FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 82-98
Wednesday, July 1, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

Fireworks Don't Fly

WASHINGTON – If you are flying somewhere to celebrate Independence Day, don't make the mistake of packing fireworks in your checked or carry-on bags, the Federal Aviation Administration warned travelers today.

"Fireworks of all shapes and sizes – from roman candles to the smallest poppers and sparklers – are strictly prohibited from passengers' bags," said Cathal Flynn, associate administrator for Civil Aviation Security. "Not only would you be risking fines or even criminal prosecution by carrying fireworks on board a passenger plane," Flynn said, "you would endanger yourself and everyone else on board."

The transportation of fireworks has been a particular problem around Independence Day every year since most of the annual sales of these goods take place in June and July.

Both domestic and international regulations prohibit fireworks or novelties to be carried in passengers' checked or carry-on baggage. Violators are subject to civil penalties of up to $27,500 per violation, and to criminal prosecution that would carry penalties of $250,000 or more and up to five years in prison.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 83-98
July 2, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Announces Kuwait Rated Category I

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 Kuwait was found to comply with international safety standards set by the International Civil Aviation Organization (ICAO) and has been rated as Category I.

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.

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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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 84-98
Thursday, July 2, 1998
Contact: Alison Duquette
Phone: 202-267-8521

FAA Orders Immediate Inspections of Boeing 737-700 and -800 Engine Gearboxes

WASHINGTON -- The Federal Aviation Administration (FAA) today ordered the immediate inspection of Boeing 737-700 and -800 series aircraft equipped with CFM International CFM56-7B turbofan engines for problems with the engine accessory gearbox. CFM International is a joint venture of General Electric Company and Snecma, France.

The agency's telegraphic Airworthiness Directive (AD) follows two June 26 inflight engine shutdowns, one on Transaero Airlines, Russia, and the other on Braathens Airlines, Norway. There were no injuries. In both incidents, the accessory gearbox starter gearshaft failed due to inadequate fatigue capability caused by high stresses introduced during the manufacturing process. A lack of shotpeening, a manufacturing process that relieves stress and prevents fatigue cracks in the gearshaft hub, was the primary cause of the failures. CFM has modified the manufacturing process.

Prior to further flight, the AD requires immediate inspection of the magnetic chip detector on the No. 2 engine on all Boeing 737-700 and –800 aircraft. The operator is required to remove and replace the starter gearshaft if the detector finds abnormal magnetic particles. The No. 1 engine must be inspected the following calendar day. The agency is requiring further inspections of both engines every other day. All No 2. engine starter gearshafts must be replaced by August 1, or within 350 hours time in service, whichever occurs first. All No.1 engine gearshafts must be replaced by Sept. 1, or within 725 hours, whichever occurs first.

The magnetic chip detector inspection takes a half-hour to complete and costs $30 per engine. A gearshaft replacement takes 12 hours to complete and costs approximately $9,575 for parts, $10,295 total per engine.

Worldwide, there are 94 engines installed on 47 aircraft affected by the AD. Of those, there are 46 engines on 23 U.S. registered aircraft. The total cost for U.S. operators is approximately $535,670. The U.S. operators are Continental Airlines (9 aircraft), Southwest Airlines (13 aircraft), and Eastwind Airlines (one aircraft).

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 85-98
Monday, July 6, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine Against ST Mobile Aerospace Engineering For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration has issued a notice proposing a $100,000 civil penalty against ST Mobile Aerospace Engineering of Mobile, Ala., for offering chemical oxygen generators for transportation by air that were not marked or labeled in accordance with the Department of Transportation's hazardous materials regulations.

ST Mobile Aerospace Engineering offered a shipment of three boxes containing 30 oxygen generators to Federal Express on Dec. 17, 1996. Federal Express transported the shipment to United Airlines in Oakland, Calif., and United alerted the FAA on Dec. 20, 1996, that it had received what looked to be an improperly prepared shipment.

In FAA's notice of proposed civil penalty issued June 23, ST Mobile Aerospace Engineering is cited for offering hazardous materials for transportation by air when the shipment was not properly described, marked, labeled, and in the condition for shipment required by hazardous materials regulations. In addition, the package was not labeled "Cargo Aircraft Only" as required since the banning of oxygen generators from passenger-carrying flights in May 1996.

ST Mobile Aerospace Engineering has 30 days from receipt of the FAA notice to submit a reply to the agency. This announcement is made in accordance with the FAA's practice of releasing information to the public on newly issued 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 86-98
Monday, July 6, 1998
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA Names New Director of Aviation Research

WASHINGTON - The Federal Aviation Administration (FAA) today announced the appointment of Herman A. Rediess as director of the agency's Office of Aviation Research. Rediess has more than 30 years of aeronautical and technical research experience. For the past year-and-a-half, he has served as the chief scientist for Test and Evaluation at FAA's William J. Hughes Technical Center.

As director of aviation research, Rediess spearheads the collaborative development of advanced technologies with industry, academia, NASA, the Department of Defense, professional societies and international organizations.

In his new role, Rediess advises and assists the administrator and associate administrator for research and acquisitions in the management, direction, and coordination of the agency's research and development program. In addition, he has direct responsibility for the management of the FAA's human factors, aviation security, and airport and aircraft safety research and development programs.

"Dr. Rediess' appointment strengthens the technical capabilities and reputation of the agency's research and development activities," said FAA Administrator Jane Garvey.

In 25 years with NASA, Rediess served as director of research at Dryden Flight Research Center, Edwards, Calif., and managed the Office of Electronics and Human Factors at NASA Headquarters, where his responsibilities included research and development programs in avionics, navigation, guidance, controls, automation and aviation human factors at NASA centers. He worked closely with FAA Headquarters on several cooperative research and development programs.

While in industry, Rediess provided systems engineering support to the Air Force to upgrade the flight test capability at the Flight Test Center, including the High Desert Terminal Radar Control Center air traffic management system upgrade. He also helped develop a new space systems concept for the Space and Missile Systems Centers. As an aerospace consultant, he devised a new means to provide visual guidance for aircraft surface movement in low and zero visibility.

- more -

Rediess holds a bachelor of science degree in mechanical engineering from the University of California, a master of science degree in aerospace engineering from the University of Southern California and a Ph.D. in aeronautics and astronautics from the Massachusetts Institute of Technology. He is married and has two children and three grandchildren.

Jan Brecht-Clark had been acting director of aviation research for the past year. She will return to her position as deputy director. "The Office of Aviation Research has had a challenging year, and under Jan's leadership the agency continued to make important strides in safety and security research," said Garvey.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 87-98
Wednesday, July 8, 1998
Contact: Tammy L. Jones
Phone: 202-267-8521

Garvey Appoints Zaidman As FAA Research And Acquisitions Chief

WASHINGTON -- Federal Aviation Administration (FAA) Administrator Jane F. Garvey Wednesday announced the appointment of Steven B. Zaidman as Associate Administrator for Research and Acquisitions (ARA).

"Steve has proven himself as a leader in several key positions within the FAA and is well-qualified to direct our critical research and acquisition programs as the FAA modernizes the world's most complex air traffic control system," Garvey said, noting that Zaidman was involved in early work with the Free Flight program.

Zaidman, 51, succeeds Dr. George Donohue. Dennis DeGaetano, who served as acting associate administrator for research and acquisitions while the search for a successor to Donohue was conducted, will return to his position as deputy in the organization.

"Dennis did a tremendous job and I want to thank him for his willingness to lead ARA. He helped the FAA make important progress in crucial program areas," said Garvey.

In his new position, Zaidman will be responsible for providing leadership, direction and guidance related to FAA acquisition policy, research, system prototyping and information resource management.

In his executive career at the FAA, Zaidman most recently served as acting deputy in the ARA associate administrator's office. Prior to that he was director of the Office of System Architecture and Investment Analysis. Other positions he has held include deputy director of the Office of Communications, Navigation and Surveillance Systems; both director and deputy director of the Research and Development Service in the since-reorganized office of Associate Administrator for System Engineering and Development; and director of the Operations Research Office in the Design and Management Control office. Zaidman also managed the International Planning and Analysis Division in the Office of International Aviation, and was manager of the Systems Planning Branch in the Office of Aviation Policy and Plans.

- more -

Zaidman, a 1968 mathematics graduate of Brooklyn College, studied management and computer science at American University and earned masters' degree in operations research at George Washington University in 1974. He is also a graduate of the government's Senior Executive Service Candidate Development Program. Zaidman, who joined the FAA in 1974, has received a variety of FAA honors, and is a recipient of the prestigious SES Presidential Meritorious Rank Award.

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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 88-98
Thursday, July 9, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

Ivor Thomas Joins FAA National Resource Specialist Team

WASHINGTON -- The FAA has named Boeing's chief propulsion engineer to be the agency's top fuel systems expert. Ivor Thomas has been appointed the new Federal Aviation Administration (FAA) national resource specialist focusing on fuel system design. The announcement was made today by FAA Administrator Jane Garvey.

As the chief scientific and technical advisor, Thomas will define and advancing new technologies in fuel system design for FAA's Aircraft Certification Service. He will serve as a technical liaison to industry and other government and international authorities working on fuel system design. Thomas will also be responsible for providing technical advice in design, continued airworthiness, certification regulations, policy and procedures, accident investigation, and research engineering and development associated with fuel system designs.

Thomas comes to FAA from Boeing where he was the chief engineer of propulsion safety, fuel and auxiliary power unit systems. His work at Boeing spans more than 35 years in the field of propulsion installations, fire safety and fuel systems. The projects he worked on include the Concorde and Boeing commercial transports from the 707 to the 777 and their derivative aircraft.

Thomas also brings his experience with the FAA and other regulatory agencies as engineer, FAA designated engineering representative and as Boeing manager on over 20 certification projects. He has provided technical support to accident investigations, most recently the investigation of TWA 800, which included working with the FAA, the National Transportation Safety Board, and the FBI. He is an internationally recognized expert on the subject of fuel system safety.

