FAA NEWS

Federal Aviation Administration, Atlanta, GA

FOR IMMEDIATE RELEASE
Nov. 6, 1998

CONTACT: Kathleen Bergen
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FAA CONTINUES INVESTIGATION OF AIRCRAFT IN SHUTTLE LAUNCH AIRSPACE

The Federal Aviation Administration (FAA) is continuing to investigate the pilots of five aircraft that may have entered restricted airspace over the Kennedy Space Center during the October 29 Space Shuttle launch.

At NASA's request, three aircraft piloted by FAA inspectors patrolled the restricted airspace over the Kennedy Space Center during the launch. They identified three aircraft in the restricted airspace. The FAA is now working on identifying the two other aircraft.

Because the investigation is ongoing, and may result in enforcement action against the pilots, the FAA cannot release any specific information at this time.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 135-98
Thursday, November 12, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Orders Inspection of MD-11 Cockpit Switches

WASHINGTON – The Federal Aviation Administration (FAA) today issued an Airworthiness Directive (AD) ordering inspection and possible replacement of two dimmer switches in the cockpit of Boeing MD-11 aircraft.

The order requires a one-time inspection within 30 days to identify part numbers on two MD-11 cockpit lighting dimmer controls that could overheat and produce smoke. If a certain model dimmer switch is installed, no further action is needed. Otherwise, operators must do one of the following: Replace the dimmer control with a new part; Modify and reinstall the existing control, or; Reinstall the control after modification by the part manufacturer. The controls must be replaced or modified within 30 days after inspection.

The order affects 65 U.S.-registered MD-11s. Worldwide, there are 174 such aircraft. Cost to U.S. operators is estimated at $60 for each aircraft, $3,900 for the fleet.

As it does whenever an accident happens, the FAA reexamined the service experience of the MD-11 following the recent crash of a Swissair aircraft off Nova Scotia. During the review, the FAA found that when brighter cockpit lighting was needed (such as during a thunderstorm) and, as a result, higher voltage was required, the part sometimes overheated and emitted a burning odor and smoke.

There is no evidence that the overheated switch part has caused any damage beyond the part itself. The FAA is acting because smoke in the cockpit can distract the flight crew. There also is nothing to indicate that these switches are related to the Swissair crash. The Canadian Transportation Safety Board is still investigating that accident.

Although the Airworthiness Directive was issued as a final rule, the FAA invites public comments that might suggest a regulatory, economic, environmental or energy reason to modify the order. Comments are due within 45 days.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 136-98
Friday, Nov. 20, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Identical Security Measures For Foreign Air Carriers

WASHINGTON—The Federal Aviation Administration today proposed to require foreign air carriers flying to and from the United States to implement security measures identical to those required of U.S. air carriers serving the same airports.

Since 1991, the agency has ensured similar levels of protection by requiring foreign air carriers on these routes to implement additional security measures where warranted by elevated threat levels. Today's proposal to require identical measures was mandated by Congress in 1996 to further increase security measures for foreign air carriers flying to and from the United States.

Under the proposed rule, the FAA would amend each affected foreign air carrier's security program to require identical security measures. The agency will use Annex 17 to the Convention on International Civil Aviation, which prescribes international standards and recommended practices for civil aviation security, as a baseline. All foreign air carriers flying into and out of the United States already are required to meet or exceed this standard. At airports where security beyond the Annex 17 standard is warranted, the agency would determine additional measures required for both U.S. and foreign air carriers. The proposal in no way would restrict the agency's ability to impose additional security on any airline at any time to meet a particular threat.

All interested parties, both domestic and foreign, will be able to comment on the proposal over the next 120 days, and a public hearing is scheduled for Feb. 24, 1999.

The FAA has been working steadily to improve civil aviation security. Both the Aviation Security Improvement Act of 1990 and recommendations from the White House Commission on Aviation Safety and Security in 1997 have served as roadmaps for the security regime now in place to meet the level of threat.

