FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 48-98
Friday, May 1, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Statement on General Accounting Office Report On Aviation Security

WASHINGTON – The General Accounting Office (GAO) report on aviation security is a fair, accurate and – by design – limited appraisal of the Federal Aviation Administration's progress in implementing selected recommendations by the White House Commission on Aviation Safety and Security.

The GAO makes it clear that the FAA has made progress in implementing most of the examined recommendations, even though some are taking longer than originally planned. This is due in large part to the fact that they involve new procedures and relatively untested technologies, particularly with regards to the development of computer-assisted passenger screening and passenger-bag match systems.

Specifically, the GAO examined eight of the commission's 31 aviation security recommendations, providing a partial view of the broad and comprehensive spectrum of security initiatives already in place or currently being deployed by the FAA, many in direct response to those recommendations. These include:

- The acquisition and deployment of 76 explosives detection machines for screening checked baggage. Nearly half of the machines purchased are operational at several major airports nationwide and all will be delivered by September of this year. In addition, 230 trace explosives detection devices have been deployed at 39 U.S. airports and are in use by 23 airlines. By September of this year, over 480 trace units will be in use at over 80 U.S. airports, making this the largest aviation security equipment deployment in the world.
- Implementation of a heightened checked baggage regime in conjunction with computer-assisted passenger screening system, which began on Jan. 1.
- Expansion of the use of canine explosives detection teams. Airports nationwide will have at least 150 teams at the end of the year.
- Establishing airport security consortia at major airports nationwide.
- A Notice of Proposed Rulemaking regarding the certification of screening companies will be released early next year. A final rule involving employment background checks will be issued by September.

- more -

Significant steps have been taken to improve aviation security in the United States. The FAA agrees with the GAO's findings and pledges to implement all of the commission's recommendations as directed by the president. These recommendations will play a major role in ensuring that the nation's airspace system remains the safest and most secure in the world.

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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 49-98
Monday, May 4, 1998

FAA: Marcia Adams
(202) 267-8521
MAA: Marilyn Corbett
(410) 859-7027

Media Advisory
Amended Version

The Federal Aviation Administration and Maryland Aviation Administration will be joined Wednesday, May 6, by elementary and middle school students at Baltimore/Washington International Airport (BWI) for an Aviation Career Day. The event will introduce and help prepare students for careers in transportation as we move into the 21st century.

As part of the Garrett A. Morgan Technology and Transportation Futures Program, a Department of Transportation-sponsored educational program that encourages students to pursue transportation careers, career day allows students to meet airport personnel and observe airport flight operations while touring the airport. Aviation professionals will meet and take questions from approximately 100 students from the following Baltimore-area schools - **Harlem Park Middle School, New Song Academy and Thomas G. Hayes Elementary School**. Other participating partners in the career day include the National Air Transportation Association, Federal Express and Southwest Airlines.

WHO: **David L. Winstead, Maryland Secretary of Transportation, students from Harlem Park Middle School, New Song Academy and Thomas G. Hayes Elementary School and aviation professionals**

WHAT: **Garrett A. Morgan Technology and Transportation Futures Program Aviation Career Day**

WHEN: **Wednesday, May 6, 1998**
Noon - Ceremony with aviation officials – BWI Observation Gallery
(contact FAA or MAA if you plan to attend and have questions)

WHERE: **BWI**

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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 50-98
Monday, May 4, 1998
Contact: Henry J. Price
Tel: (202) 267-8521

FAA Administrator Names New FAA Legislative Law Counselors

WASHINGTON -- Federal Aviation Administration (FAA) Administrator Jane F. Garvey has announced the selection of Mary Walsh as assistant chief counsel for legislation, and Thomas E. Zoeller as deputy assistant chief counsel for legislation. The two positions will allow the agency to benefit from their more than two decades of combined experience in Congress, government, labor and the private sector.

"In ten years the FAA will be faced with the safety and efficiency demands of transporting over one billion people annually by air," said Garvey. "The FAA and Congress must work together to meet these challenges. The vast experience of both Ms. Walsh and Mr. Zoeller will help the FAA work with Congress to make the safest, most efficient airspace system in the world even better."

The FAA Office of the Chief Counsel's assistant chief counsel for legislation serves as principal legal advisor to Administrator Garvey, FAA Chief Counsel Nicholas Gauaufis, and other senior agency officials concerning all legislative duties. Walsh will oversee the FAA's involvement in congressional hearings, playing a key role in shaping the agency's position on pending legislative matters. The office requires the preparation of congressional testimony and monitoring and advising key FAA officials on legislation. The deputy chief counsel for legislation supports, provides advice and assistance, and serves as second in command to the chief counsel for legislative affairs.

"I am extremely pleased Ms. Walsh and Mr. Zoeller have accepted these two important positions," said Garaufis. "Successfully respo ing to the complexities of a 21st century civil aviation system will require many legislative and regulatory actions. The positions announced today underscore that the FAA is committed to safely meeting a growing and changing national airspace system."

- more -

Walsh comes to the FAA after having served as minority counsel on the House of Representatives Committee on Transportation and Infrastructure Subcommittee on Aviation. In the congressional position, she worked closely with members of Congress in formulating, drafting and passing legislation on aviation issues for oversight and hearings matters handled by the Department of Transportation, the FAA, and the National Transportation Safety Board (NTSB).

Prior to her congressional work, Walsh served as staff attorney in the litigation as well as the regulation and certification divisions of the FAA Office of the Chief Counsel from 1989 to 1991. Walsh also served as a law clerk and associate in 1986 for the Washington law firm of Boros & Garofalo, P.C., and as a law clerk for the Seafarers International Union from 1984 to 1985. Walsh received her Bachelors of Arts degree in political science in 1983 from Fairfield University, Fairfield, Conn., and her Juris Doctor degree in 1986 from The Catholic University of America, Columbus School of Law, Washington. She is originally from Babylon, N.Y.

Zoeller has served as a legislative assistant for Sen. Wendell H. Ford, D-Ky., since 1995. In this position, he served as principal policy advisor to the senator in his role as a member of the Senate Committee on Commerce, Science and Transportation, and particularly the lawmaker's position as ranking minority member of the panel's aviation subcommittee.

Prior to his work for the senator, beginning in 1990 Zoeller served as counsel for the Senate Committee on Rules and Administration. In 1987, Zoeller began serving as an attorney to the Federal Election Commission (FEC), including having served as acting special assistant general counsel to the FEC in 1989. The Washington attorney received his Bachelors of Arts degree in political science in 1984 from The Catholic University of America, and his Juris Doctor degree in 1987 from Seton Hall University School of Law, Newark, N.J.

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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 51-98
Monday, May 4, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA to Introduce Computer-Based Training For Security Checkpoint Screeners

WASHINGTON – In order to enhance aviation security in the United States, the Federal Aviation Administration today announced it will introduce computer-based training for security screening personnel at the nation's busiest airports. The White House Commission on Aviation Safety and Security recommended that the professionalism of the security workforce, including airport screeners, be increased.

"Aviation security screeners play a vital role in protecting the flying public," said FAA Administrator Jane Garvey. "Development of this training system responds directly to the White House Commission's recommendation. With this new tool, the airlines will be able to pick those who are best suited for the job, give them the best possible training, and make sure they get recurrent training when they need it."