With the appointment of Thomas, the National Resource Specialist Team now numbers 20 experts in various certification disciplines including human factors, avionics, composites, engine safety, flight management, and flight environments such as icing.

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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 89-98
Monday, July 13, 1998
Contact: Henry J. Price
Phone: 202-267-8521

Administrator Garvey Announces Four Key Executive Positions

WASHINGTON – Federal Aviation Administration Administrator Jane F. Garvey has appointed four aviation veterans to top FAA posts. The jobs cover a broad range of the aviation spectrum, including air traffic control, as well as research and development of new equipment and technologies.

"These four professionals have a combined total of over 80 years in the business," Garvey said. "Each fills a key role, and each bring a unique set of credentials that will take aviation to new levels."

The new positions are as follows:

Steve Brown will be the FAA's new deputy associate administrator for air traffic services. He will manage the largest portion of the agency's workforce, some 35,000 air traffic controllers, airway facilities engineers, technicians, and support personnel. A veteran pilot and long-time aviation executive, Brown joins the agency from the National Aeronautic Association, where he was president since 1996. He also has served at the Aircraft Owners and Pilots Association and chaired the FAA's Aviation Rulemaking Advisory Committee. He holds bachelor's and master's degrees from Texas A&M University, College Station, Texas.

Charlie Keegan will become the director of the FAA's free flight program office, which now will report directly to the FAA administrator. Free flight, a futuristic concept still under development by the FAA and industry, will increase the efficiency of the system by providing greater navigational flexibility to the pilot without reducing safety margins. Keegan had been acting associate administrator of the FAA's air traffic systems requirements service. A 19-year agency veteran and former controller, Keegan has worked for the agency in Washington, New York and Boston. He holds a bachelor's degree from Daniel Webster College in Nashua, N.H.

Jim Washington, who had been the acting head of the agency's air traffic service will become director of air traffic system requirements, replacing Keegan. In his new post, Washington will develop concepts and plans to improve air traffic systems, ensuring that the right equipment is the right place at the right time. Washington will be a primary link to industry, labor and the aviation community to enhance airspace usage. He has worked for the FAA in Anchorage, Alaska; Chicago; Atlanta; and Washington in a wide variety of disciplines, including air traffic, airports, budget and logistics. He holds a bachelor's degree from Dartmouth College, Hanover, N.H., and a master's degree from Syracuse University, Syracuse, N.Y.

- more -

Shelly Myers will be the new director of communications, navigation and surveillance systems. Myers joins the agency from MITRE, where she worked on the senior principal staff at the Center for Advanced Aviation. A former military controller, Myers will be responsible for the engineering and development of avionics and air traffic control equipment. Myers is a retired Air Force colonel, holding a bachelor's degree from the University of Colorado, Boulder, Colo., and master's degrees from Pepperdine University, Malibu, Calif., and the National Defense University.

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 90-98
Date: Tuesday, July 14, 1998
Contact: Henry J. Price
Phone: 202-267-8521

FAA Announces Civil Penalty Settlement With America West

WASHINGTON -- The Federal Aviation Administration today announced an agreement to settle a $5 million civil penalty with America West Airlines of Phoenix, Ariz., by accepting a payment of $2.5 million and suspending the remaining $2.5 million if the carrier complies with the terms of the agreement. The settlement involves alleged violations of aircraft maintenance and operations regulations.

In reaching the agreement, the FAA considered America West's overall record of compliance with Federal Aviation Regulations and the positive manner in which the carrier's management team responded to the allegations. The signing of the agreement does not constitute an admission of wrongdoing by America West.

"The airline understands it must meet the FAA's stringent standards and we expect full accountability for any air carrier's failure to comply with safety regulations," said FAA Administrator Jane F. Garvey. "The FAA is pleased with America West's cooperative attitude, actions to correct problems and commitment to operate at the required levels of safety."

The FAA has found that America West is currently qualified to operate under aviation safety rules and regulations. Today's actions require that the carrier have the appropriate systems in place to maintain safety. Under the settlement agreement, America West must implement improvements that exceed regulatory requirements.

Alleged violations cited in the settlement agreement include conducting numerous flights of 17 Airbus A320 airplanes overdue for significant structural inspections. Also cited were instances in which passenger and cargo flights were made with cargo hold webbing improperly installed, and a case in which an aircraft was put back in service with an elevator part not serviced according to requirements.

This announcement is being made in accordance with the FAA's policy of releasing information to the public on newly issued enforcement actions involving penalties of $50,000 or more.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

IN THE MATTER OF:

America West Airlines, Inc.

Alleged Violations of 49 U.S.C. § 46301(a)(2) and Title 14, Code of Federal Regulations, Parts 43, 119, and 121

Enforcement Investigative Report Numbers:

98WP280085, 98WP280071, 98WP280093, 98WP280016, 98WP280037, 98WP280050, 98WP280041, 98WP280034, 98WP280048, 98WP280057, 98WP280003

SETTLEMENT AGREEMENT

This Settlement Agreement (Agreement) is entered into this 14th day of July, 1998, between the Federal Aviation Administration (FAA) and America West Airlines, Inc. (America West), by and through their undersigned representatives, to settle certain aviation operations and maintenance civil penalty cases that are pending against America West, and any civil penalty actions that might arise from violations involving aviation operations, maintenance, and avionics that may have occurred before July 14, 1998, and to resolve certain potential compliance issues that exist in the operations of America West.

America West has its headquarters at 4000 East Sky Harbor Boulevard, Phoenix, Arizona. America West operates approximately 104 aircraft, including one Boeing B-737-100, 17 Boeing B-737-200, 44 Boeing B-737-300, 13 Boeing B-757-200, 21 Airbus A-320-231, and 8 A-320-232 aircraft. America West employs approximately 1,425 pilots and 298 certificated mechanics.

This Agreement concerns the air transportation activities of America West, which has been granted authority by the FAA to operate as an air carrier under Part 121 of the Federal Aviation Regulations (FAR), 14 C.F.R. Part 121. America West is the holder of

Air Carrier Operating Certificate No. AWXA420A and appropriate operations specifications authorizing it to engage in scheduled air transportation.

This Agreement is issued under the authority contained in 49 U.S.C. §§ 46301 and 46102(a). The Administrator of the FAA, by and through her undersigned counsel, and America West hereby agree to the execution of the Agreement and agree to be bound by its terms and conditions.

This Agreement is based on the following:

1. Based on the above-referenced Enforcement Investigative Reports (EIRs), which were generated as a result of inspections and routine surveillance activities conducted by the Arizona Flight Standards District Office, Phoenix Certificate Management Unit, the FAA contends that America West has committed violations of certain sections of the FAR. Specifically, the FAA believes that it has claims for civil penalties against America West for violations of Parts 43, 119, and 121 of the FAR under 49 U.S.C. 46301, which arise out of the EIRs listed above.

2. America West has taken prompt action to correct the deficiencies that gave rise to the alleged violations, and has agreed to undertake additional improvements in consultation with representatives of the FAA.

3. The parties agree that Strategic Action Teams will be created for the purpose of detecting potential systems problems, the root causes of such potential systems problems, and appropriate corrective measures to ensure that the types of violations described herein will not recur. Strategic Action Teams will be composed of personnel from America West and personnel from the FAA's Phoenix Certificate Management Unit. The parties further agree that any decisions made or actions taken by the Strategic Action Teams will be approved by the Administrator or her designated representative.

4. The parties agree to incorporate herein all pending Flight Standards EIRs that were opened by the FAA on or before the date of execution of this Agreement. The parties also agree to include within the ambit of this Agreement all violations that occurred prior to July 14, 1998, that the FAA Flight Standards Service might later conclude form the basis for additional civil penalty actions.

5. The parties further agree that any violation that occurs after the date of the execution of this Agreement may be the subject of future enforcement action. However, for a period of twelve (12) months from the date of the execution of this Agreement, the detection of a violation by a Strategic Action Team that is implementing the terms of this Agreement may be deemed the initial notification to the FAA of a violation under the Voluntary Disclosure Reporting Program. Such violation may be covered by the Voluntary Disclosure Reporting Program if it otherwise satisfies the criteria for the Voluntary Disclosure Reporting Program set forth in Advisory Circular AC No. 00-58.

6. Both the FAA and America West recognize that organizational changes are required to ensure that America West can conduct such operations at the highest level of safety.

7. The areas designated by the FAA as in need of improvement are set forth in paragraphs 8 and 9, below. America West's failure to comply with each corrective action on or before the specified date of completion shall result in additional civil penalties.

8. America West agrees to prepare a plan acceptable to the Administrator or her designated representative, within thirty (30) days of the execution of this Agreement, showing how it will employ Strategic Action Teams to achieve the goal of attaining the highest level of safety in flight operations and maintenance. In some instances this goal will require America West to exceed the standards set forth in the FAR.

a. The Strategic Action Teams will identify potential systems problems and the root causes of those potential systems problems.

b. The Strategic Action Teams will devise comprehensive corrective actions for problems discovered, at minimum, in the following areas: oversight of contract maintenance; performance of maintenance in accordance with appropriate procedures and the FAR; minimum equipment list compliance, including deferred maintenance; dispatch/flight following programs; flight/ground training programs, including resources to support these programs; flight crew scheduling, including reliability of planning software; and crew qualifications for international operations.

c. The plan and associated Strategic Action Team activities must focus on the projected future operations and activities of America West planned for the next 36 months and must address the details of projected aircraft acquisitions and changes in company infrastructure intended to accommodate this projected growth. The plan also must clearly describe the methodology that America West will use to calculate future resource requirements, and must clearly identify the commitments that America West made to acquire these resources. America West must submit a quarterly report of the aircraft procurement plan to the Administrator or her designated representative.