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Highlights of the current FAA program include the deployment of agency security personnel overseas and at the nation's major airports, the hiring of hundreds of aviation security specialists, a robust research and development program in explosives-detection technologies and aircraft "hardening" against blast effects, a new automated passenger screening program, expanded passenger bag matching, and computer-based training and performance monitoring for security checkpoint screeners.

In addition, the FAA and the aviation industry have been working over the last two years on the world's largest deployment of aviation security equipment, including 74 FAA-certified explosives detection systems and nearly 400 trace explosives detection devices. The agency and the air carriers will continue to deploy more equipment over the next few years while the air carriers ensure that personnel who operate the equipment are fully trained and adequately monitored.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 137-98
Monday, November 23, 1998
Contact: Diane Spitaliere
Phone: 202-267-8521

High-Level Aviation Security, Flight Standards And Aircraft Certification Posts Filled

WASHINGTON -- Federal Aviation Administration (FAA) Administrator Jane F. Garvey today named William S. Davis as deputy associate administrator for Civil Aviation Security, L. Nick Lacey as director of the agency's Flight Standards Service, and Elizabeth Erickson as director, Aircraft Certification Service. The appointments of Davis and Erickson are effective immediately; Lacey will join the agency in January.

"I am so pleased these talented aviation professionals have accepted these challenging positions that are so vital in carrying out the agency's new, more-focused aviation safety and security agenda," said Garvey. "The decades of combined aviation experience these talented individuals offer in the private sector, government and the military will go a long way in helping the agency enhance air safety, security and system efficiency for the 21st Century."

Davis will assist the Associate Administrator for Civil Aviation Security, Cathal L. Flynn, in planning, developing, directing and executing programs to implement the national aviation security strategy and attain the goals set by the White House Commission on Aviation Safety and Security. Furthermore, he will assist in directing the FAA's cooperation with foreign aviation authorities regarding aviation security worldwide.

Since 1997, Davis has been a transport pilot for the Federal Express Corp. There he gained experience in air cargo operations, including the shipment of hazardous materials. Prior to his work with Fed Ex, Davis served for 26 years with the U.S. Coast Guard. His assignments included Chief of Aviation Safety; Commanding Officer, Coast Guard Air Station, Washington, D.C.; and Operations Officer, Coast Guard Air Station, Miami, Fla. As Chief of Aviation Safety, he implemented the Coast Guard's Crew Resource Management Program systemwide. Davis received his Bachelor of Arts degree from Florida State University, Tallahassee, Fla., in 1971, and his master's of science degree in management from the U.S. Naval Postgraduate School in 1980. Davis also received a Systems Safety Certificate from University of Southern California, Los Angeles, in 1996. Davis also is an airline transport pilot and holds ratings in jet, helicopter and turboprop aircraft.

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As director of FAA's Flight Standards Service, Lacey will advise and assist the Associate Administrator for Regulation and Certification, Thomas E. McSweeny. Leading an organization of more than 4,500 safety inspectors and other aviation professionals, Lacey's main focus will be on setting safety standards for the aviation industry and overseeing regulatory compliance. Working in partnership with other government agencies, and commercial and general aviation groups, he will play a lead role in implementing the agency's "Safer Skies" safety agenda.

Since 1996, Lacey has been president of Lacey, Limited Liability Co., an aviation consulting firm for airlines, government agencies, financial institutions, and defense contractors. There he provided airline operators and others with advice on meeting federal safety regulations, improving services, and other assistance. From 1994 to 1996, he served as vice president-operations of Tower Air, Inc. From 1992 to 1994, he was program manager of the Civil Reserve Air Fleet. Lacey served from 1986 to 1992 in various military capacities, including chief of the Department of Defense's Air Carrier Survey-Analysis Division, where he implemented a congressionally mandated program to establish safety and quality standards for airlines authorized to carry military personnel and cargo. Lacey received his Bachelor of Science degree in economics from Wagner College, Staten Island, N.Y., and a master's degree in business administration from the University of Puget Sound, Tacoma, Wash. He also has attended aviation classes at various military institutions. Lacey is an Air Transport Pilot and was a U.S. Air Force approved examiner as well as a flight instructor and simulator instructor.

