FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Thursday, October 1, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FACT SHEET
FAA AGING AIRCRAFT SYSTEMS PLAN

The Federal Aviation Administration's (FAA) Aging Aircraft Systems responds to a February 1997 recommendation by the White House Commission on Aviation Safety and Security, chaired by Vice President Al Gore. The Commission recommended that FAA work with industry to expand its aging aircraft program to cover wiring, hydraulic lines, control cables and pneumatic devices.

Background on FAA's Aging Aircraft Program

- FAA's aging aircraft program is a joint effort with industry established after an Aloha Airlines accident in 1988.
  - -- FAA prescribes regulations that ensure the structural airworthiness of aging aircraft. Focus is on defining requirements for maintaining aircraft through modifications, enhanced inspections and improved repair practices.
  - -- Through cooperative efforts of government and industry, the FAA's aging aircraft program has improved aviation safety throughout the world.

The Challenge

- The FAA's safety goal is that, as aircraft get older, both structural and non-structural components must be adequately inspected and maintained as long as a plane remains in commercial service. The challenge is to develop maintenance and inspection practices for aircraft systems that will adequately address aging aircraft components.
  - -- As airplanes age, the requirements for inspections, repairs and parts replacement change, and many times, increase.
  - -- Each transport aircraft model has a system design requiring maintenance and inspections unique to that aircraft.
  - -- U.S. fleet has a mix of older airplanes and newer, highly computerized aircraft. Aging systems in each type also must be addressed differently.

Developing New Knowledge

- Much new information on the state of aging aircraft systems has come to light over the last several years. Taking that knowledge, the FAA developed several initiatives to determine how these systems perform in actual operations.
  - -- FAA/Boeing team evaluated five typical "aging" aircraft: three DC-10s, a DC-9, a Boeing 727, with special emphasis on wiring, lightning protection and flight control systems.

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-- FAA held meetings with maintenance inspectors and Boeing engineers to discuss aging systems concerns.

-- Using accident and incident databases, the FAA identified trends in aging systems.

-- FAA continued its specific investigation of fuel tank wiring that began with Boeing 747s and 737s.

-- Review found that some wiring systems were difficult to inspect and there were insufficient inspection criteria for corrosion on some flight control and hydraulic components.

Seven Steps to Safer Systems

The FAA Aging Systems plan combines regulatory actions, focused inspections, research, training and advice from the aviation community. It includes seven initiatives to enhance the safety of non-structural aircraft components.

- **In-depth review of the aging aircraft fleet and safety recommendations for specific aircraft**

  -- The program targets certain aircraft in the U.S. fleet to assess the impact of age on systems. A joint FAA/industry task force will evaluate service histories and bulletins for each aircraft model. The FAA will take regulatory actions as needed.

- **Enhance airplane maintenance to better address aging airplane systems.**

  -- The FAA will revise guidance for inspectors to improve examination of wiring, identify corrosion of systems, avoid contamination of wiring, identify maintenance and inspection intervals, review training programs, and revise maintenance guidance.

  -- The Air Transport Association (ATA), working with the FAA and aircraft manufacturers, recently produced a wiring practices document ("Spec 117") that is recommended for use by all operators who do not now have those practices in their safety programs.

- **Add aging systems tasks to the FAA research program.**

  -- Research tasks will develop ways to better determine the current condition of aging wiring components, determine if the estimated life for the wiring is appropriate and establish new criteria as needed.

  -- The program will help develop new wiring inspection technologies that do not require disassembly of components.

  -- The plan also will examine how aging affects electromagnetic and lightning protection systems.

- **Improve reporting of accidents, incidents and maintenance actions involving aircraft wiring systems**

  -- The FAA will ask ATA to develop codes that better identify wiring system component failures and maintenance actions.

  -- The plan seeks to improve the reporting format for accidents, incidents and maintenance actions, and adds data bases to improve analysis of aging systems.