9. America West agrees that in order to implement the plan described in paragraph 8, above, it will complete the actions and will satisfy the additional conditions listed in the subparagraphs below to the satisfaction of the Administrator or her designated representative. America West further agrees that the plan will provide changes to America West's systems to ensure that the requirements below will be completed in accordance with the time frames set forth herein.

a. Based on the findings of each Strategic Action Team, design, develop, and implement action plans. Each action plan must document problem analysis,

including the identification of root causes. Each action plan also must describe with specificity comprehensive, systems corrective actions that satisfactorily address root causes, including evaluation processes and performance measures to assure effectiveness of corrective actions, and delineate implementation schedules and time frames.

b. Within 45 days of the date of execution of this Agreement, provide the Administrator or her designated representative an updated letter of compliance which, in addition to demonstrating compliance with each applicable section of Parts 119 and 121 of the FAR, describes America West's operating systems in terms of system attributes, safety culture, organizational structure, self-audit programs, training programs, procedures, and management responsibilities.

c. Within the time frames established by the Strategic Action Team, as set forth in subparagraph 9. a., above, demonstrate that it has sufficient numbers of experienced maintenance and inspection personnel, quality assurance personnel, ground support personnel, materials, and equipment in place to support its operations and maintenance activities along its routes and other locations where operations and maintenance, including contract maintenance, are performed.

d. Within the time frames established by the Strategic Action Team, as set forth in subparagraph 9. a., above, demonstrate, in accordance with its commitment to attain the highest level of safety in the conduct of its operations, that its system to identify, train, authorize, oversee, and audit its contract vendors exceeds the requirements of the FAR by ensuring that properly defined and documented controls, procedures, responsibilities, authorities, process measurements, and systems interfaces are in place and adhered to.

e. Within 30 days of the date of execution of this Agreement, submit a plan to the Administrator or her designated representative to improve and enhance existing quality assurance programs by creating an autonomous quality assurance organization that is independent from quality control activities and which reports directly to the Chief Executive Officer of America West (Chief Executive Officer) or his/her designated representative. The plan should describe America West's internal audit and evaluation process, including sufficient detail to identify resources, staffing, and a time frame for implementation. The results of the evaluations must be made available to the Chief Executive Officer and the Administrator or her designated representative upon request. America West will submit to the Administrator or her designated representative any revisions to the plan within 30 days of the company's receipt of FAA's comments and revisions.

f. Within 15 days from the date of execution of this Agreement, demonstrate that the Vice President for Corporate Safety operates independently of other departments, is responsible for system safety in all areas of America West's operations and maintenance, and reports directly to and is accountable to the Chief Executive Officer.

g. Within 15 days of the execution of this Agreement, establish single points of contact for FAA liaison regarding regulatory compliance in operations, maintenance, and avionics.

10. In order to avoid the burden and expense of protracted litigation, and because the FAA believes that it is in the public interest to settle all cases involving the EIRs listed above, by virtue of this Agreement, including Attachment "A", the FAA believes that it is in the public interest to expeditiously resolve all outstanding aviation operations, maintenance, and avionics civil penalty cases and any civil penalty actions that might arise from violations involving aviation operations, maintenance, and avionics that may have occurred before July 14, 1998, against America West, and for America West to commit to taking the necessary steps to ensure that it conducts all operations at the highest level of safety. America West concurs in this belief and has expressed its desire to settle, in a single agreement, all of the pending America West civil penalties listed above.

11. Under the terms of this Agreement, America West is liable for the sum of $5,000,000 in compromise of the potential civil penalties that might otherwise be assessed either by the FAA or a United States District Court. Of this compromised amount, $2,500,000 shall be due and payable as provided in Section I., below. Payment of the remaining $2,500,000 is suspended and shall be forgiven unless America West fails to comply with any of the provisions of the Agreement, including the schedule of corrective actions, in which case the unpaid portion shall become due and payable, as set forth below.

12. In determining the appropriate compromise amount, the FAA has considered America West's assertions that certain of the facts and circumstances may not constitute a violation of the FAR, the company's positive response to the allegations and planned improvements, and the company's cooperative attitude and willingness to take the necessary steps and commit the necessary resources to ensure that America West conducts its future operations at the highest level of safety.

13. The FAA acknowledges and agrees that America West's execution of this Agreement and payment of civil penalties in accordance with this Agreement do not constitute or imply an admission, by America West, of the facts, circumstances, and regulatory violations contained in the Agreement.

14. The FAA has determined that if America West fully complies with the provisions set forth in Section I. below, including the conditions concerning the tendering of payment, the FAA will agree to the conditions set forth in Section II. below.

I. OBLIGATIONS OF AMERICA WEST

A. Settlement Terms

1. America West agrees to pay the sum of $2,500,000 as a civil penalty compromise in settlement of all civil penalties that might otherwise be assessed administratively by the FAA or judicially by a United States District Court, as appropriate, for violations of Parts 43, 119, and 121 of the FAR, as alleged in the EIRs identified above. The civil penalty compromise shall be paid as follows:

a. America West shall tender a check or money order in the sum of $2,500,000, made payable to the "Federal Aviation Administration," within five business days of the execution of this Agreement. The check or money order will be mailed or delivered to:

Charlotte Harrison
FAA Office of Accounting
Cost and Property, ABA-211
800 Independence Ave., SW
Washington, D.C. 20591

b. A copy of the check shall be mailed to Allan H. Horowitz, Manager, Enforcement Division, Office of the Chief Counsel, FAA, 800 Independence Ave., SW, Washington, D.C. 20591.

c. Payment of the remaining $2,500,000 shall be suspended for the period of twelve (12) months from the date of the execution of this Agreement, and shall be forgiven if the FAA determines during that twelve (12) month period that America West has fully complied with all of the conditions set forth in Section I.A.3., below. In the event that the FAA determines that America West has not fully complied with all of the conditions set forth in Section I.A.3., below, the aforementioned $2,500,000 shall become payable immediately to the FAA. Payment of the remaining $2,500,000 shall be made in accordance with the terms set forth in Section I.A.1.a., above.

d. Failure of America West to pay the civil penalty compromise, or any portion thereof, shall subject America West to an assessment of interest, penalty, and collection charges under the Federal Debt Collection Act (28 U.S.C. § 3001 et seq.), and any such other remedies available to the United States for America West's failure to comply with this Agreement.

2. America West hereby waives any and all rights to further notice of the allegations in the EIRs listed above.

3. America West agrees to undertake the actions set forth in paragraphs 7, 8, and 9, above, to ensure that the company complies with all aspects of the FAR.

II. OBLIGATION OF THE FEDERAL AVIATION ADMINISTRATION

A. Releases. In consideration of the agreements and payments set forth herein, and the FAA hereby waives, releases, and promises to refrain from instituting, prosecuting, or maintaining any civil penalty action or claim arising from the EIRs listed above and any civil penalty actions that might arise from violations involving aviation operations, maintenance, and avionics that may have occurred before July 14, 1998.

III. MISCELLANEOUS PROVISIONS

A. Exclusions from the Terms and Conditions of this Agreement. The terms of this Agreement do not apply to any matter concerning America West's qualifications to hold and exercise the privileges of Air Carrier Operating Certificate No. AWXA420A and do not constitute a waiver by the FAA of any statutory responsibility.

B. Appeal Rights and Enforcement of the Terms and Conditions of the Agreement.

1. America West waives any rights to appeal or otherwise seek judicial or administrative review of this Agreement.

2. Both the FAA and America West reserve the right to judicially enforce any terms or provisions of this Agreement.

3. Final determination by the FAA as to whether America West has fully complied with the terms and conditions of this Agreement shall be made by the Administrator of the FAA or her designated representative.

4. These terms and conditions shall constitute a full and conclusive settlement of any and all civil penalties which have, or could have been, sought from America West as a result of the alleged violations described in the EIRs listed above.

5. The FAA and America West agree that the Administrator of the FAA may consider the allegations contained in the EIRs listed above as a violation history for the purpose of any future legal enforcement action arising from violations of the FAR by America West.

B. No Admissions. Execution of this Agreement and payment of the aforementioned civil penalty to the FAA do not constitute an admission of wrongdoing on the part of America West.

C. Capacity to Execute this Agreement. The representative of each party signing this Agreement warrants that he/she is duly authorized to do so.

FOR THE FEDERAL AVIATION ADMINISTRATION

Peter J. Lynch
Assistant Chief Counsel

By: _____
Allan H. Horowitz
Manager, Enforcement Division
Office of the Chief Counsel

FOR AMERICA WEST AIRLINES

_____
Richard Goodmanson
President and Chief Executive Officer
America West Airlines, Inc.

America West Civil Settlement Talking Points
NOT TO BE FAXED OUT TO PUBLIC – USED FOR ORAL INTERVIEWS ONLY

- The settlement marks the largest civil penalty ever PAID by an AIR CARRIER. The largest civil penalty ever assessed by the FAA to an AIR CARRIER was $9.5 million in the early 1980s. The air carrier, Eastern Airlines, only paid $1 million and went into bankruptcy, having never paid the total amount assessed. The largest FAA civil penalty ever paid was $5 million by an aircraft repair station (Chromalloy) in the early 1990s.

- America West is a passenger, cargo, and charter air carrier based in Phoenix, Ariz. It operates a fleet of 104 aircraft, including Boeing 737, 757 and Airbus 320's, and has 11,000 employees. Passenger service is provided to 51 U.S. and 8 foreign cities (seven in Mexico, 1 in Canada). U.S. hubs are Phoenix and Las Vegas, Nev., with a mini-hub at Columbus, Ohio. (Source of this paragraph is America West Internet page - http://www.americawest.com)

- The company has approximately1,425 pilots and 298 mechanics with an annual operating revenue of $1.8 billion.

- America West has agreed to a settlement which requires payment of $2.5 million within five business days of signing the settlement on a $5 million civil penalty and suspension of the remainder pending compliance with the conditions of the order. The remaining $2.5 million will be forgiven in one year unless America West fails to comply with the provisions of the agreement.