The computer-based training is a module of the Screener Proficiency Evaluation and Reporting System (SPEARS) being developed by FAA to select, train, evaluate and monitor the performance of employees who operate the X-ray screening checkpoints. Airlines will be able to use this module of SPEARS to test candidates and select those who show the greatest potential for the job. The new screeners would then undergo an intensive course of self-paced, realistic learning using the new workstations, and could later use the workstations for any needed refresher training. The new computer-based training system will ensure high-quality, standardized screener training, provide opportunities for realistic practice with all types of threats, reduce the overall training time, and combine training with performance testing.

The FAA awarded Safe Passage International Inc. of Rochester, N.Y., the $11 million contract to install the SPEARS computer-based training workstations and train instructors on its use at up to 60 airports. The contract announced today includes software and multimedia computer platforms that will be installed in airport classrooms, with each classroom receiving two to 10 separate workstations. The FAA has previously deployed systems for operational testing at 19 airports, so today's contract will bring the total number of airports with computer-based training up to 79 by the end of this year.

- more -

A future feature of SPEARS is the Threat Image Projection (TIP) module that will be installed directly onto airport X-ray screening machines. With TIP, screeners will see artificial images of improvised explosives devices and other threat objects projected onto images of real bags they are monitoring at the X-ray stations. TIP is capable of projecting thousands of realistic threat images in different configurations that will automatically fit the dimensions of real bags. The screeners' ability to detect these threat images will be monitored to evaluate their performance and identify any need for specific retraining. TIP is being deployed at the nation's major airports.

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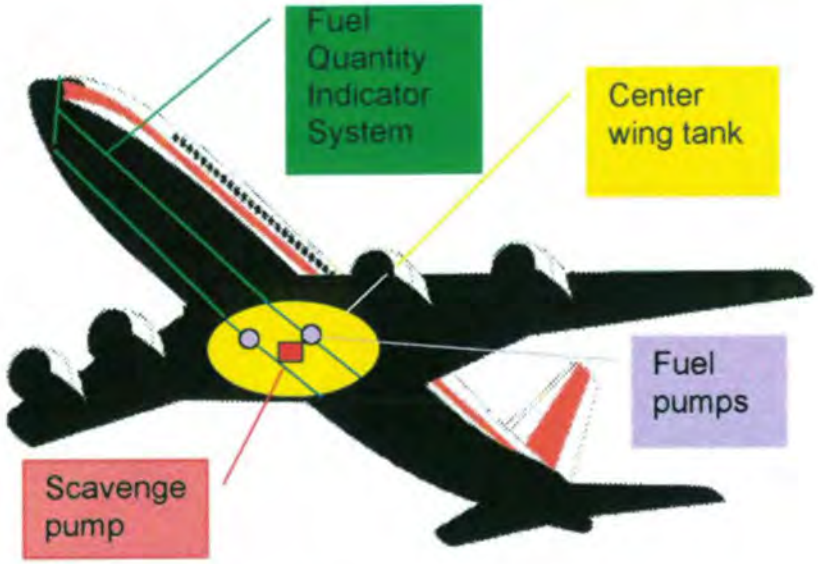
An electronic version of this news release is available via the World Wide Web at: www.faa.gov



FAA ACTIONS ON FUEL TANK SAFETY

July - August 1996
- FAA performs comprehensive review of 747 service history, fuel and electrical systems, certification.

October 1996
- FAA examines potential safety benefits from adding fuel to center wing tank.

December 1996
- FAA issues Airworthiness Directive on fuel pump wiring inspections.

April 1997
- FAA seeks public comment on NTSB fuel tank recommendations.

May 1997
- FAA supports Boeing service bulletin on additional center wing tank inspections.

July 1997
- FAA participates in NTSB test flights with Evergreen 747.

October 1997
- FAA and SAE hold Fuel Flammability Conference.

November 1997
- FAA proposes Airworthiness Directive on enhanced protection of Fuel Quantity Indicator System on older 747s.
- FAA proposes Airworthiness Directive on scavenge pump wiring inspections.
- FAA asks American Petroleum Institute to study issues related to raising fuel ignition temperature.

December 1997 - January 1998
- FAA forms expert FAA/industry team to study issues of fuel and operating conditions.
- FAA asks Aviation Rulemaking Advisory Committee to study fuel tank safety for new and existing aircraft.

April 1998
- FAA proposes Airworthiness Directive on enhanced protection of Fuel Quantity Indicator System on older 737s.
- FAA proposes Airworthiness Directive on installation of flame arrestors and relief valves in 737 vent system.

FAA ACTIONS ON AIRCRAFT ICING

1994 - present
- The Aviation Regulatory Advisory Committee (ARAC), which helps the FAA develop aviation regulations, continues to develop revised certification criteria for demonstrating safe flight in icing conditions.

April 1996
- FAA issues 18 icing-related Airworthiness Directives. ADs detail visual cues that let pilots determine when their aircraft is in severe icing in excess of the plane's anti-icing and de-icing capabilities and require pilots to request priority handling from air traffic controllers.

April 1997
- FAA publishes Inflight Aircraft Icing Plan that covers certification, operating regulations and training, and weather forecasting technologies. Effort involves more than 500 experts, certification authority representatives and aircraft manufacturers from 21 countries.

April 1997
- FAA supports research efforts to establish criteria for measuring conditions outside those in the current regulations. FAA and Canada researchers develop a data base on these icing conditions, including how hazardous they may be to aircraft.

May 1997
- FAA proposes Airworthiness Directive on Embraer EMB-120 aircraft requiring an ice detection system and changes to the flight manual.

December 1997
- FAA-developed icing software function installed at National Weather Service's Aviation Weather Center. Combines information from computer models, weather satellites, surface observations and NEXRAD radar. Lets forecasters better determine where icing conditions exist.

FAA ACTIONS ON RUNWAY INCURSIONS

- **Original NTSB issue was in 1990, and 19 recommendations have been added since then. Today, only one recommendation is on the list.**
- **Most runway incursions result from pilot deviations that involve General Aviation aircraft.**
- **FAA has 28 Airport Surface Detection Equipment -3 (ASDE-3) operational at nation's major airports; deployment scheduled to be complete late 1999.**
- **FAA has a prototype Airport Movement Area Safety System (AMASS) in San Francisco and pre-production versions at Detroit, St. Louis and Atlanta for operational testing. FAA meeting with NATCA to discuss implementation.**
- **FAA developing 1998 Airport Surface Operations Safety Action Plan. Goal is overall reduction of runway incursions by 15 percent. Action plan will be consistent with Administrator's "Safer Skies" safety agenda.**

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 52-98
Wednesday, May 6, 1998

FAA: Marcia Adams
(202) 267-8521
MAA: Marilyn Corbett
(410) 859-7027

FAA and Industry Participate in Aviation Career Day
At Baltimore/Washington International Airport

WASHINGTON – The Federal Aviation Administration (FAA), Maryland Aviation Administration (MAA) and aviation and transportation partners today joined students at an aviation career day at Baltimore/Washington International Airport (BWI). The event, part of the Garrett A. Morgan Technology and Transportation Futures Program, introduced students to careers in transportation to help prepare them for the 21st century.

Approximately 100 students from the following Baltimore-area schools participated in the career day – **Harlem Park Middle School, New Song Academy and Thomas G. Hayes Elementary School.** Students met airport personnel, observed airport flight operations, toured the airport and received presentations from aviation officials. During the tour, the students met and asked questions of the aviation and transportation officials in attendance.

These officials included: A. Bradley Mims, FAA; David Winstead, Maryland Department of Transportation (MDOT); Ted Mathison, MAA; Thor Solberg, National Air Transportation Association (NATA); Betsy Moore, Maryland Department of Labor, Licensing and Regulation; Roy Resavage, Helicopter Association International; and Rob Brown, Southwest Airlines.

