FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 01-99
Monday, January 4, 1999
Contact: Paul Takemoto
Phone: 202-267-8521

FAA MEDIA ADVISORY

The Federal Aviation Administration's (FAA) Office of Communications, Navigation and Surveillance Systems will host an industry day on the FAA's Aeronautical Data Link Program. Presentations will include the Controller/Pilot Data Link Communications (CPDLC) project, which is the next-generation, error-free, computer communications between air traffic controllers and pilots.

WHO: FAA Acting Deputy Administrator Monte Belger
American Airlines Executive Vice President for Operations Robert Baker
ARINC Vice President Aviation Systems Division Robert Covell
ATNSI President Mike Murphy

WHAT: Controller/Pilot Data Link Communications Industry Day

WHEN: Wednesday, Jan. 6, 1999
8:30 a.m. – 4:00 p.m.

WHERE: FAA Headquarters
Third Floor Auditorium
800 Independence Avenue, S.W.
Washington, D.C.

The industry day is open to all media. Anyone interested in attending please call Paul Takemoto.

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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 02-99
Tuesday, Jan. 5, 1999
Contact: Tammy L. Jones
Phone: 202-267-8521

MEDIA ADVISORY

FAA Weather Experts Present the Latest in Aviation Weather at the American Meteorological Society Meeting

WASHINGTON – More than a dozen senior officials from the Federal Aviation Administration (FAA) will participate in the American Meteorological Society's (AMS) 79th annual meeting in Dallas, Texas on Jan. 10 - 15. The meeting will be held at the Wyndham Anatole Hotel where about 2,000 attendees representing more than 30 nations are expected.

The conference will focus on issues and trends in aviation weather services including, terminal forecasts, volcanic ash, remote sensing, icing, turbulence/convection, and use of the Internet.

FAA participants include meteorologists, air traffic control specialists, flight service specialists, and engineers. The FAA will present 11 papers on volcanic ash, aviation weather requirements for air traffic management, implementation of the flight information service policy, modernization of the FAA weather systems, use of Next Generation Radar products in operational decision making, the low-level wind shear alert system and other topics. These papers support ongoing work in the FAA on the establishment of operational aviation weather requirements for the National Airspace System.

On Sunday, Jan. 10, Dallas area students will get a chance to hear what it's like to spend the day in the life of an aviation meteorologist at the opening session of the conference. "A Day in the Life of an Aviation Meteorologist," is a special session sponsored by the AMS's Committee on Aviation, Range, and Aerospace Meteorology. This session will feature several aviation meteorologists from the public and private sector, in operations and research, discussing what their life is like. This session will run from 7 p.m. until 9:30 p.m., and will offer the opportunity for interaction between the audience and the presenters. The session is aimed at students and teachers at the high school and college level.

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A panel discussion on Worldwide Trends in Aviation Weather takes place on Monday, Jan. 11 at 8 a.m. Panelist from the U.S., the United Kingdom, New Zealand and Canada will discuss the future role of aviation weather services. An array of views representing both fee and non-fee for services will be presented. The panelists will discuss how their individual State meets the needs and requirements of the aviation industry and how they foresee the future services.

Presentations on other weather-related topics include:
The New Role of Government and Industry as Defined by FAA's Flight Information Service Policy
Activities of the FAA's Aviation Weather Research Program
Applications of Interactive Information Processing Systems in Aviation Weather
Developments & Plans for the FAA's Automated Weather Observing Program
Towards a National Plan for Reporting Volcanic Ash
Aviation Weather Products as Seen by an Engineer
Terminal Doppler Weather Radar Velocity Deliasing Modifications Abstract
Implementation Status on the Low Level Windshear Alert System Relocation & Sustainment Program
Weather Support to Deicing Decision Making
The Modernization of FAA Weather Systems to Support Free Flight
Enroute Air Traffic Control Use of Next Generation Radar Information
Derived Decision-based Weather Needs for the Air Route Traffic Control Center Traffic Management Unit
Weather and Radar Processor (WARP)

The following B-roll is available to the media upon request: *Anti-Icing Fluid Flow-Off Dispersion* O'Hare Field, Chicago, IL, *Glycol reduction Techniques for Aircraft*, and *Lightning Strikes*. The American Meteorological Society's program can be viewed on the Internet at http://www.ametsoc.org/AMS. From here click on 79th Annual Meeting, then select Preliminary Programs, then select 8th Aviation, Range, and Aerospace.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 03-99
Tuesday, January 5, 1999
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Revises Wide Area Augmentation System (WAAS) Schedule

WASHINGTON – The Federal Aviation Administration (FAA) announced today that it is revising the implementation schedule for the Wide Area Augmentation System (WAAS) to allow more time to complete development of a critical software safety package that monitors, corrects and verifies the performance of the WAAS system.