- The agreement calls for actions that will exceed requirements of the Federal Aviation Regulations to attain the highest levels of safety. America West is commended for its cooperative attitude in working with FAA to arrive at this agreement.

- The settlement avoids the burdens and expense of protracted litigation. The FAA believes it is in the public interest to expeditiously resolve all outstanding civil penalty issues against America West and for the company to commit to taking the necessary steps to ensure all operations are conducted at the highest level of safety.

- The settlement calls for America West to submit a plan to the FAA within 30 days showing how it will attain the highest level of operations and maintenance safety. The plan will employ teams to identify potential systemic problems and develop corrective actions. These will cover oversight of contract maintenance, proper maintenance procedures, compliance with minimum equipment lists, flight crew scheduling and crew qualification for international operations. The teams will include personnel from the FAA's Certificate Management Unit, which oversees America West.

- The overall FAA action is comprised of 11 cases, four of which are for civil penalties of over $50,000, seven for $50,000 or less.

- The alleged violations involve a total of 27 aircraft. Those of most concern to the FAA involve:

  - Alleged operation of 17 A-320 aircraft on more than 41,000 revenue flights without complying with significant structural inspection requirements for the cargo or passenger doors.

  - Alleged improper installation of cargo hold webbing on seven B-737 and two B-757 flights.

- Forty flights of a B-757 allegedly after right-side elevator actuating unit or the actuating monitoring system became inoperable and maintenance actions were not properly performed.

➢ The carrier paid a civil penalty of $50,000 in November 1996 and another for $49,000 in July 1997. Both were for violations of maintenance regulations and were the largest civil penalties the carrier has paid. The company has paid 42 other civil penalties since 1994 averaging $8,637 each.

(AmWest-2)

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Thursday, July 16,1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

Fact Sheet
FAA Actions on Fuel Tank Safety after TWA 800

Background

The Federal Aviation Administration (FAA), working with other government agencies, has taken aggressive steps to enhance aircraft fuel tank safety since the tragic TWA 800 on July 17, 1996. The FAA has maintained a close working relationship with the National Transportation Safety Board (NTSB), the lead agency in the accident investigation and continues to cooperate with the Board to determine the probable cause of the accident.

Even before the accident, the FAA had designed and implemented a comprehensive program to ensure that older aircraft, including some older Boeing 747s, would continue to meet the agency's rigid safety requirements. The FAA has an aggressive inspection program in place to ensure the continued structural airworthiness of aging transport aircraft. It focuses on detecting fatigue, corrosion and accidental damage, using methods such as corrosion prevention and control efforts, assessments of structural repairs, maintenance program guidelines and service bulletin reviews. The agency also is continuing critical research on aging aircraft structures, and is finalizing a focused plan to ensure the continued airworthiness of aging aircraft systems..

July-August 1996: FAA 747 Review

Immediately after the TWA 800 accident, the FAA did a comprehensive review of Boeing 747 service history to see if there were unresolved safety issues associated with the aircraft. The FAA also examined every detail of the 747's fuel and electrical systems design and performance.

The FAA's intensive evaluation program included examination of Boeing certification data; design assessments with Boeing personnel; inspections of production and in-service airplanes; and laboratory analysis of components to explore potential safety issues. This process extended beyond the normal design reviews conducted for certification and day-to-day continued operational surveillance of aircraft in passenger service.

The FAA's review also looked at possible ignition sources resulting from component failures. Boeing 747 service experience revealed a condition, which occurred in the late 1970s, involving fuel boost pump power wires shorting to an aluminum conduit located in the auxiliary fuel tanks. This prompted the FAA to issue a precautionary Airworthiness Directive (AD) in 1979 that required installation of Teflon sleeves over the wires as an additional protection.

-more-

January 1997: Airworthiness Directive

In its assessment of the accident, the FAA discovered a scenario where a short in the fuel boost pump wires could ignite vapor in the right wing tank. To ensure that the safety level required by the 1979 AD was being met, the FAA issued an AD, effective Jan. 21, 1997, requiring the re-inspection and repair of the wiring leading to the number 1 and 4 fuel tank booster pumps in the inboard main fuel tanks of 747 airplanes produced prior to 1980. All affected U.S.-operated 747s were inspected and the requirements of the AD met. In issuing the order, the FAA's concern was that shorting and arcing of 747 main fuel tank wires had the potential for igniting fuel vapor which could reach the center fuel tank by means of the fuel tank vent system.

February 1997: FAA Response to the NTSB

On Feb. 18, 1997, the FAA said that the Board's recommendations raised major questions about airplane fuel tank design and fuel management. For example, in October 1996, the FAA evaluated the concept of regulating fuel temperatures within the Boeing 747 center wing fuel tank as a short-term method of allowing operation of the airplane without explosive mixtures within the tanks. The FAA's review showed that controlling fuel temperatures would be difficult to implement and would not preclude operation of the airplane with flammable fuel vapors within the fuel tanks. In preparing its response, the FAA determined that there was no definitive technical or scientific data to establish that the NTSB's recommendations would increase safety. For that reason, the FAA advised the Board that it would seek additional technical information and public comment on the recommendations.

April 1997: Request for Public Comments

Understanding the urgency and complexity of the recommendations, the FAA published a request for public comments in the April 3 *Federal Register*. In its request, the agency solicited research and other data that would help analyze the effect of the NTSB recommendations. The FAA is carefully evaluating the 976 pages of comments received from the public, industry and academia for appropriate follow-up action.

June 1997: FAA Response to the NTSB

The FAA agreed with the Board that scientific analysis and other tests were needed to determine the best actions to be taken with respect to TWA 800 issues. The agency shared the NTSB's goal of minimizing the risk of fuel tank explosions and believes that the reduction of potential ignition sources and fuel volatility are the most promising dual paths to the objective.

October 1997: Transport Fuel Flammability Conference

A three-day Transport Fuel Flammability Conference, sponsored by the FAA and Society of Automotive Engineers (SAE), was held in October 1997 in Washington, D.C. Experts from around the world discussed technical issues related to fuel flammability. Representatives from government, industry and academia discussed the dynamics of fuel flammability and current research findings. Manufacturers discussed aircraft fuel system design philosophies, safety consideration and testing requirements. Airlines addressed maintenance processes and procedures for fuel systems. Fuel tank nitrogen inerting systems used in military aircraft and the challenges and options for reducing explosive mixtures and ignition sources were also addressed.

While the safety record for commercial aviation fuel systems is excellent, areas of potential improvement were identified. In the short-term, the FAA focused on findings and lessons learned from the TWA 800 investigation and information presented at the conference.

November 1997: Airworthiness Directives

On Nov. 26, 1997, the FAA said it would order changes to Boeing 747 wiring systems to eliminate conditions that might result in potential ignition sources in or near the center fuel tank. The preventive actions were based on NTSB tests and the FAA's continuing review of 747 safety issues.

The FAA issued a Notice of Proposed Rulemaking (NPRM) AD to enhance the protection of the Fuel Quantity Indication System (FQIS) on 747s against transient electrical voltage spikes or short circuits. It would require the installation of components to suppress electrical transients and/or the installation of wire shielding and separation of FQIS wiring from other aircraft wiring. Most newer aircraft designs have wire shielding and separation already built in.

The NPRM provided a 90-day comment period and suggested a 12-month compliance deadline for 747-100, -200 and -300 aircraft. The comment period was extended 90 days based on requests from Boeing, their suppliers and several operators.

The agency also said it was requiring immediate inspection of the scavenge pump wiring on approximately 970 Boeing 747-400 aircraft to detect deterioration of insulating materials in the electrical connectors. The AD required replacement, within 90 days, of the scavenge pumps found to have silicone insulating materials that is incompatible with the fuel used to cool and lubricate the motor. A subsequent breakdown of the insulating material could cause a fuel leak through the pump connector into the main landing gear wheel well and cause a fire.

November 1997: Jet Fuel Substitution

The FAA asked the American Petroleum Institute (API) to study the feasibility, including production, cost and schedule, of requiring the industry to use Jet-A type fuel with a minimum flash point 140 to 150 degrees Fahrenheit in place of the current Jet-A/A-1 aviation fuel. The FAA believes it is possible to substantially reduce or eliminate the operation of transport aircraft with explosive fuel-air mixtures with a combination of reduced center wing fuel temperatures and requiring the use of aviation fuel with a minimum flash point similar to that of JP-5 fuel.

December 1997: FAA Response to the NTSB

On Dec. 3, 1997, the FAA said it would task the Aviation Rulemaking Advisory Committee (ARAC) to identify ways to improve transport aircraft fuel tank safety. The ARAC is working on a fast track and is scheduled to give the FAA a technical report by July 23, 1998.

The ARAC is composed of industry experts, as well as a number of passenger, union, and public interest groups. Working groups include technical experts from the aviation and scientific community. It will then use data provided in response to the FAA's April 3 public notice to recommend measures needed to evaluate reducing or eliminating explosive fuel-air vapors in fuel tanks and a further reduction in potential ignition sources within fuel tanks.

The FAA agrees with the Board's two-track approach to reduce or eliminate the possibility of fuel tank explosions by eliminating ignition sources within fuel tanks and the potential of using inerting methods to reduce fuel flammability.

Results from NTSB flight tests and information received in response to the FAA's April 3 public notice indicate that there may be a safety benefit to requiring that a minimum amount of fuel be carried in the 747 center fuel tank. The overall safety benefit produced by adding fuel to the center fuel tank for a typical flight is highly dependent on an accurate understanding of Jet A fuel properties and fuel tank heat transfer characteristics. The FAA continues to work with the Board, including its continuing initiative with the California Institute of Technology (Cal Tech), to reach definitive conclusions.