As director of FAA's Aircraft Certification Service, Erickson also will advise and assist the Associate Administrator for Regulation and Certification. In her new capacity, Erickson will oversee a staff of 1,000 engineers, inspectors and other aviation professionals. She will be responsible for establishing standards for the design and production of aircraft and aeronautical products, as well as monitoring the continued safety of these products. Erickson will continue to serve as co-chair of Administrator Garvey's "Safer Skies" safety agenda.

Erickson has been serving as acting director of the Aircraft Certification Service, and previously served as deputy to the director for the past five years. She began her career with the FAA in 1984. She also has served as assistant to the deputy administrator from 1992 to 1993. Prior to her work at the FAA, she was a research psychologist at the U.S. Army Research Institute in Alexandria, Va. Erickson received her Bachelor of Science degree from Duquesne University, Pittsburgh, in 1969, and a Master of Science degree from George Mason University, Fairfax, Va., in 1981. She has received numerous outstanding performance awards and she was a 1991 graduate of the federal government's Senior Executive Service program.

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 138-98
Monday, November 23, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

Don't Be a Turkey—Arrive Early for Holiday Flights

WASHINGTON--Thanksgiving and December holidays, traditionally the busiest time of the year for the nation's airlines and airports, are fast approaching. The FAA today issued some simple suggestions to help passengers avoid delays.

- Arrive early. Large holiday crowds coupled with current security measures may increase the time you need to check in. Build even more time into your schedule if you need help with infants, young children, elderly or disabled passengers, or passengers with medical conditions.

- Parking lots may be full, so consider using public transportation or having a friend drop you off. If you are driving, add extra time to your schedule.

- Don't leave your car unattended in front of the terminal and be sure to observe all parking restrictions. Because of increased security, local parking rules are being strictly enforced.

- Keep your photo identification handy. Some airlines require you to have proper identification to fly. If you do not have a photo identification card, make sure you have two pieces of identification, one of which must be issued by a government authority. Minors are not required to have identification. Failure to have proper identification can also result in additional security scrutiny.

- For international flights, airlines are required to collect your full name and ask you for a contact name and phone number. The Department of Transportation recommends that you provide the information.

- Keep your eyes open for unattended packages and bags, and report them to authorities. Watch your bags and don't accept packages from strangers.

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- Be prepared to answer questions about who packed your bags and whether you might have left them unattended at any time. Think carefully and answer honestly--history has shown that criminals and terrorists use unwitting passengers to carry bombs or other dangerous items on board aircraft, either by tricking passengers into carrying packages or by simply slipping items into unwatched bags. Answering "yes" to either question will only lead to a little extra scrutiny of the bag.

- Do not joke about having a bomb or firearm in your possession. Security personnel are trained to react when they hear these words. Penalties can be severe, and can include the possibility of time in prison and/or fines.

- Both carry-on and checked bags are subject to being hand-searched, so it's a good idea to leave gifts unwrapped until after you arrive at your destination. If airline security personnel cannot determine by X-ray the contents of a package, they can and will open it, or ask you to open it, for inspection.

- Leave your firearms at home, and do not pack fireworks, flammable materials, household cleaners, or pressurized containers. Remember that violators of hazardous materials regulations are subject to civil penalties of up to $27,500 per violation, as well as possible criminal prosecution.

If you would like to find out if there are any special travel advisories in effect, call the Department of Transportation's Travel Advisory Line at 1-800-221-0673.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 139-98
Monday, Nov. 23, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Certifies Second Explosives Detection System

WASHINGTON—The Federal Aviation Administration today officially certified the eXaminer 3DX 6000 system manufactured by L-3 Communications of New York as the second explosives detection system to meet the agency's rigorous certification standards.

"I am pleased to announce the certification of yet another tool we can use to safeguard the public against the threat of terrorism," said Cathal Flynn, associate administrator for civil aviation security. "The advent of a second vendor's explosives detection system is an important milestone in our current deployment of advanced security equipment to the nation's airports."