- **Evaluate the need for additional maintenance of transport airplane fuel system wiring and address any unsafe conditions**
  -- FAA is reviewing service problems in the U.S. fleet to identify any unsafe conditions in fuel system wiring, and will take corrective actions as needed.
  -- FAA will propose a Special Federal Aviation Regulation (SFAR) to require certain aircraft manufacturers to show that fuel system designs preclude ignition sources. Manufacturers would have to conduct a design review to determine if any additional maintenance practices are needed to maintain fuel tank wiring safety. Air carriers would be required to implement those practices.
- **Improve wiring installation drawings and instructions for continuing airworthiness**
  -- Industry will define "best practices" for wiring modifications
  -- Program will develop training aids for wiring system installation, and a job aid for evaluating the adequacy of installation drawings and airworthiness instructions.
- **Establish an Aging Transport Systems Advisory Committee to coordinate the Plans' initiatives.**
  -- Program calls for the committee to start fleet reviews, coordinate efforts with other government agencies, identify training needs for FAA engineers and inspectors and hold annual workshops for maintenance personnel.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 122-98
Friday, Oct. 2, 1998
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA Releases Advanced Crew Training Program to Airlines

WASHINGTON - The FAA today announced the release of a guidebook designed to help airlines enhance performance and safety through the use of advanced crew resource management training techniques and procedures.

Crew resource management stresses better coordination among members of the cockpit crew, flight attendants, dispatchers and air traffic controllers to help them better handle routine and emergency situations.

"Statistics show that approximately 65 percent of all fatal air carrier accidents list human error as a probable cause," said Dr. Herman Rediess, director of the Office of Aviation Research. "This advanced crew resource management program is just one example of the FAA's ongoing work with the airline industry to improve human performance and reduce errors."

The FAA developed the guidebook to aid airlines in developing advanced crew resource management training tailored to their particular operations. This guidebook, sponsored by the Office of Regulation and Certification, includes step-by-step instructions on how to develop crew resource management procedures, training development guides for instructors, crew training guidelines and a standardized assessment system.

This training program integrates crew resource management into a carrier's written procedures, thereby reinforcing traditional crew resource management techniques, benefiting both training and flight operations. The program encourages crew members to participate in critical activities such as planning, decision-making and situation awareness. It promotes better crew communication and coordination, resulting in timely, accurate and relevant responses to routine and emergency situations.

For the past three years, FAA's Human Factors office has worked closely with Washington, D.C.-based Atlantic Coast Airlines and researchers from George Mason University to assess the effectiveness of crew resource management training as part of the agency's Advanced Qualification Program. This program consists of a comprehensive crew training plan designed to ensure the seamless integration of crew resource management and technical skills with all other flight procedures required by specific flight situations.

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Although researchers compiled these guidelines using the Advanced Qualification Program format for training and checking, the manual presents an approach that can be adapted to any airline's training operations.

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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 123-98
Friday, Oct. 2, 1998
Contact: Henry J. Price
Phone: 202-267-8521

Directive Orders Deactivation or Removal of Faulty Door Seal Modification on Aircraft

WASHINGTON -- The Federal Aviation Administration (FAA) has issued an Airworthiness Directive (AD) requiring owners of about 20,000 small, primary non-commercial aircraft to immediately deactivate or remove a modified inflatable door seal that could cause smoke and potentially fire in the cabin. The directive is responsive to a recommendation issued by the National Transportation Safety Board (NTSB) stemming from three incidents relating to this equipment.

Bob Fields Aerocessories located in Santa Paula, Calif., was issued a supplemental type certificate by the FAA that allowed for the installation of inflatable door seals on certain aircraft. The modification amounts to an inflatable tube installed around the door of an aircraft. To reduce in-flight cabin noise, the tube is inflated by a small electric air pump making a tight seal between the frame and the door when closed. The FAA and NTSB have found if the tube around the door is punctured, the electric air pump may continue to run, possibly overheating electrical components and causing smoke and/or fire in the cabin.

Owners of these small aircraft that have undergone this modification must deactivate or remove the door seal system and install the original equipment or a FAA-approved equivalent before flying. The AD also specifies that no aircraft can be installed with this inflatable door seal in the future.

The FAA estimates about 20,000 aircraft -- typically with two to six seats -- were modified with the door seal kit and are affected by this AD. The agency is sending more than 133,000 letters to potential owners of aircraft that were eligible for this type of modification advising them the AD is effective immediately upon receipt of the letter. The types of aircraft possibly affected by this AD are listed on the reverse of this release.