"President Clinton's highest priority is education, the key to opportunity," said FAA Administrator Jane F. Garvey. "The Garrett Morgan Program provides a wonderful way for us to reach hundreds of children and tell them about the many exciting career opportunities in the aviation field."

"Visiting Baltimore/Washington International Airport gives youngsters an opportunity to see science and technology at work," said Maryland Transportation Secretary David. L. Winstead. "We welcome the chance to motivate children to continue their education by giving them a glimpse of the exciting opportunities ahead."

Other participating partners in this career day included NATA, Federal Express and Southwest Airlines.

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The Morgan Program, initiated last May by U. S. Transportation Secretary Rodney E. Slater, was named in honor of Garrett A. Morgan (1876-1963), an African-American entrepreneur. Morgan invented the three-phased automated traffic signal and the safety hood, later known as the gas mask.

The four goals of the program are to:

- improve students' math, science and technology skills;
- strengthen the links between the transportation sector and community colleges, junior colleges and technical schools;
- expand transportation programs at undergraduate and graduate institutions; and
- ensure life-long learning opportunities for transportation practitioners.

Additional information on the program can be assessed on the Department of Transportation's website, http://education.dot.gov.

This career day precedes the annual observance of National Transportation Week (NTW) May 10-16, which highlights the importance transportation plays in the lives of the American public. Additional information on NTW and scheduled events can be accessed via the Internet at http://www.ota.fhwa.dot.gov/ntw.

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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 54-98
Thursday, May 7, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Orders Inspections of Wiring Insulation in Boeing Aircraft

WASHINGTON -- Continuing its series of proactive safety measures related to post-accident reviews of the 1996 TWA 800 crash, the Federal Aviation Administration (FAA) has issued Airworthiness Directives ordering inspection and possible replacement of fuel tank wiring insulation in certain Boeing 737s, 747s and 767s.

According to the first Airworthiness Directive, the FAA-ordered inspections and corrective actions will immediately affect an estimated 152 U.S.-registered Boeing 737-100 and -200 models with more than 50,000 hours flying time. Inspections of these aircraft must be accomplished within seven days or five flight hours, whichever comes later. Additionally, the agency announced it will soon propose plans for inspection of 737 models with less than 50,000 hours service.

A second, separate Airworthiness Directive is directed to operators of 264 747s and 231 767s registered in the United States. Operators have 60 days to do the inspections, and within 10 days thereafter, must send any damaged wires and conduits to the FAA with a written report. The compliance period is longer than for 737s because the issue with Boeing 747s and 767s is somewhat different.

The FAA's actions are intended to detect and correct chafing of wire insulation inside conduits installed in the fuel tanks of these Boeing aircraft. Fuel pumps on these models are electrically powered by wiring encased in metal conduits. Teflon sleeves separate the wires from the conduits 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.

The Boeing Aircraft Co. recently notified the FAA that inspections of conduits on three Boeing 737s revealed a high degree of wear on the Teflon sleeves and the in-tank wires. Preliminary indications are that two conduits on one of these aircraft had tiny pinholes, which may have been caused by electrical arcing.

-more-

An inspection of the main fuel tanks on one Boeing 747 showed that Teflon sleeves were missing from a wire bundle inside a conduit. The reason for the missing sleeves has not been determined. Boeing 767s are included in the inspection order because they have a similar design. Boeing 737-700, 737-800, 757 and 777 aircraft are not affected because they have a different design that does not involve wiring, fuel pumps and conduits inside the fuel tanks.

On all the affected Boeing 737 aircraft, operators are required to remove and inspect the wire bundles and install an additional layer of Teflon sleeve. If chafing is evident, the wires themselves must be replaced. Estimated cost for the inspections is $1,800 per airplane for 737s.

On the affected 747 and 767 aircraft, operators must confirm the installation of Teflon sleeves over certain electrical wires inside conduits installed in the fuel tanks, and take corrective action, if needed. Estimated cost of the inspection is $60 per aircraft.

Today's actions are the latest in the FAA's effort to raise the safety bar on aircraft fuel tanks. Since 1979, the FAA has issued four Airworthiness Directives related to Boeing 747 fuel tank safety issues and two on 737s.

In 1979, the agency ordered operators to discontinue use of auxiliary fuel tanks unless protective Teflon sleeves were installed, and required inspection, repair and modification of boost pump wiring. Following the TWA 800 accident in July 1996, the FAA required inspection of Teflon sleeves and wiring inside aluminum or stainless steel conduits and repetitive inspections of the sleeves to see how well they were protecting the wires after extended time in service.

In April of this year, as the FAA continued its commitment to expand inspections of fuel systems in other large aircraft, the agency proposed an Airworthiness Directive related to Boeing 737 fuel tanks. The order is designed to enhance the protection of the Fuel Quantity Indication System (FQIS) on Boeing 737 aircraft against voltage spikes or short circuits and require installation of flame arrestors and pressure relief valves in the fuel vent system. A similar proposed Airworthiness Directive was issued last year to enhance the fuel indicator system on Boeing 747s.

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

Domestic-registered 737s, all models 100 and 200, covered by today's order

Air Kazakstan (1)
AirTran Airways (2)
Alaska Airlines (2)
America West Airlines (5)
Aviateca (4)
Casino Express (2)
Continental Air Lines (21)
Delta Air Lines (2)
Eastwind Air Lines (3)
European Aviation Ltd. (1)
Frontier Airlines (5)
Gecas (1)
Integrated Aircraft Corp. (1)
International Air (1)
IAL Aircraft Holding Inc., trustee (1)
National Airlines (Chile) (1)
National Lease (2)
Pace Airlines (1)
Pan Am World Airways (2)
Sempati Air (2)
Southwest Airlines (30)
Taca International (4)
The CIT Group (1)
Tracor Flight Systems (1)
Triton Aviation Service (2)
United Airlines (44)
US Airways (2)
Vanguard Airlines (7)
Winair (1)

U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

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FINAL

IF ASKED/READ ONLY STATEMENT ON MIAMI TOWER ISSUE

FAA has reassigned two managers from Miami Air Traffic Control Tower following an investigation into improprieties during conduct of the agency's employee drug testing program. The investigation revealed that facility managers were advising employees in advance of random drug testing being conducted at the Tower. Agency policy prohibits managers from advising employees when drug testing is to be conducted.

A management official at Miami Tower, has been reassigned to a non-management position at the FAA International Area Office in Miami.

Another management official at Miami Tower, has been reassigned to a traffic management position at Miami Air Route Traffic Control Center.

FAA is continuing the process begun in late March to terminate an air traffic controller at Miami Air Traffic Control Tower who admitted to on duty drug use.

Employee privacy rights prevent FAA from releasing further information about these cases.

5/7/98

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 53-98
Thursday, May 7, 1998
Contact: Henry J. Price
Tel: (202) 267-8521

MEDIA ADVISORY
COMMERCIAL SPACE TRANSPORTATION ADVISORY COMMITTEE TO MEET

The Commercial Space Transportation Advisory Committee will meet at 8:30 a.m. to 1:30 p.m. on Thursday, May 14, 1998, in Room 2230 of the DOT Headquarters Building, 400 Seventh Street, S.W., Washington, D.C. COMSTAC is the broad-based industry group, that advises the Federal Aviation Administration (FAA) and the Department of Transportation on issues of concern to the commercial space transportation industry.