In the short-term, the FAA will reduce the possibility of fuel tank explosions by:

- As necessary, requiring periodic inspection of Boeing 747 fuel tanks to detect and correct any anomalous conditions within the fuel tank, wiring, and plumbing that could lead to the ignition of flammable vapor.
- Eliminating any specific conditions identified during the accident investigation that could result in ignition sources within Boeing 747 fuel tanks. A status of the FAA's review will be provided by Dec. 30.
- As necessary, requiring manufacturers to develop a fuel tank maintenance/inspection program.
- As necessary, requiring operators to have an FAA-approved fuel system maintenance program.
- Reviewing original certification compliance findings to revalidate the fuel tank design.
- Requiring an interim action to prevent mechanical fuel pump failures from igniting vapors in the tank via the inlet line until the fuel pump design has been revalidated.

The FAA noted that fuel temperature indication would be of value only if the flight crew could take action to change the fuel temperature. There is currently no practical way to reduce fuel temperatures. The addition of another set of electrical components and wiring inside the fuel tank would add another possible ignition source.

December 1997: Airworthiness Directive

On Dec. 12, 1997, the FAA issued an AD expanding inspection and replacement of Teflon wire coating used in stainless steel or aluminum wire conduits on Boeing 747 fuel boost pumps. The AD superseded a Dec. 23, 1996, order that required inspections and replacements for Boeing 747 airplanes using aluminum conduits. Previously, only aluminum conduits -- with a lower burn temperature -- were thought to be susceptible to chafing and burning that could result in electrical arcing between wires. The inspections required under last year's AD found that this condition could exist with stainless steel conduits.

The boost pumps increase fuel pressure to engines from the numbers 1 and 4 main fuel tanks located in the aircraft wing tips. Aircraft affected under this AD were inspected within 120 days, with operators reporting to the FAA within 14 days of the inspection. The 1996 directive and the expanded AD also call for repetitive inspections every 20,000 flights or 60,000 flight hours.

April 1998: Airworthiness Directive on Boeing 737s

As part of a continuing effort to address fuel tank ignition sources, the FAA proposed an AD applicable to operators of Boeing 737 aircraft, which is intended to prevent possible ignition sources of fuel tank vapors.

The proposed AD sought 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 suppressor is a protective component that limits amounts of electrical energy passing through the device.

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.

May 1998: Airworthiness Directives

Several times during May, the FAA issued ADs ordering inspection and possible replacement of fuel boost pump power wiring and Teflon sleeves on a range of Boeing aircraft models.

On May 7, the agency issued ADs affecting certain Boeing 737s, 747s and 767s. One AD ordered inspections and corrective actions that affected U.S.-registered Boeing 737-100 and -200 models with more than 50,000 hours flying time. Inspections of these aircraft had to be done within seven days or five flight hours, whichever came later. A second, separate AD gave operators of 264 747s and 231 767s registered in the United States 60 days to do the inspections. The compliance period was longer than for 737s because the issue with Boeing 747s and 767s was somewhat different.

The FAA actions were intended to detect and correct possible chafing of wire insulation inside conduits installed in fuel tanks. Fuel pumps on these models are powered by wiring encased in metal conduits. Teflon sleeves separate the wires from the conduit wall to protect the wire insulation from chafing during vibration. Chafing could expose the wires and potentially lead to electrical arcing that might penetrate the conduit, resulting in a possible fire or explosion of the fuel tank. Such penetration had been found on only one aircraft when the AD was issued.

Based on the inspection results, three days later the FAA revised the May 7 order. A new AD required immediate inspections of older Boeing 737s to check for damage to one of two high voltage fuel pump electric lines in each wing, repairing them if necessary, before returning to service. The action followed a second discovery of electrical arcing against a metal conduit in a wing fuel tank and 12 other instances in which wire insulation chafing in the conduit occurred.

The FAA extended its initial order for an inspection for both sets of fuel pump wires in each wing to 737s with 40,000-50,000 flight hours. Those inspections were accomplished in 14 days. The FAA also modified its original order -- affecting -100 and -200 series aircraft -- to exclude the second set of pump wires which showed no wear in early inspections.

Subsequently, on May 14, ordered airlines to inspect Boeing 737 fuel pump wires on planes with 30,000 to 40,000 flight hours within 45 days. The agency also ordered a check of center pump wires on older aircraft that were initially excluded from inspections. The action -- which also required adding a second layer of Teflon protection -- was taken after later data showed that some aircraft with 40,000 or more hours had worn insulation on center tank and fuel boost pump electrical wires in conduits passing through wing fuel tanks.

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FAA News

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

FOR IMMEDIATE RELEASE
July 21, 1998
Contact: Don Zochert
Phone: 847-294-7427
After Hours: 847-294-8400

CTAP BRIEFINGS

The Federal Aviation Administration is updating Congressional, state, and local government officials this week on the status of the Chicago Terminal Airspace Project (CTAP).

CTAP is part of a long-range effort by the FAA to improve aviation safety and efficiency. It will propose changes in the way airplanes are handled as they approach the Chicago and Milwaukee areas from other cities.

The FAA will sponsor a full environmental study of the proposed changes later this summer. This process will be open to community groups, airport users, other governmental bodies, and the general public.

CTAP is designed to improve the management of existing air traffic in northwest Indiana, the Chicago area, and southern Wisconsin. It will not increase the number of planes that can take off or land at the region's airports. The improvements are unrelated to airport capacity, additional runways, slots, or proposals for a new air carrier airport in the Chicago area.

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TALKING POINTS

AIR FORCE ONE ARRIVAL IN NASHVILLE, 6/22/98

At approximately 10 am CDT on June 22, Nashville approach was vectoring Air Force One (AF1) for an ILS approach to Runway 20R. When AF1 was approximately 5-10 miles northeast of the airport, a life-flight helicopter, flying east of the airport, was vectored five miles from its normal route to maintain separation with AF1. The helicopter would have normally proceeded across the north side of the airport to St. Thomas Hospital on the west side of Nashville.

AF1s arrival was not affected by the helicopter, and the helicopter was not delayed because of AF1. ATC would have handled a similar situation involving a commercial airliner or any other aircraft in the same way. There was no incident involving either aircraft.

During the AF1 operation, the ATC supervisor was plugged into the arrival position. This is in accordance with the ATC handbook. The supervisor directed the controller to vector the helicopter to maintain separation from AF1.

The operator of the helicopter is unknown, and we do not know whether a patient was on board the helicopter.

Update: The Bell 412 helicopter was operated by Chattanooga Hamilton County Hospital Authority.

Not for release: Unofficial sources report that the patient on the helicopter was in stable condition at the time this situation occurred, but reportedly died two days later.

Important Points: WSMV, the NBC affiliate, planned to run a story on the evening of 7/17.

Nashville Tower personnel should not be made available for any interviews on this issue.

Prepared by K. Bergen, ASO-5, 404-305-5100. Updated 7/17/98

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 91-98
Wednesday, July 22, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Issues Guidance on Carry-On Baggage

WASHINGTON -- As part of its Safer Skies safety agenda, the Federal Aviation Administration (FAA) provided expanded guidance for passengers and airlines on carry-on baggage regulations. Major changes in the new Advisory Circular (AC) cover recommendations to airlines that their individual carry-on baggage programs contain descriptions of carry-on baggage, including the size and number of bags, how child safety seats should be treated, and the procedures for ensuring proper stowage.

In April, FAA Administrator Jane Garvey made cabin safety a major part of the agency's safety agenda. "Safety is our highest priority," said Administrator Garvey. "This carry-on baggage AC will make it easier for airlines to establish requirements that will be clear to both passengers and crew. But the best rule for maintaining cabin safety is the rule of common sense – keep your seat belt fastened to protect yourself against turbulence, make sure infants travel in safety seats, and listen to crewmembers."

The FAA requires air carriers to develop and enforce carry-on baggage programs, which may vary by aircraft type and by airline. The new AC contains recommendations as to how an airline could comply. However, an airline can develop its own compliance program, including setting the number and size of carry-on baggage. All carry-on baggage programs must be approved by the FAA. During routine inspections, the FAA then ensures procedures are being followed.

Under the new guidance, the airline's FAA-approved, carry-on-baggage program should describe what constitutes carry-on baggage, including the individual carrier's limitations on the size and number of bags permitted per passenger. The AC also addresses child restraint devices, stating that the carry-on-baggage program should discuss the use and handling of such devices.

The carry-on baggage program also should be designed to ensure that the approved weight and balance program for the aircraft is not compromised. In order to maintain clear passage to the aisle, the AC recommends that the proper under-seat stowage be limited to bags that do not protrude beyond the fully upright seat back. Proper stowage in the overhead bin means that the baggage should be able to fit in without forcing the bin doors closed. The operator's carry-on baggage program should minimize or eliminate the

chances of articles falling out when bin doors are opened. The AC also recommends designating a crewmember to verify that each piece of carry-on baggage has been properly stowed, including closing the overhead bins, before the aircraft doors are shut.

Operators should also have procedures for informing passengers and travel agents about specific carry-on baggage requirements for each flight as well as what cannot be carried in carry-on baggage, such as hazardous materials.

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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 92-98
Thursday, July 23, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Acts to Increase Center Fuel Tank Safety

WASHINGTON -- In its continuing drive to prevent accidents related to aircraft center fuel tanks, the Federal Aviation Administration (FAA) today proposed new measures to reduce potential ignition sources in Boeing 747 center wing tanks.

The proposed airworthiness directive, published today in the Federal Register, would require operators of U.S.-registered Boeing 747 aircraft to take the following actions:

- Inspect the center fuel tank to detect damage, disbonding or incorrect installation of wiring and components;
- Test the electrical bonding of center fuel tank components to the aircraft's structure to ensure it is within limits, reworking them if necessary;
- On certain 747s, measure the insulation resistance of the fuel quantity indication system (FQIS) to ensure that it is within limits. Also on certain aircraft, operators would have to replace FQIS components with new hardware, and replace silver-plated FQIS wires with new nickel-plated wiring;
- In certain airplanes, install a flame arrestor into the inlet line of the scavenge pumps of the center fuel tank.