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SA3735NM	Cessna Models 170, 170A, and 170B Airplanes
SA4136WE	Cessna Models 310, 310A, 310B, 310C, 310D, 310E, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, and T310R Airplanes
SA2226NM	Cessna Models P210N and P210R Airplanes
SA3736NM	Cessna Models 185, 185A, 185B, 185C, 185D, A185E, and A185F Airplanes
SA4177WE	Cessna Models 175, 175A, 175B, and 175C Airplanes
SA4212WE	Cessna Models 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, 210-5 (205), and 210-5A (205A) Airplanes
SA4213WE	Cessna Models 310, 310A, 310B, 310C, 310D, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, and T310R Airplanes
SA4283WE	Cessna Models 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, and 172N Airplanes.
SA4284WE	Cessna Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, and 180K Airplanes
SA4285WE	Cessna Models 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, R182, and TR182 Airplanes
SA4286WE	Cessna Models 206, P206, P206A, P206B, P206C, P206D, P206E, TR206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, and TU206G Airplanes
SA4287WE	Cessna Models 320, 320A, 320B, 320C, 320D, 320E, 320F, and 320-1 Airplanes
SA4180WE	Raytheon Models H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, and B36TC Airplanes
SA4184WE	Raytheon Models 95, B95, B95A, E95, 95-55, 95-A55, 95-B55, 95-B5A, 95-B55B, 95-C55, D55, E55, 56TC, 58, and 58A Airplanes
SA4239WE	Raytheon (Beech) Models 58P, 58PA, 58TC, and 58TCA Airplanes
SA4240WE	Raytheon (Beech) Models 50, B50, C50, D50, D50A, D50B, D50C, D50E, D50E-5990, E50, F50, G50, H50, and J50 Airplanes
SA4282WE	Raytheon (Beech) Models 35, A35, B35, C35, D35, E35, F35, G35, and 35R Airplanes
SA4178WE	Mooney Models M20, M20A, M20C, M20D, M20E, M20F, M20G, M20J, and M20K Airplanes
SA4472NM	Aerostar Models PA-60-601P, PA-60-602P, and PA-60-700P Airplanes
SA4234WE	The New Piper Aircraft, Inc. (Piper) Models PA-34-200, PA-34-200T, and PA-34-220T Airplanes
SA4179WE	Piper Models PA-24, PA-24-250, PA-24-260, and PA-24-400 Airplanes
SA4235WE	Piper Models PA-44-180 and PA-44-180T Airplanes
SA4236WE	Piper Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28-151, PA-28-181, PA-28-161, PA-28-236, PA-28-210T, PA-285-160, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T Airplanes
SA4237WE	Piper Models PA-23, PA-23-160, PA-23-235, PA-23-250, and PA-E23-250 Airplanes
SA4238WE	Piper Models PA-30, PA-39, and PA-40 Airplanes
SA4385WP	Piper Models PA-31, PA-31-300, PA-31-325, and PA-31-350 Airplanes
SA4288WE	Piper Models PA-32-260, PA-32-300, PA-32S-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301, PA-32R-301T, PA-32RT-300, and PA-32RT-300T Airplanes
SA2511NM	Bellanca Models 17-30, 17-31, and 17-31TC Airplanes
SA2510NM	Bellanca Models 17-30A, 17-31A, and 17-31ATC Airplanes
SA4316WE	Wing Aircraft Company Model D-1 Airplanes

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 124-98
Tuesday, October 6, 1998
Contact: Henry J. Price
Phone: 202-267-8521

Proposed Fine Against American Check Transport Airline

WASHINGTON -- The Federal Aviation Administration (FAA) has proposed a $60,000 fine against American Check Transport for violating the carrier's anti-drug program and alcohol misuse prevention program (AMPP). The alleged violations occurred while the Salt Lake City based carrier was doing business as Flight Line, Inc.

In May 1996, the FAA conducted an inspection of American Check's anti-drug program and AMPP. According to the FAA, the carrier allegedly violated numerous Federal Aviation Regulations (FARs) designed to ensure that critical safety personnel such as pilots, flight attendants and mechanics do not misuse drugs and alcohol.