The FAA has been working steadily with the airlines and airports over the past few years on the world's largest deployment of aviation security equipment, which now includes nearly 400 trace detection devices and 74 certified explosives detection systems. This massive undertaking responds to recommendations of the White House Commission on Aviation Safety and Security, which in 1996 called for the FAA to purchase and deploy a variety of innovative security technologies to the nation's airports. Congress recently appropriated $100 million for the FAA to continue the purchase and installation of these advanced security systems in FY 1999.

The eXaminer 3DX 6000 joins the CTX 5000 and 5500 machines manufactured by Invision Technologies of Newark, Calif., as FAA-certified explosives detection systems. Both company's machines are designed with computed tomography ("CAT scan") technology adapted from the medical field to detect a wide range of explosives, and both combine high detection rates with low false alarm rates. The eXaminer 3DX's certification furthers the FAA's goal of providing competition among providers of explosives detection systems.

Invision's CTX 5000SP, its first model, passed FAA certification in December 1994 and underwent more than a year of operational trials before the agency began purchasing the machines in 1996 for widespread deployment in the nation's airports. The eXaminer 3DX 6000 also will undergo operational testing and refinements on an expedited program before the FAA proceeds with procurement and deployment.

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Other initiatives in the 10 years since the Dec. 21, 1988, Pam Am 103 explosion have led to a security regime that further reduces vulnerabilities. These include the deployment of agency security personnel overseas and at the nation's major airports, a robust research and development program in explosives-detection technologies and aircraft "hardening" against blast effects, a new automated passenger screening program, expanded passenger bag matching, and computer-based training and performance monitoring for security checkpoint screeners.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 140-98
Monday, Nov. 23, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FACT SHEET
FAA-Certified Explosives Detection Systems

L-3 Communications, eXaminer 3DX 6000

System name:	eXaminer 3DX 6000
Manufacturer:	L-3 Communications, New York, N.Y, Analogic Corp., Peabody, Mass.
System description:	Newly certified explosives detection system Single-unit system
Dimensions:	5.2' L, 6.7' W, 7' H'; weight: 5,300 lbs. (not including conveyors)
Target:	Wide range of bulk explosives
Analysis time:	Approximately 7 seconds per bag in automated mode

The eXaminer 3DX6000 machine uses computed tomography (CT), the same technology employed by medical "CAT" scanners. It is designed with multiple detector arrays and a spiral-scanning mode to allow for continuous data collection in order to produce either a 3-D or 2-D image of an entire bag. When the system alarms on a suspect bag, the parts of the object of interest are highlighted. The operator can then rotate the image of the object to look at it from different perspectives to resolve the alarm. Bags are scanned continuously, separately from alarm resolution.

Invision Technologies, CTX-5500DS

System name:	CTX 5500DS
Manufacturer:	Invision Technologies, Newark, Calif.
System description:	Explosives detection system currently being deployed Double-unit system
Dimensions:	Each unit: 14.5' L, 6.25' W, 6.75' H; Weight per unit: 9,350 lbs. (not including conveyors)
Target:	Wide range of bulk explosives
Analysis time:	Seven to 15 seconds per bag in automated mode

The CTX 5500DS is an automated explosives detection system that uses computed tomography to characterize materials in checked bags and automatically identify objects

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that may be improvised explosive devices (IEDs). The system first obtains and analyzes a conventional projection X-ray image to identify objects of sufficient mass to represent threats. Based on that analysis, it then automatically positions the bag to obtain a series of CT (cross sectional) images to characterize those objects, as well as to identify possible IEDs containing sheet explosives. Following an automatic alarm, the system operator is provided with projection and cross-sectional images in which the suspect object is identified. Software tools are provided to enable the operator to rapidly and effectively determine whether or not an object is an IED.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 141-98
Wednesday, December 2, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA RELEASES POLICY ON USE OF AIRLINE SAFETY DATA

WASHINGTON—In a major step towards the goal of reducing the aviation accident rate by 80 percent over the next decade, Federal Aviation Administration (FAA) Administrator Jane Garvey today announced a new policy on gathering and using aviation safety data to prevent accidents.