The FAA estimates that 251 U.S.-registered aircraft will require one or more of these actions. Under the proposed rule, replacement of the FQIS components and wiring would have to be done within 24 months, or 20 years from the date the plane was built, whichever is later. All other actions would have to be accomplished within 24 months. The rule would require operators to report inspection results to Boeing within 10 days.

The agency combined a number of different orders for inspection, test, repair and replacement of center wing tank hardware in one proposal to reduce the number of times technicians must enter the tank. Repeated entry into the tank could increase the risk of inadvertent damage to its components and systems.

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The proposed rule is the latest proactive effort by the FAA to reduce, or even eliminate, sources of ignition in aircraft fuel tanks. Since the TWA 800 accident in July 1996, the agency has published or proposed six separate airworthiness directives related to fuel tank systems in Boeing 737, 747, and 767 aircraft.

The FAA also has taken longer-term actions related to aircraft fuel tank safety, such as an October 1997 fuel flammability conference, participating in NTSB flight tests and asking the Aviation Rulemaking Advisory Committee to study fuel tank issues.

NOTE TO MEDIA ONLY: A color-keyed graphic illustrating previous FAA actions on fuel tank safety is available by calling 202/267-8521.

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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
Thursday, July 23, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

Fact Sheet
FAA Airworthiness Directive on Boeing 747 Fuel Tanks

Since the TWA 800 accident in July 1996, the Federal Aviation Administration (FAA) and the National Transportation Safety Board (NTSB) have been studying potential failures that could produce ignition sources in Boeing 747 fuel tanks.

During the investigation, a safety analysis of the fuel quantity indicating system (FQIS) and examinations of 747 airplanes suggested several scenarios in which an ignition source might occur inside of a fuel tank. These involved a combination of a failure or aging condition inside the fuel tank and a subsequent failure or electromagnetic coupling outside of the tank, allowing a high voltage signal on the FQIS wiring.

Various FAA and NTSB activities have identified actual examples of, or the specific potential for, each of those contributing conditions. For example, conductive debris inside the fuel tank could lodge in a FQIS probe. Wire insulation at the fuel probes could be damaged. The FQIS probes and in-tank wiring could be contaminated by conductive copper/sulfur or silver/sulfur film.

Today's proposed Airworthiness Directive (AD) contains actions to preclude the existence of undetected failures or aging conditions inside the center fuel tank. The AD is part of the FAA's overall plan to ensure that the best possible design practices are used for the FQIS both inside and outside of the fuel tanks.

Issue: Periodic Fuel Tank Inspections
Previous FAA-NTSB correspondence has referred to the need for "periodic" center fuel tank inspections. For the time being, the FAA is proposing a one-time inspection to address the potentially unsafe conditions. A requirement for periodic inspections will be determined under design review activities required by a proposed Special Federal Aviation Regulation (SFAR), which will address long term maintenance issues.

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FAA Action

The FAA's proposal requires completion of Boeing Service Bulletin 747-28-2205 Revision 1 within 24 months from release of the final rule. That Service Bulletin provides instructions for inspecting the 747 center fuel tank and its associated equipment. The inspection will verify that the fuel tank wiring, tubing and components are in satisfactory condition and are electrically bonded to the airplane structure.

The inspection also will identify any in-service deterioration and ensure that such conditions are repaired to reduce potential in-tank ignition sources that could be set off by lightning or static electricity.

Issue: Replacement of Older FQIS Probes

Examination of FQIS probe designs showed that "Series 3" probes in 747-100/-200/-300/SP/SR models have a metal clamp mounted over a knurled terminal block that can damage wire shielding and insulation, exposing bare wire. "Series 4" and later FQIS probes have a smooth surface terminal block, nylon wire clamps and a protective shrink wrap on the wires that prevents chafing and damage

FAA Action

The FAA's proposed order requires completion of Boeing Service Bulletin 747-28A2208 within 24 months from the release of the final rule. That Service Bulletin gives instructions to replace all 747 Series 3 or earlier FQIS probes with Series 4 or later probes. Repair or replacement of the wiring connected to Series 3 or earlier probes would be required. The Service Bulletin also gives instructions to test the insulation resistance of the FQIS wiring to ensure it is within limits..

Issue: Life Limit of FQIS Components And Wiring

Over time, contaminated FQIS components and wiring could combine to create an electrical arc or current path in the event of high voltage being introduced on the FQIS wiring. Such voltage could be introduced onto that wiring by short circuits due to wire damage or bent connector pins, or by electromagnetic coupling from adjacent wiring.

The NTSB has found FQIS probe terminals, internal probe connections, in-tank wiring terminal strips and in-tank wiring contaminated by films of copper/sulfur and silver/sulfur compounds on various airplanes. Copper and silver are used in the FQIS terminals and wiring. Sulfur is present in the fuel when it is loaded on the airplane, and additional trace amounts of sulfur may dissolve into the fuel from the fuel tank sealant..

FAA Action

The FAA does not believe detailed in-tank inspections of the FQIS components would be effective because the condition of in-tank component or wiring contamination and damage can be difficult to detect while the parts are installed. The agency believes the best approach at this time is to replace the current in-tank FQIS components with new parts, including replacement of silver-plated copper wires with nickel-plated wires.

The FAA is proposing that operators remove and replace FQIS components within 20 years from the date the airplane was manufactured, or within 24 months of publication of the final rule, whichever is later. Nickel-plated wire is much more resistant to corrosion in the presence of sulfur.

While 20 years after manufacture is proposed for parts replacement, the FAA is very interested in obtaining comments related to the appropriateness of this time period and its connection to the rate of contamination. The agency also is interested in comments on possible alternate procedures such as cleaning or sealing exposed parts.

Issue: Scavenge Pump Inlet Line

The 747 center tank scavenge pump assembly, which removes leftover fuel, is designed to be explosion-proof. But a review of the pump design found that unforeseen mechanical failures could cause a spark or flame to travel through the pump inlet line and ignite the fuel-air mixture inside the center fuel tank. While the scavenge pump from TWA flight 800 was never recovered, it is believed that the pump would not have been operating at the time of the accident.

FAA Action

The addition of a "flame arrestor" -- a device to prevent flame from spreading -- in the scavenge pump inlet line will prevent the center tank fuel-air mixture from igniting if the scavenge pump fails.

The proposed FAA order mandates completion of Boeing Service Bulletin 747-28A2210 within 24 months after the release of the final rule. That Service Bulletin calls for operators to install a flame arrestor in the inlet line of the electrically driven center tank scavenge pump. Boeing 747s through line number 971 would be affected. Later airplanes would not fall under the order because they incorporate jet pumps operated by fluid flow.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 93-98
Monday, July 27, 1998
Contact: Alison Duquette
Phone: 202-267-8521

FAA To Require Improved Engine Inspections

WASHINGTON – As part of the Federal Aviation Administration's (FAA) ongoing ***Safer Skies*** initiative, the agency today proposed to order the aviation industry to use improved methods and technology to detect potential defects in aircraft engines. The enhanced inspections focus on certain high-energy rotating engine components used in commercial aviation.

Announced by Vice President Al Gore in April, the ***Safer Skies*** agenda aims to reduce the U.S. aviation accident rate by 80 percent over the next decade. Uncontained engine failure is the leading engine-related safety hazard to commercial aircraft. It is one of the six causes of aircraft accidents identified in the data-driven ***Safer Skies*** agenda. Undetected cracks in high-energy rotating engine parts have the potential to compromise the safety of an aircraft and its passengers. The failure of these parts can release high-energy fragments that can penetrate the cabin or otherwise damage the aircraft.

Over the past 20 years, engine reliability has improved steadily as technology advances have cut the failure rate of high-energy rotating components by approximately 50 percent. However, the FAA forecasts that commercial aircraft operations will continue to increase by 3 to 5 percent per year, which may increase the total number of engine failures unless action is taken to further reduce the failure rate.

"Safety is our highest priority at DOT. I commend Administrator Garvey and the FAA for taking this proactive approach toward safety, to target problems before they cause accidents," said Transportation Secretary Rodney E. Slater.

"These enhanced engine inspections could result in a reduction of up to 40 percent in the number of failures of high-energy components over the next decade," said FAA Administrator Jane F. Garvey. "This initiative is a good example of the FAA and the aviation industry's commitment to identify the root causes of accidents, break the chain of events leading to accidents, and make our skies even safer."

- more -

The eight proposed Airworthiness Directives (ADs) issued today would require operators to use enhanced inspections on selected fan hubs and high-pressure turbine disks. The enhanced inspections make better use of automated and existing inspection methods. The improvements are, in large part, the result of FAA and industry research.

The proposed ADs would require that operators of all aircraft with certain General Electric, Pratt & Whitney, CFM International and International Aero Engines turbofan engines use enhanced inspections for selected engine fan, compressor, and high pressure turbine rotor disks. The inspections would become mandatory within 30 days following publication of a final FAA rule in the *Federal Register*. ADs targeted at the remaining highest priority parts, fan disks, will be issued in the next three months. Other high-energy parts will be included in ADs over the next 12 months.

The FAA estimates that approximately 26,000 engines in the worldwide fleet would be affected by the proposed ADs. The cost to U.S. operators is approximately $5.8 million per year, $223 per engine. The enhanced inspections, which affect all major air carriers, would be performed during routine engine maintenance. Disruption to passenger service is not expected.

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

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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 94-98
Wednesday, July 29, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521
Pager: 888/336-2793
Contact: Don Zochert
Phone: 847/294-7427

Media Advisory (CORRECTED -- DATE CHANGES)
FAA Story Opportunities at EAA AirVenture Oshkosh 98

This year, the Federal Aviation Administration's (FAA) Aviation Safety Center offers a wealth of exhibits and personalities that offer excellent story opportunities to media representatives attending the Experimental Aircraft Association (EAA) AirVenture Oshkosh 98.