The original July 1999 commissioning date for Phase 1 of WAAS has been rescheduled to September 2000. WAAS is an augmentation to the Global Positioning System (GPS) that corrects the GPS standard civil signal to provide the accuracy, integrity, and availability needed for civil aviation navigation.

"The FAA remains committed to implementation of WAAS because of its safety benefits for the aviation community and the flying public, and because it is central to our overall efforts to modernize the National Airspace System (NAS)," said FAA Administrator Jane F. Garvey. Garvey noted that the FAA WAAS team is also working in partnership with Europe and Japan to provide a seamless global satellite system for improved aviation safety worldwide.

The revised schedule came after the final and most complex software module proved to be "a much greater challenge than originally anticipated," said Steven Zaidman, associate administrator for Research & Acquisition. "We will not commission Phase I of WAAS until we are satisfied this technical challenge has been resolved," Zaidman said.

All the other major software modules have been completed except for the Correction & Verification (C&V) system, which performs more than 20 critical monitoring, correction, and verification functions. These include determining the precise positions of the GPS and geostationary satellites, the accurate effects of the ionosphere on the GPS/WAAS signal, and the validity of the WAAS messages.

In addition, all the required hardware systems for Phase 1 are in place. These include 25 ground reference stations, two master control stations, two geosynchronous (GEO) satellite uplink stations, and two transponders on GEO satellites leased from Inmarsat that are in orbit and operating successfully.

(more)

When Phase 1 is in operation, WAAS will provide pilots with en route navigation and vertical guidance for precision approaches to runways over a limited portion of the continental United States.

The new schedule will provide a navigation signal broadcast in mid 1999. This signal will be broadcast from two Inmarsat satellites already on contract and will be capable of supporting non-safety applications, such as an aid to visual flight rule (VFR) flight. WAAS commissioning, scheduled for the fall of 2000, will support instrument flight rule (IFR) flight.

The Johns Hopkins Applied Physics Laboratory of Laurel, Md., is currently conducting an independent risk assessment of the use of GPS for civil aviation. That assessment, which is expected to be released this month, will help determine whether WAAS is capable of being used as the sole or primary means of navigation for civil aviation. The revised schedule will give the FAA adequate time to redefine future satellite navigation improvements in light of the Hopkins study.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 04-99
Thurs., Jan. 7, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine Against Nissan Chemical Industries Ltd. For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration issued a notice proposing to assess a $265,000 civil penalty against Nissan Chemical Industries Ltd. of Tokyo for offering an improperly prepared shipment of hazardous materials for transport by air.

FAA's notice of proposed civil penalty issued Dec. 9 alleges that Nissan Chemical Industries Ltd. offered a shipment of 14 20-liter steel drums to Canadian Airlines for transport by air from Tokyo to Orlando, Fla. Each drum contained 18 kilograms of colloidal silica dispersed in methanol--a toxic, flammable liquid that is regulated as hazardous material under the Department of Transportation's hazardous material regulations and the International Civil Aviation Organization's technical instructions for the safe transportation of dangerous goods.

The FAA alleges Nissan offered the shipment to Canadian Airlines on April 1, 1997, which transported it on a regularly scheduled passenger-carrying flight from Tokyo to Orlando, Fla., April 1 and 2, 1997. The FAA discovered the possible violation when an FAA agent noticed the drums being unloaded and investigated further.

Investigation revealed the shipments were not properly classed, described, packaged, marked, labeled and in the condition required for shipment by air, and had not been labeled as poison nor as being for "Cargo Aircraft Only," all of which are required by U.S. and international regulations.