In a policy statement to be sent to the Federal Register, the FAA said it will not use safety data generated in a Flight Operations Quality Assurance (FOQA) Program for enforcement actions except in egregious cases. The FOQA program analyzes information automatically recorded by the on-board Digital Flight Data Recorder (DFDR) to look for safety trends.

"Safety is President Clinton's highest transportation priority," Secretary of Transportation Rodney E. Slater said. "We encourage airlines to participate in this program, which will provide the FAA with an additional tool to make the world's safest aviation system even safer."

In 1997, the White House Commission on Aviation Safety and Security, chaired by Vice President Al Gore, recommended the FAA work with the aviation community to develop standard data bases of safety information that can be shared to identify negative safety trends.

"This policy is an example of our pro-active approach of looking at safety issues before they become a tragedy," said Administrator Garvey in announcing the FAA's new policy. "Tests of FOQA data gathering and analysis have already produced important safety advances and the adoption of this policy on a broader scale can raise the safety bar even further for the traveling public."

For the past three years, the FAA and airlines have worked on a FOQA test to prove the concept of using de-identified DFDR data to identify safety problems. Airlines participating in the study included United, US Airways, Continental and Alaska Air Group. It has only been the technological advances in DFDRs of the last decade that affords the ability to gather this information quickly and efficiently. Previously, this information was used to identify clues to accidents after they had already occurred.

FOQA will provide a source of objective information that can be used to identify needed improvements in flight crew performance, air carrier training programs, operating and air traffic control procedures, airport maintenance and design, as well as aircraft operations and design.

Information gathered by industry participating in the FOQA study was used to improve the safety of approaches at more than a dozen airports worldwide. In addition, it documented unusual autopilot disconnects, Ground Proximity Warning System warnings, excessive take-off angles, unstable landing approaches, hard landings and compliance with standard operating procedures. FOQA data has also been used for monitoring fuel efficiency, enhancing engine condition monitoring, noise abatement compliance, rough runway surfaces and aircraft structural fatigue.

In order to qualify for the FOQA program, airlines must have a FAA-approved program for the routine collection and analysis of in-flight operational data by DFDR. The program must also include procedures for taking corrective action when problems are identified. Finally, it must provide FAA with access to the aggregate data and procedures for informing FAA about any corrective action being taken. This will allow FAA to monitor safety trends evident in the FOQA data as well as the operator's effectiveness in correcting adverse trends.

A copy of the policy statement is available on the FAA's web site

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PRESS RELEASES HTTP://WWW.FAA.GOV/APA/PR
800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

FOR IMMEDIATE RELEASE

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December 2, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FOQA Policy Statement

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RIN 2120-AF 04

Policy on the Use for Enforcement Purposes of Information Obtained from an Air Carrier Flight Operational Quality Assurance (FOQA) Program

AGENCY: Federal Aviation Administration (FAA), DOT

ACTION: General Statement of Policy.

SUMMARY: This document states the FAA policy concerning the use for enforcement purposes of information obtained from an air carrier voluntary Flight Operational Quality Assurance (FOQA) program, and sets forth what the FAA considers to be a FOQA program for purposes of this policy.

EFFECTIVE DATE: [publication in the Federal Register].

FOR FURTHER INFORMATION CONTACT:
Thomas M. Longridge, Air Transportation Division, Flight Standards Service, telephone (703) 661-0260, facsimile (703) 661-0274, email: Thomas.Longridge@faa.gov, mailing address: AFS-230, P.O. Box 20027, Washington D.C. 20041, or Peter J. Lynch, Enforcement Division, Office of the Chief Counsel, telephone (202) 267-3137, facsimile (202) 267-7257, email: Peter.Lynch@faa.gov, mailing address: AGC-300, 800 Independence Avenue, SW, Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Background

Since the mid-1940's the civil air transport accident rate has significantly decreased. This decrease is due in part to the air transport industry's practice of discovering, understanding, and eliminating factors that lead to accidents and incidents. For many

years, industry, the FAA, and the National Transportation Safety Board (NTSB) have used information from flight data recorders (FDRs) and digital flight data recorders (DFDRs) to identify the causes of accidents and to attempt to eliminate those causes systematically.