Meet FAA Administrator Jane F. Garvey: Administrator Garvey, marking her first anniversary at the helm of the FAA, will participate in a news conference 2:30 - 3:00 p.m., Sunday, Aug. 2, in the EAA Press Tent.

FAA/NASA News Conference: FAA and NASA officials will discuss the latest and best advances in General Aviation technology. Featured speakers will be Anne Harlan, director of the FAA's William J. Hughes Technical Center in Atlantic City, N.J,, and Michael Mann, NASA deputy associate administrator for aeronautics and space transportation technology. 10:00 a.m., Saturday, Aug. 1, EAA Press Tent.

GlaStar FAA/EAA Flight Research. What might the general aviation cockpit of tomorrow look like? The FAA is using a GlaStar light plane, loaned by the EAA, to help develop advanced weather and navigational displays. The aircraft, located in front of the FAA Aviation Safety Center, features working Traffic Information System and weather graphics displays that show real-time data.

Spatial Spinner: Find out for yourself how easily pilots can lose track of up and down and backward and forward when flying at night or in bad weather. The FAA spatial spinner puts you in a rotating chair wearing goggles that show a virtual display while you try to control your "aircraft's" movements.

-more-

FAA Forum: Capt. Al Haynes: Capt. Al Haynes gives his personal account of the heroic struggle by his United Airlines crew to land a crippled DC-10 jetliner at Sioux City, Iowa in 1989. 184 people survived the accident. Monday, August 3, 10:00 - 11:15 a.m. and 8:00 - 9:15 p.m. in the west side of the FAA Aviation Safety Center.

The FAA also is sponsoring a full schedule of forum presentations on a wide range of aviation topics from July 29 through August 4. Details are available on request.

Forty Years of Cutting Edge Research: The FAA's William J. Hughes Technical Center in Atlantic City, N.J, has been the nation's premier aviation research facility for four decades. Among the Center's varied missions are development of air traffic control technologies, fire research and aviation security. Center director Anne Harlan will be available for interviews Friday, July 31 through Sunday, Aug. 2.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 95-98
July 31, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Reports Year 2000 Progress

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) has met an internal deadline to fix 60 percent of its mission critical computer systems that need to be modified, or "renovated," to properly recognize the year 2000 date codes. Under the timeline recommended by the Office of Management and Budget and adopted by the FAA, the agency has until Sept. 30 to renovate all its systems, and is on track to do so.

"We set July 31 as an internal deadline for renovating 60 percent of the mission critical systems requiring Y2K work, and we have exceeded our goal by renovating 67 percent of those systems," said FAA Administrator Jane F. Garvey. "I'm pleased by the progress we've made, and while we still have a lot of work to do, I'm confident that we have the team and the resources in place to get the job done."

"I commend Administrator Garvey and the FAA for their remarkable progress in making sure that air traffic flows into the new millennium without skipping a beat," Secretary of Transportation Rodney E. Slater said. "Safety is DOT's highest priority, and we will do everything we can to assure that we continue to have the world's safest skies on Jan. 1, 2000 and beyond."

Of the FAA's 433 mission critical systems, 159 require renovation to be Y2K compliant. To date, 106 of the 159 systems – or 67 percent -- have been renovated. Of the remaining systems, 224 did not require renovation, and 50 will be retired or replaced with compliant systems.

Most of the systems that have completed renovation are used in air traffic control. These include the ARSR-4, a long-range radar used primarily by en route centers to track aircraft, and Mode S, a device used to transmit identifying data from aircraft to controllers, including airline, flight number, aircraft type, altitude and speed. (A list of some of the major renovated Air Traffic Services systems is attached.)

The Host computer, which drives controller displays at the nation's 20 en route centers, recently completed exhaustive Y2K testing at the FAA's William J. Hughes Technical

Center in Atlantic City. After analyzing over one million lines of microcode, the FAA found that the Host would process flight and radar data in a normal manner on Jan. 1, 2000. All systems associated with the Host have been renovated.

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

Some of the Major Air Traffic Control Systems Renovated for Year 2000 Compliance:

- ARSR-4 (Area Route Surveillance Radar): The long-range (up to 250 miles) radar used primarily by en route centers to track aircraft.
- ARTS (Automated Radar Terminal System) IIA: The computer that drives controller displays at small to medium-sized air traffic control towers and terminal radar approach control (TRACON) facilities.
- ARTS IIIA: The computer that drives controller displays at medium to large towers and TRACONS.
- FSAS (Flight Service Automation System): A flight service and data processing system.
- HOST Environment: After exhaustive tests, the FAA found that the Host would process flight and radar data in a normal manner on Jan. 1, 2000. All systems associated with the Host have been renovated. These include DARC (Direct Access Radar Channel), the Host backup; FDIO (Flight Data Input Output), and PAMRI (Peripheral Adapter Module Replacement Item).
- LINCS (Leased Interfacility National Airspace System Communication System): A system that handles voice and data telecommunications.
- LLWAS (Low-Level Windshear Alert System): A windshear alert system located at all major airports.
- Mode S: A device used to transmit identifying data from aircraft to controllers, including airline, flight number, aircraft type, altitude and speed.
- NADIN (National Airspace Data Interchange Network) II: A system that processes flight plans.
- OTS (Operational Telecommunications Switch): A voice communications line.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 95-98
July 31, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Reports Year 2000 Progress

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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 96-98
Tuesday, August 4, 1998
Contact: Drucella Andersen
Phone: 202-267-3883

FAA STATEMENT ON THE LIAISON AND FAMILIARIZATION TRAINING (FAM) PROGRAM

We are very much aware of the issues raised by the Inspector General (IG) involving the Liaison and Familiarization Training (FAM) program. Our intent is to respond to the IG as expeditiously as possible. We plan to work closely with the IG and our employees to construct a program for the future that meets our training requirements as well as all the tests of the ethics laws.

In recent contract talks with the National Air Traffic Controllers' Association (NATCA), we indicated that the FAM program was non-negotiable, a position supported by the IG. On July 31, we filed a brief with the Federal Labor Relations Authority, asking for a legal resolution regarding this program. We look forward to a prompt response.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 97-98
Thursday, August 6, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Awards 14 Contracts Totaling $1.25 Billion to Small or Disadvantaged Firms

WASHINGTON – The Federal Aviation Administration (FAA) has awarded 14 information technology contracts worth up to $1.25 billion to small or disadvantaged businesses. The contracts, awarded under the FAA's Acquisition Management System, represent the largest such outreach effort by the agency.

"These contract awards reflect President Clinton's commitment to giving small and disadvantaged businesses an opportunity to compete for federal contracts," Secretary of Transportation Rodney E. Slater said.

"We're extremely proud of this effort in that it meets the needs of both the FAA and firms that may not have had the chance to compete for these contracts otherwise," said FAA Administrator Jane F. Garvey. "These companies bring superior talent and resources to the FAA."

The contracts, which cover a wide array of computer services ranging from help desk operations to investment analysis support, were awarded less than three months after the May 22 solicitation date. Without the Acquisition Management System, which was launched in April 1996, the contract process could have lasted 15 months. The initial value of each contract is $25 million to $50 million. Each contract has the potential to double, based on performance.

The 14 firms are: Advanced Management Technology, Inc., Washington, D.C.; AMCOMP Corp., Torrance, Calif.; The Centech Group, Inc., Arlington, Va.; CTA, Inc., Rockville, Md.; Digicon Corp., Bethesda, Md.; Dimensions International, Alexandria, Va.; FC Business Systems, Falls Church, Va.; Kenrob and Associates, Leesburg, Va.; North American Telecommunications, Inc., College Park, Md.; SRA International, Arlington, Va.; System Resources Corp., Burlington, Mass.; System Technology Associates, Colorado Springs, Colo.; Sytel, Inc., Bethesda, Md., and Universal Systems & Technology, Washington, D.C.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 98-98
Friday, August 14, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Statement

WASHINGTON -- Northwest Airlines Flight 1503, a Boeing 727 scheduled to fly from Norfolk, Va., to Detroit, encountered a hydraulics problem and diverted to Dulles. The crew hand-cranked the landing gear down, and the plane landed safely at approximately 6:05 p.m. EDT. The aircraft had 145 people on board, including the crew. The FAA will have the matter under investigation.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 99-98
Friday, Aug. 21, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Statement on Strengthened Security Measures

WASHINGTON—President Clinton's highest transportation priority is the safety of the traveling public. Following the U.S. military strike on terrorist operations overseas, the Federal Aviation Administration today announced airports and air carriers will be required to further enhance security measures which have been in a heightened state since 1995.

This increase in security is based on information from law enforcement and intelligence agencies, but does not indicate U.S. airlines, airports or any other part of our transportation system are targets of specific threats.

While today's announced increase of some of these measures cannot be detailed for security reasons, travelers at our nation's airports may notice some of the visible changes.

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 are being dispatched overseas where they will help monitor security operations for U.S. flag air carriers.

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 wants to assure all travelers that airline screening will comply fully with civil rights laws and nothing will be done that might interfere with fundamental American liberties. The agency has cautioned airlines and airport law enforcement not to target or otherwise discriminate against passengers based on their race, color, national or ethnic origin, religion or based on passengers' names or modes of dress that could be indicative of such classification.

- more -

The evolving threat of terrorism makes this an uncertain world but the government is working closely with industry to prevent and deter criminal or terrorist acts targeting the U.S. aviation system. The FAA is continuously monitoring all information and will take appropriate action as warranted. No further details on today's actions can be provided since to do so may compromise safety for the flying public.

For nearly 10 years, the FAA has been working steadily to improve civil aviation security. Both the Aviation Security Improvement Act of 1990 implemented following the Pam Am 103 bombing and the recommendations from the White House Commission on Aviation Safety and Security in 1997 have served as roadmaps for the current security system. Initiatives in three major areas – personnel, procedures, and research & development – have led to a security regime that reduces vulnerabilities.