The FAA alleged that American Check did not submit an AMPP certification statement or implement the AMPP in the required time frame. In addition, during the FAA inspection, the agency identified 10 company personnel allegedly performing safety-sensitive functions when the air carrier had not received verified negative pre-employment drug test results for each person. Each violation of the FARs relating to anti-drug programs and AMPPs can accompany a fine not to exceed $10,000.

American Check has 30 days from receipt of the FAA notice to submit a reply to the agency. This announcement is made in accordance with the FAA's practice of releasing information to the public on newly issued enforcement actions involving penalties of $50,000 or more.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 125-98
Wednesday, October 7, 1998
Contact: Henry J. Price
Phone: 202-267-8521

FAA Licenses Alaska Commercial Spaceport

WASHINGTON -- The Federal Aviation Administration's (FAA) Associate Administrator for Commercial Space Transportation Patricia G. Smith has issued a space launch site operator's license to the Alaska Aerospace Development Corp. (AADC). The license permits commercial rocket launches on the southern tip of Kodiak Island in Alaska.

Smith described the issuance of the license as "more evidence of the growth and diversification of the U.S. commercial space transportation industry and U.S. determination to compete vigorously in this dynamic international market."

Alaska joins California, Florida and Virginia as states with FAA-licensed state or commercially operated space launch facilities. It is, however, the first spaceport not co-located with a federally operated launch range. FAA earlier issued commercial space launch site operators' licenses for spaceports on leased property at Vandenberg Air Force Base, Calif.; Cape Canaveral Air Station, Fla.; and at NASA's Wallops Flight Facility, Wallops Island, Va. Another non-federal launch site is under development in New Mexico adjacent to the federally-operated White Sands Missile Range.

Like its predecessors, the Alaska facility will focus on small to medium rockets up to the Athena II and Taurus XL class of vehicles used primarily to launch low earth orbit (LEO) satellites. Demand for that type of launch is picking up as a number of firms are competing to establish constellations of LEO satellites providing global mobile communications systems.

The spaceport will provide all basic processing and launch facilities and services required for launch support. The first launch is scheduled for late October, when the Air Force plans to launch a modified Minuteman II as part of the atmospheric interceptor technology (ait-1) program.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 126-98
Thursday, Oct. 8, 1998
Contact: Alison Duquette
Phone: 202-267-8521

FAA To Order Inspections for Fatigue Cracks on Boeing 737s

WASHINGTON – The Federal Aviation Administration (FAA) today issued a Notice of Proposed Rulemaking (NPRM) Airworthiness Directive (AD) to order inspections of some Boeing 737s to detect and repair fatigue cracks on the forward pressure bulkhead. The proposed AD is prompted by reports of structural fatigue cracks in the fuselage bulkhead that could result in rapid decompression of the aircraft.

Fatigue cracks on 737s have been found in three bulkhead areas: the side chord, vertical chord, and on the bulkhead web. These pressure bulkheads are located just forward of the flight deck.

The AD will apply to Boeing 737-100, -200, -300, -400, and –500 series aircraft. The agency proposes that those aircraft with 60,000 or more total flight cycles be inspected within 1,500 flight cycles. Aircraft with less than 60,000 total flight cycles would receive initial inspection prior to the accumulation of 15,000 total flight cycles or within 3,000 flight cycles, whichever occurs later. All aircraft would then undergo repetitive inspections every 3,000 cycles.

In addition, the AD requires operators to modify the bulkhead prior to the accumulation of 75,000 total flight cycles or within 12,000 flight cycles, whichever occurs later. The modifications consist of replacing portions of the bulkhead center web area and installing certain angles and straps to strengthen the side and vertical chord areas. These modifications would eliminate the need for repetitive inspections on some bulkhead areas.

Worldwide, there are 2,802 Boeing 737s affected by this AD. Of those, 1,130 aircraft are registered in the United States. The total cost to U.S. operators would be approximately $26 million per inspection cycle, $23,000 per aircraft. The preventative modification work that would eliminate a need for inspections would cost a total of approximately $71 million, $63,000 per aircraft. Most major U.S. airlines operate these aircraft.