Airplanes used in operations conducted under 14 CFR part 121 and certain types of aircraft used in operations conducted under parts 91, 125, and 135 are required to have flight data recorders. Any operator who has installed approved flight recorders is required to keep the recorded information for at least 60 days after an accident or incident requiring immediate notification to the NTSB (14 §§ CFR 91.609(g), 121.343(i), 125.225(g), and 135.152(e)). The flight data recorder information can thus be analyzed to determine causes of an accident or incident.

In the past 10 years, technological advances in digital flight data recording and on-board storage media have increased the potential for obtaining and analyzing information on the flight characteristics of an aircraft during its operation. This information can be analyzed on a routine basis in order to identify trends which, if uncorrected, could lead to an unsafe situation. The key potential safety benefit of this strategy is that it would enable the FAA and aircraft operators to take early action to prevent accidents. This benefit would be in addition to current sources of safety information on which the agency and industry rely for after-the-fact accident- or incident-driven data extraction and analysis which may then be used to develop safety fixes to prevent later accidents, and information from operator self-disclosure programs. Because of its capacity to provide early objective identification of safety shortcomings, the routine analysis of digital flight data offers significant additional potential for accident avoidance.

In January 1995 the Department of Transportation sponsored an Aviation Safety Conference in cooperation with key representatives from industry and government. A major concern of the conference was a projection that even if the currently low accident rate remains constant, the number of accidents per year could nevertheless continue to increase due simply to the increase in traffic volume expected in the future. The conference focused therefore on the development of additional measures that the FAA and industry might pursue in the interest of precluding this possibility. It was observed that while enforcement will remain a useful tool for the protection of public safety, enforcement alone is unlikely to achieve the further reductions in the accident rate that are needed. Industry must play an active role in better identifying potential threats to safety and in self-initiating the necessary corrective actions before they lead to accidents. Among the recommendations from the conference, the voluntary implementation of FOQA programs was identified as one of the most promising industry initiatives with realistic potential to reduce accidents.

Conference participants further recommended that the FAA sponsor a FOQA Demonstration Study in cooperation with industry in order to permit both government and industry to develop hands-on experience with FOQA technology in a U.S. environment, document the cost-benefits of voluntary implementation, and initiate the development of organizational strategies for FOQA information management and use. In the

interest of encouraging participation in such a study, and in response to industry expressions of concern over the enforcement ramifications of participating in it, the FAA committed itself at the conference to issuing an interim policy statement concerning the use of FOQA information by the FAA.

In February 1995, the FAA Administrator issued a statement of policy on the use of FOQA information for enforcement purposes. In letters to the President of the Air Line Pilots Association (ALPA) and the President of the Air Transport Association (ATA), the Administrator committed to limitations on the use of FOQA information for enforcement purposes. The letters also stated that, "The FAA will use information from the demonstration study as well as experience gained as a basis for determining appropriate future action regarding the need for and appropriateness of rulemaking to codify the limitations on the FAA's use of FOQA information."

The FOQA Demonstration Study has been conducted over the past 3 years in cooperation with major airlines in the U.S. Analysis of the flight data information, which is deidentified at the time of collection, has provided substantial documentation of the benefits of FOQA. The Demonstration Study's findings are very similar to the results obtained by foreign air carriers, many of whom have long experience in the use of this technology. These include documenting unusual autopilot disconnects, GPWS warnings, excessive rotation rates on take-off, unstabilized approaches, hard landings, and compliance with standard operating procedures. They also include use of FOQA data for monitoring fuel efficiency, identifying out-of-trim airframe configurations, enhanced engine condition monitoring, noise abatement compliance, rough runway surfaces and aircraft structural fatigue. These results clearly validate the value of FOQA for safety enhancement.

