Anti-Missile Defense Task Force in response to a recommendation of the White House Commission on Aviation Safety and Security.

On May 14, the FAA issued proposed amendments to the standard security programs for U.S. air carriers, couriers, freight forwarders, cargo consolidators, and foreign air carriers to enhance cargo security.

On May 19, the FAA and the National Academy of Sciences Panel on Assessment of Technologies for Aviation Security signed an agreement to study advanced security equipment deployments and hardened cargo container tests and planned deployments.

On May 26, the FAA submitted a report to Congress on its use of additional funding provided for its dangerous goods and cargo security program.

June 1997

On June 3, the FAA completed a pilot program to examine the feasibility of matching bags with passengers to ensure that the bags of individuals who do not board aircraft are removed from the aircraft. This program responds to the White House Commission's recommendation that passenger-bag matching be implemented for domestic flights.

August 1997

On Aug. 1, the FAA issued notices of proposed rulemaking to revise parts 107 and 108 of Title 14, Code of Federal Regulations.

The FAA issued a proposal to incorporate clearance and acceptance security procedures for passengers and their bags into the air carrier standard security program, implementing in part a White House Commission recommendation to ensure that all passengers are identified and subjected to security procedures before they board aircraft.

October 1997

On Oct.1, the Department of Justice's Civil Rights Division issued its review of automated and manual passenger screening systems, which concluded that the systems did not violate individuals' civil liberties.

On Oct. 4, the FAA administrator signed a memorandum of understanding between FAA and the National Safe Skies Alliance, a consortium of organizations proposing a public/private partnership to assist FAA in the development and testing of aviation security and safety technologies.

The vulnerability assessment of the national airspace system architecture was issued in the final report for the President's Commission on Critical Infrastructure Protection.

The K-9 explosives detection team program grew from 87 teams at 26 airports in 1996, to 128 teams at 37 airports in 1997. FAA and the Bureau of Alcohol, Tobacco and Firearms are conducting a joint research project to study alternative methods of training.

December 1997

On Dec. 23, the FAA administrator and leading U.S. airlines announced that passenger-bag matching would be expanded using passenger screening to apply explosives detection systems or bag matching to domestic passengers' luggage.

The FAA issued a proposal to amend the air carrier standard security program to strengthen passenger screening and bag clearance procedures.

FAA and the FBI conducted the prototype for joint airport vulnerability assessments at Baltimore-Washington International Airport as required by the reauthorization act of 1996.

1998

January 1998

On Jan. 30, the FAA and the National Safe Skies Alliance signed a cooperative research agreement to establish a test bed for operational evaluation of new checkpoint screening technologies at the McGhee Tyson Airport in Knoxville.

The secretary of transportation issued a DOT Order requiring public notification that Port-au-Prince International Airport in Port-au-Prince, Haiti, did not maintain and carry out effective security measures and procedures. U.S. air carriers serving Port-au-Prince International Airport were required to appropriately notify passengers. These requirements remain in effect.

February 1998

Additional FAA and FBI joint airport vulnerability assessments were conducted in Phoenix and Honolulu to validate the prototype and adjust the assessment methodology.

April 1998

Substantially rewritten proposed amendments to standard security programs relating to cargo security for U.S. carriers, foreign air carriers, and indirect air carriers, as well as the voluntary domestic security integrated program for all-cargo carriers were issued for review and comment.

A final rule on FAA certification criteria for explosives detection systems was published on April 13 to amend the existing standards. The amendment permits the certification of systems intended to detect detonators (a basic and essential component of improvised explosive devices) rather than bulk explosives.

May 1998

FAA amended its advisory circular on the voluntary reporting program, effective May 4, clearing the way for expanding voluntary security consortia at U.S. airports beyond the original 41 consortia.

The FAA introduced computer-based training for security screening personnel at the nation's busiest airports. The training system is part of a Screener Proficiency Evaluation and Reporting System being developed by the FAA to select, train, evaluate and monitor the performance of employees who staff security checkpoints. By the end of the year, 37 computer-based training workstations will be in use at airports across the nation.

The FAA issued an amendment to the air carrier standard security program covering clearance procedures for selected bags and random selection criteria for manual passenger screening.

Presidential Decision Directive 63 on Critical Infrastructure Protection was issued requiring FAA to develop and implement a comprehensive security program to protect the modernized national airspace system from disruptions and attacks.