Deputy Secretary of Transportation Mortimer L. Downey is scheduled to speak to the group following opening remarks at 8:30 a.m. by COMSTAC Chairman Ron Grabe, senior vice president and assistant general manager of Orbital Sciences Corporation's Launch Systems Group. Acting Associate Administrator for Commercial Space Transportation Patricia G. Smith will report on FAA Office of Commercial Space Transportation activities following Downey's presentation. Rep. Dave Weldon, R-Fla., vice chairman of the House Space Aeronautics Subcommittee of Committee on Science will address the group on legislative issues.

Michael Kelly, president and chief executive officer of Kelly Space and Technology, is scheduled to make a presentation on the development of reusable launch vehicles for commercial launch operations. Kelvin Coleman, a project engineer in the FAA Office of Commercial Space Transportation will discuss work on the development of a framework to implement a National Air and Space Traffic Management System, followed by Major General Robert Dickman, Department of Defense's space architect, reporting on the launch on demand issue.

The meeting will conclude with reports from the chairmen of COMSTAC's Technology and Innovation and Launch Operations and Support working groups and any new business to come before the committee. The meeting is open to the public but space may be limited.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 55-98
May 8, 1998
Contact: Henry J. Price.
Phone: (202) 267-8521

MEDIA ADVISORY

Transportation Secretary Slater and FAA Holds Commercial Space Industry Career Day for Local Youths

WASHINGTON -- Secretary of Transportation Rodney E. Slater, Federal Aviation Administration (FAA) officials, and Washington-area community leaders will meet on Tuesday, May 12 with local students to discuss growing career opportunities in commercial space transportation. The event will start at Washington Dulles International Airport, Va., 10:30 a.m. and runs to 3 p.m.

The event is in conjunction with the Garrett A. Morgan Program, which was initiated last May by Transportation Secretary Rodney E. Slater to prepare young people for employment opportunities in transportation as the nation moves into the 21st Century. FAA officials and commercial space transportation professionals will provide presentations and take questions from more than 100 students from Washington area schools. The school participating in the event from Maryland is the Bradbury Heights Elementary School, Capitol Heights. Schools and educational organizations from Washington area include Kramer Middle School, Thomas Elementary School, Francis Junior High School, Jefferson Middle School, Hispanic Fellowship, and Malcolm X Elementary School.

The event will begin with a presentation by former space shuttle Astronaut Frederick Hauck in front of the Space Shuttle Enterprise, which is currently being stored at the Smithsonian storage facility at Dulles. The event will also include a presentation by former Astronaut Rick Hieb who flew on the space shuttle and SR-71.

Secretary Slater is scheduled to meet the group at 12 noon. FAA officials participating in the event include Acting Assistant Administrator for Commercial Space Transportation Patricia Grace Smith; Associate Administrator for Government and Industry Affairs A. Bradley Mims; Assistant Administrator for System Safety Christopher A. Hart; and Associate Administrator for Regulation and Certification Guy S. Gardner. They will speak following the secretary's remarks.

- more -

To arrive at the event, at Dulles media should follow the signs to airport security. The reporters should go through the security gates. Reporters should then go to the center of the terminal and meet at the Mobile Lounge Desk by 10:30 a.m. Reporters can receive a more detailed copy of the schedule 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
56-98
Sunday, May 10, 1998
Contact: Henry J. Price
Tel: (202) 267-8521

MEDIA ADVISORY

FAA TO HOLD MEDIA BRIEFING REGARDING REVISING THE BOEING-737 ACTIONS TAKEN ON THRUSDAY, MAY 7

WASHINGTON -- The Federal Aviation Administration (FAA) will announce revisions to actions taken on Thursday, May 7, regarding the Boeing-737 aircraft. The announcement will be made at 12 noon today at a media briefing at FAA Headquarters, 800 Independence Ave., S.W., Room 9 A-B.

For reporters unable to attend there will be a listen only phone bridge. To enter the phone bridge call (202) 493-4170.

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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 57-98
Sunday, May 10, 1998
Contact: Eliot B. Brenner
Tel: (202) 267-8521

FAA Orders Immediate Inspection for High-Time Boeing 737s, Extends Inspection Order

WASHINGTON -- The Federal Aviation Administration (FAA) today released an Airworthiness Directive (AD), revising one issued Thursday, May 7, requiring older Boeing 737s to be immediately inspected for damage to one of two high voltage fuel pump electric lines in each wing, and repaired if necessary, before returning to service. The action -- affecting about 15 percent of the domestic fleet -- was taken after 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.

Additionally, the FAA extended its initial order for an inspection for both sets of fuel pump wires in each wing to 737s with between 40,000 and 50,000 flight hours. Those inspections must be 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 have shown no wear in early inspections. The expanded order covers an additional 118 domestic-registered airplanes and 282 worldwide, including U.S. aircraft. There are 1,088 Boeing 737s registered in the United States and 2,716 registered worldwide. The first order affected the 100 and 200 series of 737s, and the second brings in later models of the 300, 400 and 500 series of the Boeing 737s.

"Safety is our highest transportation priority and this action demonstrates the FAA's commitment to maintaining this nation's demanding standards of flying safety," FAA Administrator Jane F. Garvey said.

On Thursday, after learning of a Continental Air Lines 737 with a fuel leak through pinhead sized holes from a high voltage line arcing against an in-tank aluminum conduit to a fuel pump, the FAA ordered all 737s with 50,000 or more hours inspected within five flight hours or seven days, whichever came later. The notice also required the addition of a Teflon sleeve over the wires. The FAA had been prepared to issue an immediate notice requiring an inspection over a longer period based on two reports of worn insulation, but made its action immediate upon learning of the Continental incident.

- more -

The Boeing 737 has a fuel tank in each wing. Each tank is served by two fuel pumps, each powered by wiring contained within a separate conduit. One pump, closer to the fuselage, is referred to as the "center" pump, and the second is called the "main" pump.

Early inspection results from the first notice reported to the FAA Saturday, May 9, in the afternoon showed no wear to any of the power lines serving the center pumps. However, those early results showed that 13 of 26 inspected main pump lines showed signs of wear on the insulation of the wires. One wiring bundle on a United Air Lines 737 showed clear signs of arcing in one location and a second spot where bare wire was already exposed. That finding prompted the FAA to issue Sunday's notice, and it is continuing its review of the results of the inspections.

Ferry flights, without passengers, will be permitted to bring planes to maintenance locations for inspection.

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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 58-98
Monday, May 11, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

Media Advisory
FAA Updates on Boeing 737 Wiring Inspections

WASHINGTON -- Media representatives interested in the progress of the wiring inspections on older Boeing 737 aircraft may view updates on the Federal Aviation Administration (FAA) Public Affairs home page on the World Wide Web. Future updates will occur periodically. Please set your web browser to this address:

http://www.faa.gov/apa/737iu.htm

On Thursday, May 7, the Federal Aviation Administration (FAA) ordered inspections and corrective actions that immediately affect an estimated 152 U.S.-registered Boeing 737-100 and -200 models with more than 50,000 hours flying time. Subsequently, on May 10, the agency modified its original order, requiring older 737s to be inspected and repaired before returning the aircraft to service. The FAA also ordered inspections of 737s with 40,000-50,000 hours within 14 days.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 59-98
Monday, May 11, 1998
Contact: Kathryn Creedy
Phone: 202-267-8521

Media Advisory

FAA Administrator Jane F. Garvey will unveil a new systematic, data-driven air carrier inspection program called the Air Transportation Oversight System (ATOS) that will better enable FAA inspectors to spot safety trends and catch problems before they lead to an incident or accident.