Nissan Chemical Industries 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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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 05-99
Thurs., Jan. 7, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine Against Wurth USA Inc. For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration issued a notice proposing to assess a $110,000 civil penalty against Wurth USA Inc. of Ramsey, N.J., for offering improperly prepared hazardous materials for shipment by air.

FAA's notice of proposed civil penalty issued Dec. 10 alleges that Wurth, an automotive repair, service equipment and supplies manufacturing business, offered 10 shipments of hazardous materials to Federal Express for transport by air. The FAA discovered the possible violation on Nov. 26, 1997, when agency investigators responded to a report of undeclared hazardous materials shipments at the Federal Express sort facility in Knoxville, Tenn. The shipments included a total of 202 aerosol and automotive products classified as either flammable aerosols or flammable liquids under the Department of Transportation's hazardous materials regulations. The packages were addressed to various car and motorcycle dealerships in Tennessee.

Investigation revealed the shipments were not properly described, classed, packaged, marked, labeled and in the condition required for shipment by air, and that not all of the company's employees responsible for handling hazardous materials had been trained in accordance with the hazardous materials regulations.

Wurth USA Inc. 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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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 06-99
Friday, January 8, 1999
Contact: Kathryn Creedy
Phone: 202/267-8521

FAA Prohibits Cold-Weather Starts of Some Allison Jet Engines

WASHINGTON -- The FAA today issued an emergency Airworthiness Directive (AD) that requires preflight engine test runs and inspections of certain commercial airlines and business jets when the oil temperature is below freezing (32 F). If tests are not performed successfully, the affected aircraft are prohibited from further flight.

Today's order – designed to prevent inflight engine shutdown owing to loss of engine oil -- affects 120 U.S. aircraft equipped with Allison 3007A and 30007C engines. The aircraft affected are Embraer 145s and Cessna 750 series aircraft. Principal commercial airlines affected are Continental Express, American Eagle, and Trans States, all of whom operate the Embraer 145. The Cessna 750 is a corporate jet.

The FAA received three reports this week of inflight engine shutdowns involving Allison model AE 3007A and AE3007C series turbofan engines. The agency has found that starting these engines in very cold temperatures (below 32 degrees fahrenheit) can cause the starter shaft o-ring seal to allow oil to leak from the engine's accessory gearbox.

Effective immediately, the AD requires operators to perform engine checks when oil temperature has dropped below 32 degrees Fahrenheit. Embraer operators must do a high-power leak check prior to flight on each of the two engines by running the engine for at least three minutes at takeoff and checking for oil leaks. Oil leaks cannot exceed two-tenths of a quart per engine per hour or the aircraft is prohibited from further flight. Cessna operators are required to operate the engine at maximum continuous power for 10 minutes and monitor the oil levels. If the oil level decreases more than a quart, maintenance is required before further flight.

This AD is considered an interim action and as further investigation continues additional rulemaking may be necessary.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 07-99
Monday, January 11, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA ISSUES FINAL RULES ON 727 CARGO FLOORS

WASHINGTON—In order to make air cargo flights as safe as possible, the Federal Aviation Administration (FAA) today issued final Airworthiness Directives (ADs) calling for operators to limit the payloads of Boeing 727 aircraft. The orders affects 727s converted from passenger to all-cargo operations until the floor structure is reinforced or re-qualified to carry higher payloads. There are four supplemental type certificate (STC) holders and thus four separate airworthiness directives.

The FAA is concerned that converted aircraft have design features that do not meet FAA certification requirements, including under-strength cargo floors, which the FAA has determined to be an unsafe condition. The ADs require operators to reduce payloads to 3,000 pounds per container, or adhere to interim operational limitations, which allow higher payloads per container up to 4,800 pounds. Operators have 90 days from the effective date to make the appropriate revisions to the airplane flight manuals (AFMs), AFM supplements and airplane weight and balance supplements. If modifications are accomplished or data is submitted to substantiate floor strength, the FAA will adjust requirements accordingly. If modifications are not completed within 28 months, payloads will be permanently reduced to 3,000 per container.