Comments are due to the FAA within 45 days. Depending on the volume of comments and the issues raised, the FAA expects to have a final rule AD in early 1999.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 127-98
Thursday, October 8, 1998
Contact: Henry J. Price
Phone: 202-267-8521

MEDIA ADVISORY
COMMERCIAL SPACE TRANSPORTATION ADVISORY COMMITTEE MEETING
THURSDAY, OCT. 22

WASHINGTON --- The 28th meeting of the Commercial Space Transportation Advisory Committee (COMSTAC) will take place on Thursday, Oct. 22 from 8 a.m. to 1 p.m. in the Federal Aviation Administration (FAA) Headquarters Building, 800 Independence Ave., SW, Washington, D.C. The meeting will be held in FAA's new Bessie Coleman Conference Center on the second floor.

Highlights of the meeting include a special segment focusing on state government support of commercial launch activities. It will feature presentations by representatives of the four commercial launch sites which have been licensed by the FAA -- in California, Florida, Virginia and just recently, Alaska -- joined by New Mexico, which is working on the development of the Southwest Regional Spaceport near the White Sands Missile Range.

The committee will also hear a representative from the Air Force describe the recently completed Commercial Space Operators Support Agreement (CSOSA), a compact between the Air Force, commercial space launch operators on the federal launch ranges at Cape Canaveral Air Station, and Vandenberg Air Force Base. It sets out the conditions and terms under which the Air Force makes the excess capacity at the ranges available to the commercial operators.

The agenda includes reports from the respective COMSTAC Working Groups; legislative updates on congressional activities involving commercial space transportation; an activities report from FAA's Associate Administrator for Commercial Space Transportation; and other related topics.

The meeting is open to the public, but space is limited and visitors without government-issued identification should allow time to go through the FAA's security procedures.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
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Thursday, October 8, 1998
Contact: Barbara Downs
Tel: 202-267-8521

MEDIA ADVISORY
Changes in FAA Public Affairs E-Mail Addresses

Internet addresses for FAA Public Affairs Personnel will convert to a standard format on January 1, 1999. The new format will no longer support the use of ".dot" in the address line after that date.

Effective immediately, please address any e-mail messages to us using this format: **firstname.lastname@faa.gov**

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 129-98
Tuesday, October 13, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

SULLIVAN APPOINTED TO HEAD GOVERNMENT RELATIONS TEAM

WASHINGTON—Federal Aviation Administration (FAA) Administrator Jane Garvey announced the appointment of Suzanne Sullivan as Assistant Administrator for Government and Industry Affairs.

"I am delighted to have Suzanne Sullivan join the FAA," said FAA Administrator Jane Garvey in making the announcement. "Her extensive knowledge of Congress and the legislative process as well as her knowledge of the Department of Transportation will be a great asset to the agency and aviation."

Sullivan succeeds A. Bradley Mims who has been selected as deputy assistant secretary for aviation and international affairs at the Department of Transportation.

As the agency's chief congressional liaison, Sullivan reports directly to Administrator Garvey. She will be responsible for working closely with state and local governments as well as private industry.

A native Washingtonian, Sullivan joined the FAA from the Department of Transportation where she was deputy chief of staff for Secretary Rodney E. Slater. She was also special assistant to Deputy Secretary Mortimer L. Downey. During her tenure at DOT, she worked on all aspects of the department's business including aviation issues.

Sullivan began her career in government on Capitol Hill in the office of former Representative Norm Mineta in 1986. She became legislative director for Mineta before going to the House Public Works and Transportation Committee Surface Transportation Subcommittee. There, she worked on the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA).

She graduated from Boston University with a BA in Political Science. In addition, Sullivan is active in several local causes that help both children and the homeless.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 130-98
Wednesday, October 14, 1998
Contact: Drucella Andersen
Phone: 202-267-3883

STATEMENT BY FAA ADMINSTRATOR JANE GARVEY ON AIRCRAFT INSULATION

The Federal Aviation Administration (FAA) will develop – within six months – a new test specification for insulation that will result in increased fire safety on aircraft. The FAA also will propose requiring the use of improved insulation once the new test standard is developed.