Who: FAA Administrator Jane F. Garvey and a panel of aviation safety inspectors and experts.

What: Remarks by Jane Garvey, a panel discussion, questions and answers.

When: Wednesday, May 13 at 2:00 p.m.

Where: FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C. Room 9 AB on the ninth floor.

Outside the beltway: A telephone bridge will be available for out-of-town media who wish to listen to the briefing. Please call Kathryn Creedy at 202-267-8521 for dialing information.

Attention broadcast producers: B-roll of "inspectors at work" will be available at the media briefing.

Attention radio reporters: A radio actuality featuring an FAA official and an inspector will be available on May 13 on the Transportation Radio Network by calling 800-526-1144.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 60-98
Tuesday, May 12, 1998
Contact: Henry J. Price
Tel: (202) 267-8521

Commercial Space Industry Career Day for Local Youths

WASHINGTON -- Secretary of Transportation Rodney E. Slater, Federal Aviation Administration officials, and Washington-area community leaders met with local students today to discuss growing career opportunities in commercial space transportation.

The event, coordinated by the FAA Office of Government and Industry Affairs, was part of the Garrett A. Morgan Technology and Transportation Futures Program, which was organized to help prepare young people for employment opportunities in transportation as the nation moves into the 21st century.

"President Clinton's highest priority is education, the key to opportunity," said Secretary Slater. "Our nation's youth are our future, and the Garrett A. Morgan program will provide the nation with a brighter future."

The Garrett A. Morgan Program, initiated last May by Secretary Slater, was named in honor of an African-American inventor and entrepreneur. Morgan lived from 1876 to 1963. His vast accomplishments include invention of the three-phased automated traffic signal and the safety hood, which was later known as the gas mask. The four goals of the program are to:

- Improve students' math, science and technology skills;
- Strengthen the links between the transportation sector and community colleges, junior colleges and technical schools;
- Expand transportation programs at undergraduate and graduate institutions; and
- Ensure life-long learning opportunities for transportation practitioners.

"The students we have met with today may be the next commercial space astronauts or engineers of tomorrow," said Associate Administrator for Government and Industry Affairs A. Bradley Mims. "The educational impact of the Garrett Morgan Program will expose our children to greater employment opportunities when they become adults."

- more -

More than 100 students attended the event. Students from Bradbury Heights Elementary School, Capitol Heights, Md, will attend. Students participating from Washington attend Kramer Middle School, Thomas Elementary School, Francis Junior High School, Jefferson Junior High School, and Malcolm X Elementary School.

The daylong event occurred at various locations at Washington Dulles International Airport, Va. At the airport students met with and received presentations from rocket manufacturers, rocket launchers, aerospace engineers, state and federal launch officials, as well as airlines to discuss career opportunities in their fields of expertise.

"The young people of the nation are our most precious natural resource," said Associate Administrator for Commercial Space Transportation Patricia Grace Smith. "Today's effort provided area students hands-on, straight-forward information about the tremendous opportunities in this growing field."

The Smithsonian Institution allowed the students to view the Space Shuttle Enterprise that is being stored at Dulles in the institution's storage facility. A highlight of the event was a presentation by former space shuttle astronaut Frederick Hauck in front the Enterprise. Hauck is currently president of AXA Space Inc., a local provider of insurance for the risk of launching and operating satellites. The event also included a presentation by former astronaut Rick Hieb who flew on the space shuttle and the SR-71 "Blackbird" reconnaissance plane. Hieb is currently the director of the commercial space program with Allied Signal Inc.

FAA Associate Administrator for Regulation and Certification Guy S. Gardner and Assistant Administrator for System Safety Christopher A. Hart also attended the event. Government, industry, labor and the commercial space community participants in the event included: Atlantic Coast Airlines, Metropolitan Washington Airports Authority, AXA Space Inc., Allied Signal Inc., American Institute of Aeronautics and Astronautics, COMSAT World Systems, International Association of Machinists and Aerospace Workers, Moonspace, Space Transportation Association (STA), Gardner Consulting Planners, The Boeing Co., and Universities Space Research Association.

Additional information on the Garrett A. Morgan Program can be accessed on the Department of Transportation website at http://education.dot.gov. Today's career day takes place during the annual observance of National Transportation Week (NTW) Sunday, May 10 through Saturday, May 16, which highlights the importance transportation plays in the lives of Americans. Additional information on NTW and associated events can be accessed via the Internet at http://www.ota.fhwa.dot.gov/ntw.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 61-98
Wednesday, May 13, 1998
Contact: Alison Duquette
Phone: 202-267-8521

FAA Announces New Aviation Inspection Process

WASHINGTON – U.S. Secretary of Transportation Rodney E. Slater and FAA Administrator Jane F. Garvey today unveiled a new systematic, data-driven air carrier inspection program that will better enable FAA inspectors to spot safety trends and catch problems before they lead to an incident or accident.

Under the Air Transportation Oversight System (ATOS), which will be phased-in over three years beginning this October, each air carrier will have a dynamic, comprehensive surveillance plan specific to its operations.

"President Clinton and Vice President Gore have made safety our top transportation priority," Slater said. "As part of our new Safer Skies agenda, this new safety inspection process is common sense government which will make the world's safest skies even safer."

"We know that the current oversight system cannot produce the changes necessary to significantly lower the accident rate. In the past, we have focused on the symptoms. Now we will focus on root causes," said Garvey. "By the end of this year, ATOS will begin to raise the bar above minimum compliance with aviation safety standards and will help us achieve our ***Safer Skies*** goal of reducing accidents by 80 percent over the next 10 years."

Beginning in October, ATOS Phase 1 will focus on the 10 major passenger air carriers (Alaska, America West, American, Continental, Delta, Northwest, Southwest, TWA, United and US Airways) as well as any new entrant certificated by the FAA's Certification, Standardization and Evaluation Team (CSET). The CSET is a new national team of inspectors who help local FAA Flight Standards district offices process new air carrier certificates. Other air carriers will be introduced to ATOS by October 1999.

- more -

The FAA will continue to take enforcement action against carriers that do not comply with federal regulations. ATOS will take the agency beyond the role of enforcer and foster a higher level of safety through more focused, extensive inspections tailored to each individual air carrier. ATOS will undergo continuous analysis so the agency is able to shift resources as necessary. This new way of doing business incorporates the following:

- ATOS will analyze air carrier safety systems. It will identify risks by integrating the work of the agency's expert inspector workforce with hard data.

- A new ATOS database under development will identify emerging safety trends and direct inspectors to re-target surveillance based on data that is shared nationwide. The database will include the surveillance plan and tools for each air carrier. It also will include inspection results and information on safety performance. Inspectors will have rapid access to national safety information.

- Each air carrier will be assigned a Certificate Management Team (CMT) that will tailor surveillance to the carrier's specific operations. In addition to the local inspectors, geographic inspectors will receive training on their assigned carrier's policies and procedures. Previously, inspectors were assigned to several air carriers and did not receive specialized training.

- The regular surveillance work program and National Aviation Safety Inspection Program (NASIP) inspections will be replaced by a more flexible, focused program outlined by the CMT using new data analysis tools. Plans will be updated annually.

- The ATOS process will undergo an ongoing audit to evaluate effectiveness.