The final rule ADs reflects a number of changes based on industry comments on the Notice of Proposed Rulemaking issued on July 15, 1997. The final ADs increase the compliance time for changing flight manuals and AD implementation from 48 hours to 90 days. They also grant a request to extend the time period for modifications and interim operating limitations from 120 days to 28 months. They also increase the container payload limits in the fuselage above the main gear and wing structure. The final rules also have been changed to accommodate the majority of containers in use today.

The ADs resulted from inspections of 727 cargo interiors, which revealed that several aircraft contain design features, which do not meet FAA certification criteria and have under-strength floors. There are four companies holding supplemental type certificates (STCs) to perform cargo and interior design modification for 727 cargo operators. The

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ADs announced today address the main deck floor structure only, which the FAA has found to be as much as 60 percent under strength. Other STC design modifications may be the subject of a second set of FAA proposed ADs.

In an effort to clearly communicate the AD requirements and facilitate compliance, the FAA will hold a public meeting on January 20 in Seattle. The Ads impact approximately 370 aircraft in the worldwide fleet including 270 in the U.S. fleet. The cost for the entire U.S. fleet will be approximately $192 million

The comment period on the original NPRM closed in August 1997 but reopened to allow comments during two public meetings held in Seattle in February and April 1998.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Monday, January 11, 1999
APA-08-99
Contact: Alison Duquette
Phone: 202-267-8521

FAA Statement on NTSB MD-11 Wiring Recommendations

The FAA and the NTSB have worked closely with the Canadian Transportation Safety Board (CTSB) during the Swissair 111 accident investigation to identify any potential safety issues that could affect U.S. operators of MD-11s.

On December 9, 1998 the FAA issued an Airworthiness Directive (AD) ordering inspection and possible replacement of electrical wiring above the forward passenger doors of MD-11s. As part of the inquiry into the Swissair 111 crash, the FAA learned that damaged electrical wires were found near the forward passenger doors of an MD-11 during regularly scheduled heavy maintenance.

Continued discussions with the CTSB and NTSB resulted in a December 22, 1998 CTSB safety advisory letter which suggested a more comprehensive look at the wiring in the MD-11 fleet.

Even before we received the CTSB letter and the NTSB recommendation, the FAA had started to develop rulemaking actions that address the wiring concerns raised by the Swissair accident. These proposed actions are on a fast track, and we expect to issue them very shortly.

There is no evidence that these wires or those discussed in the NTSB recommendation are related to the Swissair crash. The Canadian Transportation Safety Board is still investigating the accident.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 09-99
Monday, January 11, 1999
Contact: Marcia Adams
Phone: 202-267-8521

FAA ISSUES MODIFIED AIRPORT IMPROVEMENT PROGRAM PROCEDURE

WASHINGTON -- The Federal Aviation Administration's (FAA) Office of Airports today announced a March 1, 1999, deadline for airport sponsors to file grant applications to use entitlement funds under the fiscal year 1999 Airport Improvement Program (AIP). The deadline date is being moved up from the usual June 30 date because the fiscal year 1999 AIP is authorized only through March 31, instead of Sept. 30, 1999.

AIP funding authorized for the first six months of fiscal 1999 is $1.205 billion, of which the FAA can issue only $975 million until Congress extends the authorization beyond the current March 31, AIP expiration date. Therefore, at this time FAA cannot commit more in fiscal year 1999 grants than the $975 million permitted by Congress.

This accelerated deadline will facilitate efficient use of the currently authorized AIP funding as efficiently as possible. It requires each airport sponsor to file a grant application with the FAA outlining its intent to use currently available entitlement funds before Oct. 1, 1999. If an airport sponsor does not notify the FAA of its intent to use its entitlement funds, FAA will issue discretionary grants with those funds.

Sponsors who fail to notify FAA by March 1 that they intend to use their entitlement funds in fiscal year 1999 can receive the funds only after a new AIP authorization is enacted for the remainder of the fiscal year.

The FAA is taking this action to enhance the effectiveness of the available AIP resources.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 10-99
Monday, Jan. 11, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Statement on Aviation Security

WASHINGTON—The Federal Aviation Administration has an aggressive program to test security at the nation's airports, and that program has become even tougher in the last two years. The airlines are responsible for carrying out FAA-mandated security and they pass most of the 10,000 tests the agency conducts every year. The violations noted in the Jan. 11 *NY Times* article represent less than 20 failures per year for USAirways, which is typical for the major airlines. However, the FAA takes any failure seriously and holds airlines accountable for lapses.