The FAA reopened until June 26 the comment period for its notice of proposed rulemaking revising basic security regulations for airports and air carriers and held two additional "listening" sessions.

September 1998

On Sept. 5, the FAA published the final rule extending background check regulations to include screeners.

By Sept. 30, five major airlines and many regional air carriers had voluntarily implemented Computer-Assisted Passenger Screening to select passengers whose checked baggage is subjected to explosives detection system examination or bag matching. All of the major airline reservation systems will be online by the end of the year. As airlines voluntarily implement the automated screening program, FAA is preparing regulations that will require its use.

November 1998

On Nov. 23, the FAA published a proposed rule that would require foreign air carriers flying to and from U.S. airports to have security measures that are identical to U.S. air carriers serving the same airports. This proposal would implement a provision of the Antiterrorism and Effective Death Penalty Act of 1996.

The FAA announced that a second explosives detection system had met its stringent certification testing. The eXaminer 3DX 6000 system manufactured by L-3 Communications and Analogic Corp. joins InVision Technologies' CTX 5000 and 5500 machines as FAA-certified explosives detection systems.

December 1998

By the end of the year, nearly all of the 74 purchased certified explosives detection systems will be installed at U.S. airports for use in screening checked bags and more than 327 explosives trace detection devices will have been deployed for use at the screening checkpoints.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 147-98
Wednesday, Dec. 16, 1998
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DOT, FAA and NASA Commemorate Wright Brothers 95th Anniversary With Dec. 17 Event

WASHINGTON – The Department of Transportation, Federal Aviation Administration (FAA) and National Aeronautics and Space Administration (NASA) will commemorate the 95th anniversary of the Wright Brothers first flight with an aviation education event for nearly 200 area students. The event will be held on Thursday, Dec. 17 from 10 a.m. - 11:30 a.m. in the FAA auditorium, third floor, 800 Independence Ave., S.W.

"Education is President Clinton's highest priority and as we prepare America for the challenges of the next century, a skilled work force is vital to our success," said. U. S. Secretary of Transportation Rodney E. Slater. "Historic events like these help introduce students to transportation careers and help them to understand the knowledge and abilities needed to enter the high-tech transportation field,"

This celebration links education programs the agencies have in place – DOT's Garrett A. Morgan Technology and Transportation Futures Program and NASA Connect -- to encourage students to think about transportation careers and to illustrate how math and science are used in real life.

The NASA CONNECT television series "Wherever You Go, There You Are," which focuses on navigation, will be broadcast live to local PBS stations across the country from 10 a.m. - 10:30 a.m. NASA CONNECT is an award-winning instructional video/web program produced by NASA Langley's Office of Education and carried over 43 Public Broadcasting System stations in 32 states. As of today, 10,000 educators and 700,716 students have registered for the NASA CONNECT series, including registrations from 11 countries.

Following the live broadcast, Secretary Slater will congratulate the winners of the Wright Brothers poetry, art and music contest. The winners will receive a poster depicting aviation pioneers by artist Frank Kulczak. Sen. John Glenn, FAA Administrator Jane F. Garvey and NASA Administrator Daniel S. Goldin will sign the poster.

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A highlight of the event includes an opportunity for students to speak with some of aviation's real pioneers -- Bill Broadwater, a Tuskegee Airman and a retired FAA controller and Christopher Hart, FAA's Assistant Administrator for System Safety. Hart also is a great nephew of James Herman Banning, the first African American to receive a pilot's license in the United States.

"Throughout its history, the aviation industry has succeeded and thrived largely because of the vision and dedication of pioneers like Orville and Wilbur Wright. Aviation's continued success depends on the ability of our next generation of aviators, today's youth, to keep the Wright Brothers' legacy alive," said FAA Administrator Garvey.

"The Space Shuttle on its way to the International Space Station, a spacecraft on its way to Mars, and an aircraft that flies safer than ever before all have one thing in common: they are made possible by people who studied and excelled in math and science," said NASA Administrator Daniel S. Goldin. "If our nation's young people understand the importance of these subjects, there is no doubt America will reach its destination of greatness in the 21st century."

The event will include industry representatives from the Experimental Aircraft Association, Professional Aviation Maintenance Association and National Air Transportation Association.