Based on the results of the Demonstration Study, the FAA has concluded that FOQA can provide a source of objective information on which to identify needed improvements in flight crew performance, air carrier training programs, operating procedures, air traffic control procedures, airport maintenance and design, and aircraft operations and design. The acquisition and use of such information to achieve improvements in these areas clearly enhances safety. The FAA therefore finds that encouraging the voluntary implementation of FOQA programs by U.S. operators is in the public interest.

Policy Statement:

The FAA encourages voluntary airline collection of deidentified digital flight data recorder data to monitor line operations on a routine basis, along with the establishment of procedures for taking corrective action that analysis of such data indicates is necessary in the interest of safety. The FAA also recognizes the industry's concerns regarding the use of deidentified FOQA information to undertake enforcement actions. The FAA therefore has determined that the appropriate policy is to refrain from using deidentified FOQA information to undertake enforcement actions except in egregious cases, i.e., those that do not meet the conditions listed in section 9, paragraph c of Advisory Circular 00-46D governing the Aviation Safety Reporting Program. This policy applies only to information collected specifically in a FOQA

program that is FAA-approved.

For purposes of this policy, the term "FOQA program" means an FAA-approved program for the routine collection and analysis of in-flight operational data by means of a DFDR. The program would include a description of the operator's plan for collecting and analyzing the data, procedures for taking corrective action that analysis of the data indicates is necessary in the interest of safety, procedures for providing the FAA access at the carrier's offices to de-identified aggregate FOQA information, and procedures for informing the FAA as to any corrective action being undertaken. The FAA will be able to monitor safety trends evident in the FOQA data and the operator's effectiveness in correcting adverse safety trends.

Issued in Washington, DC on

Jane F. Garvey
Administrator

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 142-98
Friday, Nov. 27, 1998
Contact: Drucella Andersen
Phone: 202-267-3883

FAA Issues Emergency Order To Air Cargo Industry

WASHINGTON – The Federal Aviation Administration (FAA) today issued an emergency Airworthiness Directive (AD) ordering air cargo operators of 160 converted Boeing 727 aircraft to inspect and repair fuselage skin lap joints, or come up with an alternate means of compliance. Inspections must be performed within 60 landings; repairs must be made within 120 days or within 250 landings.

The FAA determined in 1991 that the lap joints on older Boeing 727s required repairs to prevent cracking caused by corrosion and fatigue that could result in rapid decompression of the aircraft. In a Feb. 21, 1991 AD, the agency ordered repairs that included removal of a cloth located between the lap joints that was retaining moisture and causing corrosion. It also required that the "flush" rivets on the lap joints be replaced with stronger "buttonhead" rivets. Repairs were made on all passenger aircraft. However, the agency has learned that similar aircraft converted to cargo use have not complied with the AD that gave the industry up to six years to complete the repair work.

"Safety is always the FAA's first concern," said FAA Administrator Jane F. Garvey. "While we are looking into why these issues were not properly addressed the first time, we are working with the air cargo industry to correct any potential safety problems as quickly as possible."

To perform the lap joint repair work, operators must remove the large doubler that lies over the lap joint rivets. The doubler is an additional piece of fuselage skin used to strengthen the fuselage to accommodate the installation of a main deck cargo door. The doors were added when Boeing 727s were converted from passenger to cargo configuration. The addition of the doubler does not prevent corrosion and cracking of the lap joints and, in fact, can hide crack growth. Therefore, today's AD also makes it mandatory for operators to remove the doubler in order to replace the rivets. The affected industry will be able to submit to the FAA alternate means of addressing compliance with this AD.

The 160 aircraft affected by the AD are used for all-cargo operations and require modification. The total cost to U.S. operators is approximately $78,360 per aircraft.

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The 160 Boeing 727s are operated by Federal Express, American International Airways, DHL Airways, Evergreen International Airlines, Express One International, Kitty Hawk Air Cargo, Northern Air Cargo, Ryan International Airlines, among others.

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