The Professional Airways Systems Specialists (PASS), the union representing aviation inspectors, has worked in partnership with FAA management to develop ATOS. This fall, approximately 900 CMT inspectors will be trained on ATOS policies and procedures, systems safety, risk analysis, automation and teamwork skills. In addition, each CMT will be assigned an analyst and a data evaluation specialist, which are new positions. "PASS supports the principles behind ATOS and it is the union's sincere desire to work in partnership with the FAA to see our efforts come to fruition," said Robert Carlisle, an FAA inspector representing PASS.

Sandia National Laboratories, a Department of Energy national security laboratory, focused on the safety and security of the U.S. nuclear weapons stockpile, has worked with the FAA since 1996 to re-engineer FAA's oversight process. Sandia's "accidents are unacceptable" policy in the nuclear environment as well as its expertise in systems engineering, system safety, and safeguards lends a unique perspective to the FAA.

Air carriers are responsible for operating at the highest level of safety and FAA inspectors ensure that they comply with federal regulations. Currently, air carriers receive a mandatory, scheduled inspections specified in an annual work program based on the carrier's level of operations. Additional inspections are conducted at the discretion of the carrier's principal FAA inspectors assigned. This "expert-based," non-systematic approach relies on the expertise of the inspectors assigned to an air carrier. ATOS will use a data-driven system to identify safety trends.

"I am impressed with the scope of the ATOS program, said John Kern, vice president of regulatory compliance and chief safety officer, Northwest Airlines. "This data-driven systematic process makes sense and will help us further our partnership efforts toward improving aviation safety."

Note to radio reporters: A radio actuality featuring an FAA official and inspector is available on the Transportation Radio Network by calling 800-526-1144.

Visit the FAA's ATOS Web site at: www.faa.gov/avr/afs/atos.

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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
Wednesday, May 13, 1998
Contact: Alison Duquette
Phone: 202-267-8521

Fact Sheet: Air Transportation Oversight System

The Air Transportation Oversight System (ATOS) is a new way of inspecting air carriers. This new way of doing business for the FAA will foster a higher level of safety by using a systemic, data-driven approach to identify emerging safety trends and prevent accidents.

What's In

Inspections
- Certificate Management Teams (CMTs) use a flexible, systems safety approach to retarget and focus surveillance throughout the year.

Data
- A new ATOS database identifies and analyzes emerging safety trends and helps shift resources and re-target inspections.

Oversight
- A systems approach assesses risks and analyzes air carrier safety.

Geographic Inspectors
- Geographic inspectors are assigned to a specific air carrier, receive air carrier-specific training, and join the CMT for that air carrier.

Continuous Improvement
- Continuous Improvement Teams (CITs) will review and improve ATOS.

Evaluation
- ATOS will undergo an ongoing audit to evaluate effectiveness.

What's Out

Inspections
- National guidelines set an identical number of required inspections for similar operators.

Data
- The current FAA data base system does not use a systems approach.

Oversight
- The current expert-based system relies on inspector expertise rather than an integrated, team-based approach.

Geographic Inspectors
- Geographic inspectors support several air carriers without air carrier-specific training and do not formally work with principal inspectors.

Continuous Improvement
- There currently is no structured process.

Evaluation
- There currently is no ongoing evaluation process.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 62-98
Thursday, May 14, 1998
Contact: Eliot B. Brenner
Phone: 202-267-8521

FAA Extends Boeing 737 Order,
Directs Center Pump Wire check on -100, -200 Series

WASHINGTON – The Federal Aviation Administration today ordered airlines to inspect Boeing 737 fuel pump wires on planes with 30,000 to 40,000 flight hours within 45 days. And the FAA ordered a check of center pump wires on older aircraft which the FAA last Sunday, May 10, initially excluded from inspections.

The action -- which also requires the addition of a second layer of Teflon protection on the wires -- was taken following a detailed analysis of data obtained following the inspection of at least 195 aircraft with 40,000 or more hours of service. Those checks showed a number of planes with worn insulation on fuel pump electrical wires in conduit passing through wing fuel tanks and at least nine bare wires.

The amended inspection and Teflon sleeve installation schedule contained in the Thursday, May 14, 1998 Airworthiness Directive is as follows:

- 50,000 and above -- center pump wires on -100 and -200 models-- inspect within five days.
- 40,000 hours and above (737-100 and -200 models) – center pump: 10 days. The -300, -400 and -500 models were covered by Sunday's order
- 30,000 to 40,000 hours (all models through -500) – both center and main pump: 45 days

The inspection schedule is not expected to cause any major disruption in flight schedules. Airlines report the work can be accomplished in six hours by four mechanics at a cost of approximately $1,440.

Newer generation Boeing 737 models – the 737-600, -700, and -800 -- are not affected by the inspection notices because they do not have electrical wires running through conduits within fuel tanks.

There are 1,140 Boeing 737s registered in the United States and 2,772 worldwide. Last Thursday, May 7, the FAA ordered a 7-day inspection period for both the main and center pump wiring on planes with 50,000 or more hours. Early May 10, that order was amended to drop the inspection of the center pump wires for the -100 and -200 series aircraft, require inspection of the main pump wiring before further flight, and to require the inspection of both sets of wires in the 40,000- to 50,000-hour category on the -300, -400 and -500 models.

The past week's actions are the result of the FAA's decision in 1996 following the TWA 800 tragedy to examine fuel tank wiring issues in greater detail throughout the commercial aviation fleet. Prior actions include inspection notices for the 747 and 767 aircraft, which also have pump electrical wires within metal conduits within wing fuel tanks. As part of the effort, the FAA asked Boeing to examine high-time 737s and the agency was drafting an inspection order when it received the first report of an exposed wire in a conduit, accelerating the work already under way.

As previously announced, the FAA also will propose a regular inspection schedule for these circuits in the coming months.

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BY REQUEST ONLY

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 63-98
Friday, May 15, 1998
Contact: Eliot Brenner
Phone: 202-267-8521

Statement of Jane F. Garvey on the Center for Public Integrity report

WASHINGTON – The Federal Aviation Administration has been engaged in intensive efforts to examine aircraft wiring issues over the past year and a half, and has systematically addressed wiring issues associated with Boeing 747, 767 and – most recently – 737 model aircraft. We are finalizing a plan to address potential aging aircraft issues as recommended by the White House Commission on Aviation Safety and Security. That plan will lay out the next steps beyond the agency's existing work on aircraft structures, and will include electrical systems. It is essential that our strategy include all relevant data available, so we intend to incorporate any new information which the Center for Public Integrity's report may provide, as well as the data which has been developed recently during the inspections of Boeing 737 aircraft. Our approach, which we anticipate completing in June, will include improved maintenance training and practices, and additional inspections, which will complement the existing maintenance and inspection requirements. We will consider any data or information that helps us move to a higher level of safety in aviation.

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

By Request only

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 64-98
Tuesday, May 19, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Statement on Information and Facility Security

WASHINGTON – The Federal Aviation Administration is continually improving security programs for its information systems and facilities. However, it is important to note there is little evidence to indicate any attacks on FAA's systems or facilities to date have been anything other than common vandalism. None have resulted in any situation that might have posed a threat to the flying public. The air traffic control system has built-in redundancies to protect the system's integrity in any contingency; these precautions have been tested and proven effective.

The agency has been resolving security issues, in many instances prior to the GAO's audit. The work gives highest priority to efforts that will provide the greatest benefits in return for limited resources. For instance, while the agency is examining current systems to validate the need for additional safeguards, the subsystems that run the air traffic control system of today are unique to the agency and therefore much less vulnerable to interference. To safeguard the modernized system, the agency is creating a uniform policy and set of standards that will be implemented while the system is being developed.