Today, the FAA urged Boeing, Airbus, Fokker, and other manufacturers as well as the Air Transport Association and Regional Airline Association to take advantage of any reasonable maintenance opportunity to replace existing insulation materials. Preliminary work has identified materials that provide a substantial increase in fire resistance over some materials now in use. The two identified so far are fiberglass and a material known as Curlon, each wrapped in a polyimide film. Polyimide is the chemical name for Kapton-like compounds that have very high heat resistance characteristics.

Manufacturers and operators are reviewing service bulletins that address possible hidden fire sources to determine the status of compliance. Service bulletins are advisories issued by manufacturers to share information and recommend maintenance and other actions to operators. If necessary, additional service bulletins and new maintenance practices may be developed to reduce possible fire sources while the new standard for insulation is developed. Mandatory airworthiness directives also may be issued.

The FAA also has begun discussions with the international aviation community through the Joint Aviation Authority in Europe and with the British, French and Japanese airworthiness authorities on the work undertaken by the FAA.

In addition to developing the new standard for testing insulation, the FAA will require that existing materials be replaced with insulation that can pass the new test. The new regulation will accept or "grandfather," any aircraft already retrofitted with fiberglass or Curlon, wrapped in polyimide film.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 131-98
Friday, October 16, 1998
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA Accomplishes Milestone in Weather Observing Program

WASHINGTON – The Federal Aviation Administration (FAA) has reached a major milestone in its automated weather observing program with the commissioning of the 350th Automated Surface Observing System (ASOS) -- three months ahead of schedule.

The ASOS monitors weather conditions at airports, including sky conditions, visibility and precipitation, and reports that information to pilots using computer-generated voice. The most recently installed systems also provide the intensity of rain, snow, freezing rain and obstructions to visibility such as fog and haze.

Next summer, ASOS will be enhanced with an Automated Lightning Detection and Reporting System, which will provide thunderstorm and lightning information. ASOS works non stop, updating observations every minute, every day of the year.

ASOS is a joint program with the National Weather Service, the Department of Defense and the FAA. The 350th ASOS, at Everett, Wash., was originally scheduled to be commissioned in January 1999. Weather observations at Everett are now available 24 hours a day. Eventually, FAA-supported ASOS sites will total 569. The total ASOS program includes 900 systems.

ASOS plays an important role in forming the foundation of the nation's aviation weather support system. At airports with towers, it is an additional tool for gathering and assessing weather information. Equipped with upgrades and additional capabilities, ASOS will improve the decision making process, especially at sites without weather observers.

The ASOS Web page at http://www.faa.gov/asos/asos.htm provides the status of the automated observing program or current weather observations. The site contains the location, site identifier, radio frequency and telephone number of every commissioned automated observation system.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 132-98
Friday, October 16, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Performs Successful Satellite-based Flight Tests Over the North Atlantic

WASHINGTON – A Federal Aviation Administration (FAA) 727 aircraft receiving signals from both U.S. and European satellite navigation networks performed successful flight tests yesterday at Iceland's Keflavik Airport.

The flight tests are the latest step toward developing a seamless, satellite-based navigation system worldwide. Previous tests demonstrating the potential benefits of the FAA's Wide Area Augmentation System (WAAS) were conducted last year in Mexico and Italy.

"With each successive test we're moving closer toward establishing a safe and dependable satellite air navigation system throughout the world," said FAA Administrator Jane F. Garvey. "The technologies used in Iceland are part of the foundation for the future air traffic management system as envisioned by the FAA and the International Civil Aviation Organization."

The FAA 727 performed a series of Category I precision approaches to the runway at Keflavik Airport using onboard equipment that received signals from the FAA's National Satellite Test Bed (NSTB), which is a forerunner to WAAS, and the United Kingdom's (U.K.) Northern European Satellite Test Bed (NESTBed). An Iceland Civil Aviation Administration (ICAA) Beechcraft King Air 200 and a U.K. National Air Traffic Services BAC 1-11 also performed Category I approaches using signals from both systems. Category I approaches are used primarily in bad weather where the pilot must see the runway at no less than 200 feet above the ground and at a distance of one-half mile.

The successful transmission and reception of signals from both networks is part of a continuing international effort to insure that future satellite-based navigation will allow for a seamless transfer from one network coverage area to another. NSTB signals were broadcast from an Inmarsat III AOR-W satellite. NESTBed signals were broadcast from an Inmarsat III F5 satellite.