Area schools participating in the activities include: Thomas Jefferson High School for Science and Technology, Alexandria, Va.; Thomas Edison High School, Springfield, Va.; Tuckahoe Elementary School, Arlington, Va.; Bradbury Heights Elementary School, Capitol Heights, Md.; District Heights Elementary School, District Heights, Md.; Doswell Brooks Elementary School, Capitol Heights, Md.; Concord Elementary School, Capitol Heights, Md.; Shadyside Elementary School, Shadyside, Md.; Hyattsville Middle School, Hyattsville, Md.; Sligo Middle School, Rockville, Md.; Harlem Park Elementary School, Baltimore, Md.; Malcolm X Elementary School, Washington, D.C.; and Lucy B. Slowe Elementary School, Washington, D.C.

After the event at FAA, students will tour the National Air & Space Museum and see the actual aircraft flown by the Wright Brothers.

This is the first of a series of events leading to the 100th anniversary of the Wright Brothers first flight in 2003.

Contact FAA or NASA public affairs office if you plan to attend.

NOTE: The first 30 minutes of the program is a live broadcast, electronic media will not be able to setup before the remainder of the program. Therefore, the second portion of the program will be available to the electronic press only via satellite. Satellite coordinates are: GE3 (87 degrees west), band – KU, transponder 7 (H) and downlink frequency 11840MHz, audio frequency 6.2 and 6.8 MHz. Reporters for electronic media are encouraged to attend.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 148-98
Wed., Dec. 16, 1998
Contact: Tammy L. Jones
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FAA Completes Successful WAAS Flight Trials in the Republic of Chile

WASHINGTON - The Federal Aviation Administration (FAA) and the Republic of Chile's Director General of Civil Aeronautics (DGAC) successfully completed the first test flights in Chile demonstrating the capabilities and benefits of the Wide Area Augmentation System (WAAS).

The test flights were conducted at the Arturo Merino Benitez International Airport in Santiago, Chile, on Dec. 9. This effort represents the latest step towards achieving a seamless, worldwide satellite-based air navigation system. WAAS consists of a network of differential Global Positioning System (GPS) ground stations that receive, analyze and provide corrections to signals from GPS satellites, and transmit that information to aircraft flying within the WAAS coverage area.

"These successful flight trials achieved another major step toward the establishment of a safer and more dependable satellite-based air navigation system for North and South America," said FAA Administrator Jane F. Garvey.

Reference stations in Santiago, Balmaceda, and Antofagasta were installed this fall and connected to the FAA-developed National Satellite Test Bed master station in Atlantic City, N.J. via a combination of satellite and terrestrial communications.

For this demonstration, an FAA Boeing 727 aircraft conducted a series of Category I precision approaches (down to approximately 200 feet) using a navigation signal generated and broadcast by the Test Bed. The Test Bed, in use since 1991, has routinely demonstrated navigation accuracy (horizontal and vertical) well within the Category I precision approach requirements to both national and international audiences.

These tests will help international aviation authorities make the transition from current ground-based navigation technologies to satellite-based navigation using GPS/WAAS as the cornerstone technologies.

One of the highlights of this WAAS demonstration was to showcase the flexibility of satellite navigation technology for tailored or unique precision approaches in situations where current ground-based precision approach technologies are limited.

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The Arturo Merino Benitez International Airport is surrounded by the Andes Mountain range and requires very flexible and precise navigation systems. Preliminary analyses indicate that the horizontal and vertical accuracies for all flights were approximately 3-4 meters, well under the 7.6 meters required for Category I precision approaches.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 149-98
Wed., Dec. 16, 1998
Contact: Rebecca Trexler
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FAA Notifies Airmen of Iraqi Hostilities

WASHINGTON—Following the beginning of military action against Iraq today, the Federal Aviation Administration issued a Notice to Airmen (NOTAM) advising all civil aircraft operators that hostilities had begun in the airspace over Iraq and may also occur in the airspace over nearby nations and waters in the Arabian Peninsula, including the Persian Gulf and the Red Sea.

The notice advises operators flying in these areas to strictly comply with aircraft identification procedures and to continuously monitor international emergency frequencies. It also states that pilots must be prepared to deviate from air traffic control clearance when they are ordered to do so by the U.S. military or its allies and immediately respond to any radio transmission.

Current regulations already prohibit U.S. air carriers or commercial operators from flying over or landing in Iraq.

Here in the U.S., the FAA has had requirements for heightened security for the nation's airports and airlines in place since 1995. This state of heightened security was further strengthened in August following the U.S. military strike on terrorist operations overseas, and all of these more stringent requirements remain in place today. The current state of security alert addresses the evolving state of terrorism in the world.