In the years since the violations noted in the *NY Times* article, the agency has been working with the airlines to enhance security by improving training for airport screeners, conducting more realistic and aggressive testing of the security checkpoints, conducting a massive deployment of advanced security equipment for screening checked and carry-on bags, implementing automated passenger screening, and installing new computer-based training workstations for security checkpoint screeners. In addition, the FAA is preparing a rulemaking that will mandate certification standards for companies that provide checkpoint screeners.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 11-99
Wednesday, Jan. 13, 1999
Contact: Alison Duquette
Phone: 202-267-8521

FAA Proposes Tests for Boeing 737 Rudder Units

WASHINGTON – Continuing the Federal Aviation Administration's (FAA) commitment to further minimize the already small risk of inadvertent rudder movement on Boeing 737s, the agency today proposed mandatory tests for potential cracks in valves in some 737 rudder power control units (PCUs).

The Notice of Proposed Rulemaking (NPRM) Airworthiness Directive (AD) would apply to all Boeing 737-100 through –500 series aircraft. The AD would order operators to perform tests on the PCUs to detect cracks in a joint in the servo valve that regulates the intake of hydraulic fluid to the PCU. The AD stems from cracks, found by the PCU supplier, in a component of a valve assembly. In addition, some cracks were found by operators, but prior to the valves being installed in aircraft. Analysis has shown that a single crack in one leg of the component is not in itself an unsafe condition. A crack in both legs could cause the component to break apart and jam the valve assembly. If a crack is found during the test process, the AD requires the defective valve to be replaced with a modified valve.

"Early detection of the problem by the manufacturer and the FAA's proposed tests will make the possibility of a flight control malfunction extremely unlikely," said FAA Administrator Jane F. Garvey.

There are 1,334 Boeing 737s operating in the United States that would be affected by the proposed AD, 3,059 aircraft worldwide. The test would take one hour per aircraft. The estimated cost is $60 per aircraft, $80,040 for the U.S. fleet. The compliance time for the initial tests would be 30 days or four months, depending upon the aircraft group.

The timetable for the tests outlined in the NPRM was established to ensure that all rudder slide valves are inspected by the deadline for the PCU replacement mandated by a June 23, 1997 AD. That previous AD requires replacement of the main 737 rudder PCU and dual load fasteners on rudder control rods with newly designed units by August 4, 1999. It also requires installation of a newly designed rudder hydraulic pressure reducer and yaw damper system by July 2000.

The comment period for today's NPRM AD is 30 days.

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FAA News

Federal Aviation Administration, Washington, DC 20591

ADV 2:45P.M. EST
APA 14-99
Wednesday, Jan. 20, 1999
Contact: Les Dorr, Jr.
Phone: 202/267-8521
Contact: Mitch Barker
Phone: 425/227-2004

SLATER, GARVEY DEDICATE 21st CENTURY FAA AIR TRAFFIC SYSTEM

AUBURN, WASH. -- Transportation Secretary Rodney E. Slater and Federal Aviation Administration (FAA) Administrator Jane F. Garvey today dedicated a new, first-of-its-kind air traffic control system, opening an intensive FAA program to modernize major portions of the air traffic control system.

"President Clinton, in his State of the Union address, stressed the need for meeting the challenges of the 21st century," said Slater. "This state-of-the-art system is another milestone in our continuing effort to infuse new technologies in the air traffic control system of tomorrow. It will also help keep our skies the safest in the world while air traffic continues to grow."

Slater and Garvey officially dedicated the Display System Replacement (DSR) at the FAA's Seattle Air Route Traffic Control Center in Auburn, Wash. DSR replaces 20 to 30 year old equipment at the center with upgraded displays, computer hardware and software. It also provides a platform for future upgrades that will increase productivity and help cut costs for the airlines and other aviation users by making the system more efficient.

"This system is a cornerstone of our air traffic modernization efforts," said Garvey. "And DSR is on schedule and within budget."

With DSR in operation, Seattle Center air traffic control operations has moved to a new control room environment, leaving behind the legacy of more than 35 years of service from the old control room. The complex transition of operations to the new environment was accomplished without interrupting or compromising service to the flying public.