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The FAA and the ICAA have been working together on satellite navigation for the last two years. The reference station used in today's flight tests was fielded by the ICAA as part of the NSTB network, and the ICAA has performed a variety of successful flight trials leading up to this event. NESTBed participation provided the opportunity to demonstrate the ability of the two networks to work together.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 133-98
Thursday, October 22, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Fines TAESA

WASHINGTON – The Federal Aviation Administration (FAA) has proposed a $160,000 fine against Transportes Aereos Ejecutivos S.A. de C.V. (TAESA), a Mexican air carrier, for operating a DC-10-30 in a cargo-carrying operation in excess of its maximum allowable gross weight and for failure to make repairs.

TAESA was operating an all-cargo charter with the DC-10 under a wet lease agreement with STAF Airlines, an operator providing service between Santiago, Chile and Miami, FL. As the result of a ramp inspection in Miami on November 7, 1996, the FAA found the aircraft had operated 23,564 pounds over its maximum allowable gross weight. Its manifest for the flight stated it was operating under its maximum allowable gross weight.

In addition, the company failed to repair a main fuel quantity indicator and operated the aircraft within the United States in violation of the procedures and the standards contained in Annex 6 of the Convention on International Civil Aviation, which it is required to follow. The ramp inspection also revealed an auxiliary power unit (APU) had not been repaired within the required timeframe and was, at the time, 16 days overdue.

TAESA has 30 days from receipt of the FAA notice to submit a reply to the agency. This announcement is made in accordance with the FAA's practice of releasing information to the public on newly issued enforcement actions involving penalties of $50,000 or more.

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Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 134-98
Tuesday, October 27, 1998
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Names Wesoky to New Environmental Post

WASHINGTON - The Federal Aviation Administration (FAA) has named Howard L. Wesoky to be the agency's first chief scientific and technical advisor for environment in the Office of Environment and Energy at FAA Headquarters.

Wesoky will serve as the FAA's technical expert for planning and execution of environmental research and its application to the development of noise and emissions standards. He will advise the agency on environmental matters as they relate to aircraft operations, including noise, sonic boom and engine emissions.

"Mitigating the effects of aviation on the environment is an important part of the FAA's strategic plan," said Assistant Administrator for Policy, Planning and International Aviation David Traynham, who oversees the agency's environmental programs. "Howard's experience, expertise and leadership will help us tremendously in achieving our research and regulatory goals."

Before coming to the FAA, Wesoky spent 34 years at NASA. Most recently, he was team leader for environmental compatibility assessment in the Office of Aero-Space Technology at NASA Headquarters, and NASA sponsor of the National Research Council's panel on atmospheric effects of aviation.

Wesoky previously established and managed NASA's study of aviation's effect on the atmosphere, and helped develop and manage the early stages of that agency's advanced subsonic technology and high-speed research programs. He also played a key role in developing NASA's wind tunnel revitalization program

Wesoky came to NASA Headquarters after working as an aeronautical researcher and manager at NASA's Lewis Research Center in Cleveland. From 1985 to 1987, he managed facility planning, and from 1984 to 1985 served as chief of the project control office for NASA's Shuttle/Centaur project.

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From 1964 to 1984, Wesoky conducted basic heat transfer and aerodynamic research. He also managed advanced general aviation propeller research and technology, nozzle and aerodynamic installation elements of the Variable Cycle Engine project, and the inlet and nozzle elements of NASA's Quiet, Clean Short Takeoff and Landing experimental engine project.

Wesoky's professional awards include the NASA Medal for Outstanding Leadership, and associate foreign membership in the French National Academy of Air and Space, both received in 1996. He is a senior member of the American Institute of Aeronautics & Astronautics, where he serves as chairperson of the Environmental Impact Subcommittee on the Atmospheric Environment Technical Committee.

He also serves as the research focal point for the emissions working group of the International Civil Aviation Organization's Committee on Aviation Environmental Protection, and as a member of the steering committee for the Intergovernmental Panel on Climate Change Special Report on Aviation and the Global Atmosphere.

Wesoky received a Bachelor of Science degree in Mechanical Engineering (Aerospace Option) from the University of Pittsburgh in 1962 and a Master of Science in the same field in 1964.

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