While most security measures cannot be discussed publicly, travelers at the nation's airports may notice some of the more visible increases. More FAA-certified K-9 explosives detection teams and uniformed police will be patrolling the airports, both inside and out. Passengers going through the security checkpoints may notice the additional use of trace explosives detector units. Those who travel to the airport in anything other than public transportation should be aware that local parking restrictions are being strictly enforced. In addition, more FAA inspectors will be active at U.S. airports and have been dispatched overseas to help monitor security operations for U.S. flag air carriers.

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All passengers are encouraged to be alert for any suspicious, unattended bags, parcels or other items, and report them immediately to airport personnel. While the FAA does not expect the increased security to cause delays, travelers should check in for their flights at least one hour early for domestic flights and two hours early for international flights.

The FAA is continuously monitoring all information and will take appropriate action as warranted. No further details on specific security measures can be provided since to do so may compromise safety for the flying public.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 150-98
Thursday, December 17, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA GRANTS FIRST U.S. TYPE CERTIFICATE TO RUSSIAN AIRCRAFT

WASHINGTON— The Federal Aviation Administration's (FAA) Small Airplane Directorate has issued the first U.S. type certificate for a Russian type design, clearing the way for import into the United States. The type certificate was issued at a ceremony at the Ilyushin plant attended by senior Russian officials and by U.S. Ambassador James Collins.

The Ilyushin IL-103, an all-metal, two-seat propeller-driven aircraft, was issued Certificate Number A45CE. It is powered by a single 210 HP Teledyne Continental Motors IO-360ES engine with a Hartzell propeller. It was certified in the Utility Category.

The certification of the IL-103 was the culmination of a "shadow certification" program conducted by the FAA's Aircraft Certification Service, its Russian counterparts, the Aviation Register of the Interstate Aviation Committee and the Federal Aviation Authority of Russia, as well as the Ilyushin Aviation Complex, the aircraft manufacturer.

Since 1993, the Russians have demonstrated their expertise in the area of small airplane design and production. A favorable technical assessment of the Russian aircraft certification system led to the signing of a Bilateral Aviation Safety Agreement (BASA) with Implementation Procedures for Airworthiness (IPA). The BASA IPA outlines how the two countries can reciprocally certify each other's aircraft.

The BASA IPA also provides for the future U.S. acceptance of transport category cargo airplanes with FAA-approved engines, propellers and avionics. Another Russian design project, the Ilyushin 96T, a wide-bodied, transport-category cargo aircraft, is expected to be completed in the future.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 151-98
Tuesday, December 22, 1998
Contact: Kathryn B. Creedy
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FAA CLEARS SANTA FOR ANNUAL FLIGHT

WASHINGTON—The Federal Aviation Administration (FAA) has cleared Santa Claus for his annual Christmas flight after certifying his fire-engine red sleigh. Registered in the North Pole as NP-HoHoHo, the sleigh is an all-metal sleigh-craft powered by nine reindeer. In a bid for safer landings at tropical destinations, Santa added retractable landing gear to the aerodynamic twin runners that are his normal landing gear.

Earlier this month, FAA's Office of Commercial Space Transportation approved the launch of 15 special cargo satellites, which are now in geosynchronous orbit around the world. The satellites are a response to the 1990s baby boom and are supplied with enough presents to periodically replenish Santa's sleigh.

In a formal presentation, FAA Administrator Jane Garvey commended Santa, aka St. Nicholas, for his dedication to safety and noted his accident-free record after 16 centuries of service. "Your work is a model for aging aircraft programs," she told the world's best known philanthropist. "And your commitment to safety is second to none. Your vast experience in safely operating over-the-pole flights is setting the standard for aviation worldwide."

After careful analysis, inspectors declared safe the special oat and corn meal mixture, which enables reindeer to fly. Santa reminded them the information was proprietary. He was issued a fuel waiver as Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donder, Blitzen and Rudolph looked on.

FAA also inspected the cargo loading and pallets aboard the sleigh and pronounced the elves consummate professionals in being able to pack so much into such a small space, secure it, and still maintain the proper weight and balance for the sleigh-craft. However, they were seen walking away muttering something about it being magic.

- more -

The FAA also cleared the sleigh for all-weather operations when it certified special flight equipment designed to ensure the completion of the flight regardless of weather. Rudolph, with his nose so bright, is now set to guide Santa's sleigh that night. The sleigh is also equipped with an in-flight deicing system specially designed for polar routes.