DSR features new color displays and consoles for controllers. It uses modern computer processing technology for improved speed, capacity, maintainability and reliability. DSR also can be easily upgraded with future hardware and software enhancements.

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DSR is now in various stages of installation and testing at FAA en route centers around the nation, but Seattle is the first to use it to control air traffic. All 20 centers in the continental United States -- which control aircraft between airports, usually over parts of several states -- are expected to be using the system by the summer of 2000. Lockheed Martin Air Traffic Management, Bethesda, Md., is the prime contractor for the $1.055 billion acquisition.

The FAA is aggressively upgrading its air traffic control systems to meet the increasing demands of U.S. aviation. By the end of 1999, the FAA will have replaced the obsolete "host" computers at all of its en route centers. The host processes flight plan and radar data and sends that information to controllers at the center and other air traffic facilities.

Over the next several years, the agency will field major improvements to the display systems in FAA Terminal Radar Approach Control facilities (TRACONs) and airport towers. As part of the Free Flight Phase 1 program, the FAA also is installing five new technologies at selected air traffic facilities to bring tangible benefits to airspace users by 2002.

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FAA News

Federal Aviation Administration, Washington, DC 20591

ADV 2:45P.M. EST
APA 15-99
Wednesday, January 20, 1999
Contact: Les Dorr, Jr.
Phone: (202) 267-8521

FACT SHEET
THE FAA'S AIR TRAFFIC MODERNIZATION PROGRAM

The Federal Aviation Administration (FAA) is aggressively upgrading its air traffic systems to meet the challenges of the 21st century. The Display System Replacement (DSR) is a major part of that effort.

The FAA is responsible for the largest, most complex and safest aviation system in the world. It includes more than 18,000 airports, 470 air traffic control towers, 176 terminal radar control facilities (TRACONs), and 21 en route air traffic control centers. In addition to DSR, other important systems are:

- **"Host" computers** -- The FAA is replacing the "host" computer at all of its en route centers. The host processes flight plan and radar data and sends that information to controllers at the center and other air traffic facilities. Host replacement involves hardware only, no new software.

- **Standard Terminal Automation Replacement System (STARS)** -- STARS will replace computers (hardware and software) at the nation's busiest airport terminals and pave the way for future upgrades. The new displays will help controllers handle traffic more efficiently while maintaining today's extraordinary level of safety.

- **Wide Area Augmentation System (WAAS)** -- WAAS enhances signals from the Global Positioning System (GPS) to satisfy civil aviation navigation requirements. When the first phase of WAAS is operational in September 2000, pilots will be able to make precision GPS-guided landings throughout roughly half of the continental United States.

- **Data Link** -- Data link is essentially airborne e-mail flowing between computers on the ground and in the cockpit. It reduces the time lag and chances of errors associated with voice communications. Data link can provide critical flight and weather information from various data bases directly to pilots. The technology already is being used to transmit pre-departure clearances to pilots.

- more -

- **Free Flight** -- The concept of Free Flight will give operators maximum flexibility, consistent with safety, to fly fuel efficient routes. The prospect of greatly increased flexibility to fly direct routes could have substantial benefits, including fuel and time savings, fewer delays and a more efficient use of airspace.

- **Free Flight Phase 1** -- Based on a consensus from all sectors of aviation, the FAA established the Free Flight Phase I program to bring significant benefits to airspace users by 2002. The program is installing selected technologies at specific air traffic facilities to help reduce risks and resolve many of the technical and procedural issues connected with the transition to Free Flight.

- **Year 2000 (Y2K)** -- The FAA had to overhaul its computers to make sure they roll over at midnight Dec. 31, 1999. Without a fix, computers would see "00" and may assume it meant 1900. The FAA has already renovated its systems, and is on schedule to implement the fixes in June 1999.

The FAA has already completed other important modernization projects. The Display Channel Complex Rehost, a program that replaced aging computers driving the controller displays at five major en route centers (Chicago; Fort Worth, Texas; Cleveland, Washington; and New York) was finished in 1997. The Voice Switching and Control System, which replaces equipment dating back to the 1960s and provides much clearer, more reliable voice communications, also was operational at all 20 en route centers in 1997.