Additionally, the FAA has created a National Airspace System Information Security Group to establish near-term goals, including forming a system-penetration and vulnerability-assessment team ("red team"), increasing information-technology security training, and designating a computer-incident response team.

While the GAO report discusses FAA's accreditation program along with the government-wide effort to meet Department of Justice directives for securing federal facilities from terrorist attack, it is important to note that these two initiatives are separate and distinct. The Department of Justice security directives set forth new, more stringent requirements and will require a multi-year effort with a new set of actions and costs. To meet this goal, the agency will complete an investment analysis by August that will give program managers information they need to integrate this effort into other high-priority agency funding requirements. In the meantime, the FAA already is taking action to implement the new security standards where possible.

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READ ONLY

5/21/98

FAA Statement on DOT Office of Inspector General Audit of Contract Tower Program

The FAA agrees with recommendations issued this week by the Department of Transportation Office of Inspector General (OIG) on the Federal Contract Tower Program and will initiate actions to resolve all issues raised in the report.

The corrective actions are responsive to the report's recommendations and should improve FAA's oversight of the Contract Tower Program. The report's findings confirm the quality of service provided by contract towers is comparable to FAA-operated towers while reducing cost to taxpayers.

The FAA evaluates contract towers in the same manner as FAA facilities. Contract controllers follow appropriate Federal Aviation Regulations (FAR) and FAA directives.

Background for Public Affairs

The objective of the program is to reduce costs to the federal government by contracting out the operation of low activity visual flight rules (VFR) airport traffic control towers while providing safe and effective service to users.

The program was started in 1982 and supports the Administration's goals of improving the efficiency and productivity of government.

In 1994 it was expanded to include the conversion of low activity VFR towers to contract operations. This expansion is included in Vice President Gore's National Performance Review and supported by Congress. As of January 31, 1998, there were 160 contract tower locations.

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APPENDIX
(2 Pages)

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

Memorandum

Subject: **INFORMATION**: Draft Report on Audit of Federal Contract Tower Program

Date: MAY 8 1996

From: Acting Associate Administrator for Administration

Reply to Attn. of:

To: Deputy Assistant Inspector General for Aviation, JA-10

Attached is the Federal Aviation Administration's (FAA) response to the subject report dated April 14. We concur with the four recommendations contained in the report. Our response to each recommendation is as follows:

Recommendation 1: Recommend FAA initiate action to recover the $2.4 million in overpayments to one contractor during fiscal years 1994 through 1996.

FAA Response: Concur. An internal audit of the contractor has been performed and we intend to initiate action by June 30 to recover the overpayments.

Recommendation 2: Recommend FAA direct contractors to staff contract towers in accordance with contract requirements and establish procedures to periodically review staffing levels at contract towers.

FAA Response: Concur. We have worked with the Contracts Division, Office of Acquisitions, to enforce the contractual requirements of reporting staffing levels and for review of staffing levels through audits of payroll data. We will continue our efforts to ensure that staffing levels are at the appropriate levels.

Recommendation 3: Recommend FAA initiate detailed reviews of staffing levels for the remaining two contractors and recover any overpayments identified by the reviews.

FAA Response: Concur. A review of the staffing levels of the remaining two contractors is underway and scheduled to be completed by May 30. At the end of this review, if it is determined that there has been overpayments, we will initiate action to recover those payments.

Recommendation 4: Recommend FAA develop quantifiable performance measures that guage progress toward meeting the GPRA goal of overseeing improvements in efficiency, safety, and cost.

FAA Response: Concur. We plan to develop a revised Government Performance and Results Act goal. These changes will be made in concert with the drafting of a new statement of work for the follow-on contract for contract tower locations. This will be completed by April 30.

We request that these comments be included in the final report.

Should you have any questions, please contact Mr. Anthony R. Williams, External Relations Branch, ABA-130. Mr. Williams can be reached on 267-9000.

Woodie Woodward

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 65-98
Friday, May 22, 1998
Contact: Alison Duquette
Phone: 202-267-8521

Associate Administrator for Regulation and Certification to Depart FAA

WASHINGTON – Federal Aviation Administration (FAA) Administrator Jane F. Garvey today announced that Guy Gardner, associate administrator for regulation and certification, will leave his position in September to pursue a career as a motivational speaker for high school and middle school students.

"Guy Gardner leaves behind a solid foundation on which we can continue to move forward with our *Safer Skies* agenda," said Garvey. "His impressive background, as a pilot, astronaut and aviation leader, will certainly motivate young people to reach their goals."

"I'm excited to have the opportunity, not only expose young people to aviation, space flight and science, but to inspire them to achieve excellence in whatever path they choose," said Gardner.

Gardner was appointed associate administrator for regulation and certification in September 1996. He oversees approximately 6,000 employees in the agency's Washington Headquarters, nine regional offices, and over 125 field offices throughout the world. The FAA's annual regulation and certification budget is over $500 million.

During Gardner's tenure, the agency has initiated two major initiatives to "raise the bar" on safety and reduce the accident rate by 80 percent over the next decade. *Safer Skies*, a focused, data-driven safety agenda, seeks out the root causes of accidents. The Air Transportation Oversight System (ATOS), which complements the *Safer Skies* agenda, changes how the FAA oversees and inspects air carriers.

Gardner joined the FAA in September 1995 as director of the William J. Hughes Technical Center in Atlantic City, N.J., the agency's national test center comprised of experimental technical facilities and laboratories for FAA research and development.

Selected as a pilot astronaut by the National Aeronautics and Space Administration (NASA) in 1980, Gardner served 11 years as an astronaut, working in many areas of Space Shuttle and Space Station development and support. In 1988, he flew his first mission aboard the Orbiter Atlantis. In 1990, Gardner piloted his second space flight aboard the Orbiter Columbia.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 66-98
May 22, 1998
Contact: Drucella Andersen
Phone: 202-267-8521

FAA to Install Early Version of STARS
At Reagan National Airport

Washington – The Federal Aviation Administration (FAA) will install an early version of the Standard Terminal Automation Replacement System (STARS) at Ronald Reagan Washington National Airport in March 1999.

This decision was reached after working diligently and consistently with employee unions over the past four months. The highest priority for the FAA continues to be fielding a safe system. Solutions to complex human factors issues have been identified, and the new schedule will ensure that the human factors issues raised by air traffic controllers and maintenance technicians are addressed before actual operations begin.

Installation of the version of STARS with color displays – called the Early Display configuration (EDC) – will provide controllers with a new color STARS monitor that displays data from the current air traffic control computer system.

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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 67-98
Tuesday, May 26, 1998
Contact: Henry J. Price
Phone: 202-267-8521

Administrator Names New Advisor for Policy, Planning and International Aviation

WASHINGTON -- Federal Aviation Administration (FAA) Administrator Jane F. Garvey has named David F. Traynham associate administrator for policy, planning and international aviation. Traynham, prominent in aviation safety as a senior staff member of the House of Representatives Committee on Transportation and Infrastructure Subcommittee on Aviation, brings to the agency more than two decades of policy-making experience, particularly in complex legislative issues.

"As the FAA works to achieve an 80 percent reduction in the rate of accidents, a strong policy, planning and international aviation effort will be required," said Garvey. "Mr. Traynham brings to the agency a lifetime devotion to making the nation's skies more safe for the traveling public."