Highlights include the deployment of security personnel overseas and at the nation's major airports, the hiring of hundreds of aviation security specialists, a robust research and development program to bring new security equipment online and better train equipment operators, an automated passenger screening program, an expansion of domestic passenger bag matching, and an aircraft hardening program to reduce aircraft vulnerability to explosive devices.

Perhaps most importantly, the FAA has been working with the airlines on the world's largest deployment of aviation security equipment, which now includes nearly 400 trace detection devices and 62 certified explosives detection systems. The agency's challenge now is follow through on plans to purchase and deploy $100 million worth of security equipment annually and to make sure all of those who will be operating the new systems are properly trained.

Separately, the FAA on Thursday night issued a Notice to Airmen that prohibits U.S. air carriers and U.S. certificated pilots from flying over either the Sudan or Afghanistan until further notice. Under code-sharing arrangements, Thursday night's order also means that no foreign carrier may operate with the code of its U.S. air carrier code-sharing partner over the affected airspace. The FAA today formalized the prohibition with a Special Federal Aviation Regulation.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 100-98
Wednesday, Aug. 26, 1998
Contact: Henry J. Price
Phone: 202-267-8521

FAA Publishes Space Launch Financial Responsibility Regulation

WASHINGTON -- The Federal Aviation Administration (FAA) today published a final rule in the *Federal Register* implementing financial responsibility and insurance coverage requirements for space launch activities regulated by the agency. This regulation codifies for the FAA Office of Commercial Space Transportation practices required under the federal government's commercial space launch licensing procedures since 1988.

The regulations require a launch licensee to obtain insurance or otherwise to demonstrate financial responsibility to protect itself, the customer, the U.S. government and contractors and subcontractors of each against claims for third-party losses and federal property damage resulting from the licensed launch activities. The law requires the agency to set insurance requirements up to a ceiling set by law according to a risk-based determination of the maximum probable loss that would result from the licensed activities.

Launch participants are required to enter into reciprocal waivers of claims among the industry and government participants in which each party agrees to absorb certain losses it might sustain as a result of the licensed activity. The U.S. government absorbs its own potential losses, such as damage to a federal launch pad, above the level of the required insurance. In addition, subject to the funds being appropriated, the U.S. government agrees to pay successful third-party claims in excess of the required insurance, up to a legal ceiling of $1.5 billion.

The final rule is effective 60 days after publication in the *Federal Register* to allow those subject to the rule to change existing practices covered by it, although the rule does not substantially change those practices previously carried out through license orders.

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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 101-98
Wednesday, August 26, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

Security Screener Honored for Guarding Public Safety

WASHINGTON -- The Federal Aviation Administration and representatives from the aviation industry will honor a checkpoint security supervisor at San Francisco International Airport for her outstanding work in protecting the safety of the flying public.

Roseline Phillip, a checkpoint security supervisor at San Francisco International Airport, will receive the fourth National Screener of the Year Award honoring the best among those who work hard every day to keep potentially dangerous items and individuals off the nation's passenger planes. She was selected from nine regional winners and 50 national nominees to be the 1997 National Screener of the Year. Phillip works for International Total Services Inc., which performs security for Continental Airlines at San Francisco.

The award is sponsored by the FAA, Air Transport Association, Regional Airline Association, National Air Carrier Association and Air Line Pilots Association. FAA Administrator Jane F. Garvey will present the award during a special ceremony slated for Sept. 3 at FAA Headquarters.

"Safety is our highest priority," Garvey said. "We honor Roseline Phillip for her dedication and for serving as an exceptional role model in protecting the flying public."

Associate Administrator for Civil Aviation Security Cathal Flynn also recognized Phillip and saluted all of the nation's aviation security screeners. "The average screener examines more than 300,000 bags and 150,000 passengers in a year," Flynn said. "It's a demanding job requiring constant vigilance and an unwavering sense of duty, and we owe Roseline Phillip and her colleagues a debt of gratitude for serving as our first line of defense at the nation's airports."

All the nominees for this award displayed specific and sustained superior performance in aviation security. Phillip's excellence has been exhibited in outstanding test results and numerous awards from her company and the air carriers she has served in her 11 years on the job. In more than 158 weapons detection tests, Phillip has consistently achieved 100 percent detection scores.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 102-98
Friday, Aug. 28, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

Self-Defense Sprays May Fly Only in Checked Bags

WASHINGTON--Under an adjustment in regulations announced by the Federal Aviation Administration today, commercial airline passengers now may carry small self-defense sprays—commonly known as pepper sprays or mace—in their checked bags.

The regulation now will allow a passenger only one self-defense spray weighing 4 ounces (118 milliliters) or less, and containing not more than 2 percent tear gas, in a checked bag to be carried in the aircraft cargo compartment. Passengers who bring these sprays on board in their carry-on bags or on their persons, or who do not follow the regulations for devices that may be packed in their checked bags, face penalties of up to $25,000 and five years in prison.

The decision to authorize self-defense sprays in checked bags responds to numerous requests from passengers and flight crews for some means of self-protection once they reach their destinations. This added flexibility in the rules makes it completely unnecessary for passengers to bring these dangerous sprays into aircraft cabins where any release could hurt passengers and incapacitate flight crews, possibly endangering everyone on board.

In an incident last September aboard an America West Flight from Phoenix to El Paso, Texas, oxygen masks had to be deployed for passengers and the cockpit crew after a strong smell was detected in the cabin. The plane was only about 100 miles from El Paso and was able to land safely. However, one passenger fainted and all had to be treated for eye irritation. Subsequent investigation revealed that the probable cause was a pepper spray device found in the rear lavatory after the plane landed.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 103-98
Monday, August 31, 1998
Contact: Henry J. Price
Phone: (202) 267-8521

Revised

FAA Administrator Fills Important Domestic and International Posts

WASHINGTON -- Federal Aviation Administration (FAA) Administrator Jane F. Garvey announced today that she has filled three important positions that will help the agency enhance aviation safety, security and system efficiency domestically and abroad.

Lynne A. Osmus will succeed Patrick N. Poe as director of FAA's Europe, Africa, and Middle East Office. Poe now becomes regional administrator for the agency's Alaska Region. In addition, Marie Therese Dominguez begins her FAA career as deputy chief of staff and counselor to the agency administrator.

"I am pleased these talented individuals have accepted these important positions," said Garvey. "Their experience and proven skills will go a long way in helping the agency achieve its focused safety agenda and reduce the nation's aviation accident rate by 80 percent over the next decade."

As FAA's director for its Europe, Africa, and Middle East Office, Osmus will oversee agency activities for more than 100 nations. The office, located at the American Embassy in Brussels, Belgium, is the principal headquarters for the FAA covering an area from west to east from Greenland through Russia, and north to south from Scandinavia through Africa. The director serves as a FAA liaison to the nations' civil aviation authorities, foreign carriers, the United Nations International Civil Aviation Organization officials, and others with interest in aviation.

Osmus has worked as chief of staff for the FAA Administrator since 1995. There, she served as chief liaison for the FAA administrator to senior FAA and Department of Transportation officials. She has extensive aviation experience, particularly related to security, and is a 19-year veteran of the FAA. In 1992, Osmus served as director of FAA's Office of Civil Aviation Security Operations. Before that, Osmus worked in various security-related capacities since 1979.

Osmus has extensive executive training and received a Bachelor of Arts degree from Virginia Polytechnic Institute and State University in 1976, and has received special achievement awards and recognition throughout her career.

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As regional administrator for FAA's Alaska Region, Poe serves as the chief agency officer in the state. His duties include interacting with aviation interests in Alaska as well as responsibilities relating to management of the various FAA field offices. He is responsible for reporting on various aviation programs and policies affecting the region to FAA's assistant administrator for Region/Center Operations.

Poe, who has led the FAA's European Office since 1991, worked closely with ranking government and industry officials in those countries to promote cooperative efforts in aviation safety, security and efficiency. He served as the senior civil representative for the United States on the NATO Committee for European Airspace Coordination. Prior to his work in Belgium, Poe was posted at the U.S. Embassy in London as senior representative to the United Kingdom, Scandinavia, Republic of Ireland, the Netherlands and Iceland. He has served the FAA since 1977 in various capacities.

Poe earned bachelors and masters degrees and did post-graduate studies in economics at the University of Oklahoma from 1964 to 1974. He has received numerous awards, including a Department of Transportation (DOT) Superior Achievement award and an FAA Administrator's Award in 1989. He holds a private pilot's license.

As deputy chief of staff and counselor to the administrator, Dominguez will provide counsel to the administrator on important matters concerning aviation operations and technical programs. The position also requires her to provide assistance and advice to senior agency officials on the administrator's policies and serve as a liaison between the administrator and other senior FAA and DOT officials. As part of her current duties, she is working on expansion and noise issues at Burbank Airport in California.

Prior to this appointment, Dominguez had served since April 1997 at the White House as special assistant to the President and associate director of presidential personnel, where she was responsible for making recommendations to the President on numerous appointments confirmed by the Senate. Her portfolio of appointments included seven cabinet agencies, 11 independent agencies and over 75 boards and commissions.

In 1996, she worked as special assistant to a member of the National Transportation Safety Board, where she gained hands-on experience in major transportation accident investigations and other transportation safety issues. She also served as deputy associate director of the White House Office of Presidential Personnel beginning in August 1994. She initially joined the Department of Transportation in 1993 as an intergovernmental relations officer. Prior to her career in the federal government, she served in various local government and private sector capacities as an environmental policy analyst and lawyer.

With a bachelor's degree in American Studies in 1987 from Smith College, Northhampton, Mass., Dominguez received her law degree from Villanova University School of Law, Villanova, Pa. She is a member of the Maryland State Bar and the Hispanic National Bar Association.

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