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FAA News

Federal Aviation Administration, Washington, DC 20591

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APA 16-99
Wednesday, January 20, 1999
Contact: Les Dorr, Jr.
Phone: 202-267-8521

Old Control Room Features

- Large steel structures designed in early 1960s.
- Contains a circular 19" monochrome plan-view display (PVD) for radar tracks and other Air Traffic Control (ATC) information.
- Each ATC position is hard-wired to support a single sector (limited airspace), or small combinations of sectors.
- Modified in 1995/96 to incorporate the Voice Switching Control System (VSCS) digital communication system.
- Increasing operational costs due to end-of-life components and worsening reliability.
- Constrains operational flexibility required for peak traffic, severe weather, and outages at adjacent facilities.
- Not capable of displaying real-time weather intensity as recommended by the National Transportation Safety Board (NTSB).
- Viewed as a limiting factor to ATC efficiency by the operators, and targeted by the airlines and other air traffic user bodies as limiting growth and operational efficiency of National Airspace System (NAS).
- Little to no built in redundancy to protect against outages.
- Supports national releases of software upgrades through individual site actions.
- Because of proprietary, difficult to upgrade technology.

Display System Replacement (DSR) Control Room Features

- Composite structure designed in the 1990s.
- Contains a 20"x20" high resolution color monitor to display radar tracks, improved real-time weather, and other ATC information.
- Each ATC position is designed to support any single sector, or combination of sectors needed for operational flexibility.
- Designed with human factors inputs to best integrate the VSCS digital communication system, improved flight data, improved weather displays, and recommended improvements in Computer Human Interface.

- more -

- Increased operational flexibility to accommodate peak traffic, severe weather, or outages at adjacent facilities.
- Capable of displaying real-time weather intensity as recommended by the NTSB.
- Designed to allow increased efficiency, and supported by the operators as a foundation for further increases in traffic growth and operational efficiency of NAS.
- Built-in redundancy to protect against outages.
- It reduces training time because functions and controls are similar to the old system.
- Replaces the older flight strip printers with quieter, more efficient printers.
- Supports national releases of software upgrades through automated distribution.
- Centralized monitor and control of the DSR system to include all ATC position equipment and backroom equipment.
- Includes many commercial-off-the-shelf products, and designed to allow technology refresh with little to no development.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 17-99
Monday, Jan. 25, 1999
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA NAMES CHIEF INFORMATION OFFICER

WASHINGTON – Federal Aviation Administration (FAA) Administrator Jane Garvey has named the agency's first Chief Information Officer (CIO). Daniel J. Mehan, 54, will join the FAA on Feb. 1, reporting directly to the administrator. As CIO, Mehan will serve as the principal FAA advisor on information technology and will direct strategic planning activities for information technology across the agency.

"We look forward to Dan's leadership and skill in working cooperatively with our stakeholders in the information technology community towards a common goal for air traffic growth and safety," said Garvey.

Mehan is a forward-looking senior level executive who has held a variety of global leadership positions. He has strong analytical and interpersonal skills and extensive experience in bringing together diverse work teams. Prior to joining the FAA, Mehan spent his career in private industry. His most recent position was as international vice president of quality and process management at AT&T, where he led efforts to align and optimize the processes and systems of AT&T's global operations.

"I plan on combining my quality management experience in the telecommunications industry with the enormous talent at the FAA and in the private sector of the aviation industry to guide the evolution of information technology in a dynamic and cost-effective way," said Mehan.

Mehan started with Bell Laboratories in 1967 after graduating from Drexel University with a bachelor's degree in electrical engineering. He also has a master's in systems engineering and a Ph.D. in operations research from the University of Pennsylvania. Mehan has served on the boards of the Japan-U.S. Telecommunications Research Institute, the U.S. Telecommunications Training Institute and the North American Telecommunications Association. He and his wife have three grown children.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 18-99
Tuesday, January 26, 1999
Contact: Kathryn B. Creedy
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MEDIA ADVISORY
FAA SCHEDULES THREE-DAY ICING CONFERENCE IN FEBRUARY

WASHINGTON -- The Federal Aviation Administration (FAA) is sponsoring a three-day international icing conference to discuss inflight operations in icing conditions on Feb. 2-4, 1999, at the Hyatt Regency Crystal City, Arlington, Va.