Traynham will be responsible for directing, coordinating, controlling and ensuring the adequacy of national and international aviation system policies, goals and priorities. The position oversees FAA's Office of Aviation Policy and Plans, Office of Environment and Energy, and Office of International Aviation, as well as three international regional offices.

In addition to his congressional work, last year Traynham served as staff director to the National Civil Aviation Review Commission. In 1995, he briefly served as a senior staff member for the House Committee on Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation. From 1979 to 1997, Traynham worked as a professional staff member for the House Committee on Public Works and Transportation Subcommittee on Aviation. Prior to his legislative work, Traynham was an instructor at Montgomery College, Rockville, Md., and a Department of Transportation research analyst for the Office of Air Transportation from 1978 to 1979.

Traynham received his bachelor of arts degree in political science in 1973 from Louisiana State University, Baton Rouge, La. He has also performed graduate work in political science at Vanderbilt University, Nashville, Tenn., from 1973 to 1977.

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U.S. Department
of Transportation

News:

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

5/27/98

TULSA CONTROL TOWER SETS ALL-TIME SAFETY RECORD

The Federal Aviation Administration (FAA) will honor the men and women of the Tulsa International Airport Traffic Control Tower (ATCT) for outstanding achievement during special ceremonies on Friday, May 29, 199_.

Air traffic controllers at Tulsa ATCT have achieved a safety record unprecedented in the history of aviation. They have performed more than 2 million operations without an error during the past 5 years. This record is ongoing and currently approaching 2.4 million error-free operations.

No other air traffic control facility has ever achieved this level of operational excellence.

National, state, and FAA dignitaries have been invited to participate in the ceremonies, scheduled to begin at Tulsa International Airport Main Terminal Building, Airport Authority Conference Room 215A, at 10:30 a.m.

Expected attendees include several members of the Oklahoma Congressional delegation, city and state officials, senior FAA officials from Washington, D.C. and the FAA's Southwest Region Headquarters.

Included among the awards to be presented to Tulsa ATCT's air traffic controllers during the ceremony are the FAA Southwest Region's prestigious Golden Eagle Award, and a special award appropriately named the "Air Traffic Control At Its Finest Award".

For more information, contact John Clabes, Public Affairs Officer, at (405) 954-7500.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 68-98
Wednesday, May 27, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Appoints New National Resource Specialist For Engine System Safety

WASHINGTON -- Federal Aviation Administration (FAA) Associate Administrator for Regulation and Certification Guy Gardner today announced the appointment Chester M. Lewis to FAA's National Resource Specialist (NRS) team. Lewis is the NRS chief scientific and technical advisor for engine system dynamics and safety for the FAA's aircraft certification service.

Lewis is responsible for advising the agency on engine system dynamics and safety relating to certification requirements, policy and research into improving engine reliability and safety.

"The addition of Mr. Lewis to our National Resource Specialist team will be important to our safety agenda initiatives concerning uncontained engine failures," said Gardner. "A leading cause of engine-related hazard to transport aircraft is uncontained engine failures of high energy rotating parts. This work is expected to provide up to 40 percent reduction in engine-caused, high- hazard events to engines."

Lewis has 35 years of experience with Boeing in the engine dynamics and safety analysis areas. He has worked on the effects of bird strikes on small and large fan engines, the dynamics of contained and uncontained engine failures and the dynamics surrounding engine separation from the aircraft. Lewis has participated in risk analyses associated with engine difficulties and their resolution and has been responsible for assessing the safety of all Boeing commercial aircraft in the area of propulsion failure dynamics.

Lewis joins a team of 19 national resource specialists that are part of the FAA's Regulation and Certification organization. The NRS program taps internationally recognized experts in their respective fields to serve as advisors to industry, government agencies and international aviation authorities.

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

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

Technical Center

Atlantic City Int'l Airport
New Jersey 08405

FOR IMMEDIATE RELEASE

Thursday, May 28, 1998
Contact: Holly Baker
Phone: (609) 485-6253

Media Advisory
FAA To Conduct Explosives Test at New Mexico Tech

The Federal Aviation Administration will conduct an explosives test on Thursday, June 4, at its Energetic Materials Research & Testing Center, located adjacent to the New Mexico Institute of Mining and Technology (New Mexico Tech), in Socorro, NM.

The test will involve an explosive, which will be detonated inside an aluminum container. The test data will be used to provide a baseline for a future series of tests using different types of explosives tested under the same conditions. Media attendees also will be able to walk through the testing center following the test, safety conditions permitting.

Media interested in seeing the explosives test should assemble at the EMRT building on the New Mexico Tech campus by noon, June 4. Attendees will be transported to the actual test site, and the test will be conducted between 1 and 2 p.m. If planning to attend the test, please call Dave Collis, EMRT division, New Mexico Institute of Mining and Technology, at (505) 835-5703, or Joe Gatto, FAA EMRT Center director, at (505) 835-5377, for specific directions.

The Energetic Materials Research & Testing Center is operated by the FAA's Aviation Security Research and Development Division. The organization is based at the FAA's William J. Hughes Technical Center, at Atlantic City International Airport, New Jersey. The Technical Center is the nation's premier aviation research and test facility.

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May 28, 1998

IF ASKED: READ ONLY

FAA STATEMENT ON FT. LAUDERDALE DRUG TESTING INVESTIGATION

The Federal Aviation Administration has reinstated the manager of the Ft. Lauderdale/Hollywood International Airport Traffic Control Tower after completing an investigation into allegations of improprieties in the agency's employee drug testing program at Ft. Lauderdale.

Our investigation revealed that the drug testing program at Fort Lauderdale was not compromised. *A violation of a handbook requirement occurred but* did not impact the safety or effectiveness of the system. The integrity of the employee drug testing program at Ft. Lauderdale remains intact.

The manager has been reinstated to his position. Employee privacy rights prevent FAA from releasing further information about this case.

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By Request only

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE **REQUEST ONLY**

APA 69-98
Friday, May 29, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Statement in Response to OMB Year 2000 Quarterly Report

WASHINGTON – The OMB's quarterly Year 2000 report is a valuable and accurate assessment of an important part of the progress the Federal Aviation Administration (FAA) has made toward making sure its computer systems properly recognize the rollover to the new century. The FAA is using a five-phase approach for achieving full Y2K compliance as recommended by the OMB and the General Accounting Office.

The OMB's assessment of the FAA's Y2K effort – based on April 17 data supplied by the FAA – measures progress in terms of systems that have had all lines of code fixed, or renovated, to recognize the Year 2000. The OMB accurately notes that only 11 percent of the FAA's mission critical systems have been renovated.

A look at systems not covered by the OMB report reveals that the FAA is closing the gap toward getting its systems Y2K compliant. These include systems that are currently being renovated, as well as systems that will be retired or replaced with Y2K compliant systems. All FAA systems are scheduled to be renovated by Sept. 30, 1998, and all are on track to do so.

The FAA has identified 445 systems as mission critical. Of these, 133 – or 30 percent – have been certified as Y2K compliant. Of the 221 mission critical systems within Air Traffic Services, which directs the nation's airspace system, 57 percent are already certified as Y2K compliant.

Following renovation, all lines of code that have been fixed will be tested and retested during the validation phase. Validation will be completed by March 31, 1999. By June 30, 1999, all FAA systems will be implemented as Y2K compliant. The FAA will make every effort to accelerate their progress by moving their March and June, 1999, schedule forward to meet the DOT deadlines of December 1998 for validation and March 1999 for implementation.

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