The flight, known to air traffic controllers as Kringle One, requires special international clearances. The FAA has coordinated its efforts with its international counterparts around the world. Dubbed the Santa Pact, the international agreement grants automatic landing rights and waives fees worldwide. In addition, a Notice to Airmen (NOTAM) will be issued December 24 to ensure maximum see-and-avoid efforts. The flight plan calls for the flight to begin the evening of December 24 and proceed westward in order to take advantage of time zones and to maintain the cover of darkness.

The FAA was pleased to discover the sleigh already met regulations requiring the Terrain Avoidance Warning System (TAWS), addressing the top priority on the agency's safety agenda – the elimination of controlled flight into terrain. The TAWS equipment is especially important for the flight level below the regulated 1,000-foot minimum altitude required for Santa's flight. Avionics include a Traffic Alert and Collision Avoidance System (TCAS) transponder, not currently required for cargo sleigh-craft. Also on board is a Global Positioning System (GPS) receiver allowing Santa to pinpoint his exact landing site within one meter. Santa expects this to eliminate delivery mistakes.

All seat belts were tested including the special seat belt extension needed to accommodate the Jolly Old Elf. "It's all those cookies," he sheepishly told inspectors. Santa's flight manual calls for the use of seat belts at all times to avoid turbulence-related injuries.

"The entire agency stands ready with its international partners to make sure Santa's flight is as safe and efficient as possible," said Garvey.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 152-98
Tuesday, December 22, 1998
Contact: Alison Duquette
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FAA Streamlines Administrative Enforcement Process

WASHINGTON – Continuing President Bill Clinton's commitment to making safety his top transportation priority and furthering the administration's common sense-government initiative, Federal Aviation Administration (FAA) inspectors will soon have a more efficient way to resolve violations that do not warrant more serious legal enforcement action.

Announced yesterday by FAA Administrator Jane Garvey, the new "streamlined administrative action process" will reduce paperwork and shorten the time it takes to resolve certain violations that do not pose a serious threat to aviation safety. Currently, it takes an average of 75 days to resolve an administrative violation. Under the new program, the FAA hopes to cut that to as little as seven days in some cases.

"The FAA is using a common sense approach to reduce paperwork so we can focus our resources on critical safety issues," said Garvey. "We addressed the aviation community's concerns and have developed a policy that does away with on-the-spot action and benefits everyone."

Inspectors may use the new process for alleged violations that do not require extensive investigation. For example, an airman who does not have his or her FAA certificate readily available for inspection may receive a warning notice under the new process. Previously, all administrative actions involved a burdensome process often necessitating letters of investigation and extensive files. Using the new process, the inspector will discuss the problem with the alleged violator, fill out a form with all pertinent information, return to the office to check the person's history, enter the information in a database, and, if appropriate, mail a warning notice to the individual. The individual then has seven days to respond. If there is no response, the administrative enforcement becomes final and the case is automatically closed.

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The FAA continues to take legal enforcement action and issue civil penalties when appropriate. The agency may take administrative action in lieu of legal action when **all** of the following occur:

- Applicable law does not require legal enforcement action;
- Lack of qualification or competency was not involved;
- The violation was inadvertent and not deliberate;
- The violation was not the result of a substantial disregard for safety or security and the circumstances of the violation are not aggravated.

The FAA also considers whether the alleged violator has been involved previously in similar violations and considers if an administrative action will serve as an adequate deterrent.

The agency's 3,310 safety inspectors and 30 aviation drug abatement inspectors are being trained and will begin using the new process in June.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 98-153
December 28, 1998
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FAA Announces Costa Rica Rated Category II

WASHINGTON, D.C. — As part of an effort to provide the public with more information about aviation safety in international travel, the Federal Aviation Administration (FAA) today announced that Costa Rica was rated "conditional" or Category II.

Costa Rica was originally assessed in 1994 and found to meet international safety standards set by the International Civil Aviation Organization (ICAO), and rated Category I. A reassessment conducted by FAA in August 1998 found areas that did not meet ICAO standards, thus the Category II rating.

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

The focus of the FAA's foreign assessment program is on the civil aviation authority and not individual carriers. These civil authorities are assessed for their adherence to International Civil Aviation Organization's (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 hopes to work with other countries through ICAO to address non-compliance with international aviation safety oversight standards.

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

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