The conference, designed as an open forum to exchange information, will address issues such as ice protection systems operation; training and information dissemination; autopilot operation; weather information; and updating aircraft operating manuals. It will also address National Transportation Safety Board (NTSB) recommendations related to inflight icing, as well as updates on the status of the FAA's Inflight Icing Plan resulting from the June 1996 international icing conference.

The conference will include representatives of the NTSB, European Joint Aviation Authorities, civil aviation authorities worldwide, International Civil Aviation Organization, NASA, aircraft manufacturers, and airlines as well as icing and weather experts.

The conference will run from 9 a.m. to 5 p.m. daily. Media representatives are welcome.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 19-99
Thursday, Jan. 28, 1999
Contact: Alison Duquette
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FAA Orders Inspections of Wiring on MD-11 Fleet

WASHINGTON – As part of the Federal Aviation Administration's (FAA) ongoing efforts to address the MD-11 wiring concerns raised by the Swissair accident, the agency today ordered inspections of wiring and insulation in the cockpit and cabin on all U.S.-operated MD-11s.

The FAA continues to work closely with the Canadian Transportation Safety Board (CTSB) and the National Transportation Safety Board (NTSB) on potential MD-11 safety issues. Today's Airworthiness Directive (AD) was under development even prior to the Jan. 11 NTSB recommendation on MD-11 wiring. It also follows discussions with the CTSB and NTSB which resulted in a Dec. 22, 1998 CTSB safety advisory letter suggesting a closer look at the wiring in the MD-11 fleet.

Several MD-11s were examined as part of the Swissair accident investigation. Based on the wiring discrepancies found, the directive requires U.S. operators to perform the inspections, and make any necessary repairs, within 60 days and report findings to the FAA.

"Although the cause of the Swissair accident is still unknown, the FAA will continue to use information from the CTSB's investigation to push forward with preventive measures that improve safety for the flying public," said FAA Administrator Jane F. Garvey. "This is an interim action until we can determine the full extent of any potential wiring problems on the MD-11."

On Dec. 9, 1998, the FAA issued an Airworthiness Directive (AD) ordering inspection and possible replacement of electrical wiring above the forward passenger doors of MD-11s. As part of the inquiry into the Swissair 111 crash, the FAA learned that damaged electrical wires were found near the forward passenger doors of an MD-11 during, and possibly as a result of, regularly scheduled heavy maintenance.

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Worldwide, 174 MD-11s are affected by this AD, 65 of which are U.S.-registered. Foreign carriers include Swissair, Varig, Japan Airlines, KLM-Royal Dutch Airlines and EVA Airways Corporation. U.S. carriers are American Airlines, Delta Air Lines, Federal Express, and GATX.

The cost to U.S. carriers in estimated at $720 per aircraft, $46,800 total for the U.S. fleet.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 22-99
Wednesday, February 3, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

CHAUTAUQUA CITED FOR VIOLATING ANTI-DRUG PROGRAM

WASHINGTON—The Federal Aviation Administration (FAA) has proposed fining Indianapolis-based Chautauqua Airlines $52,000 for failing to follow the company's anti-drug and alcohol misuse prevention program covering employees who perform safety-sensitive functions.

The fine results from a November 29-30, 1995 FAA inspection of the airline during which a review of Chautauqua's records revealed eight employees were performing safety-sensitive functions when the company had not yet received a verified negative pre-employment drug test result. The results of the pre-employment tests were ultimately negative. However, federal regulations prohibit them from performing safety-sensitive duties prior to receiving negative test results.

Aviation employees covered under anti-drug and alcohol programs include flight and cabin crew members, flight instructors, aircraft maintenance workers, ground security and aviation screening personnel.

Chautauqua 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 in newly issued enforcement actions involving civil penalties of $50,000 or more.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 23-99
Monday, February 8, 1999
Contact: Henry Price
Phone: 202-267-8521

STATEMENT OF FAA ADMINISTRATOR JANE F. GARVEY

The legislation we are offering today is a plus for travelers and the aviation community. It gives the FAA the tools it needs to deal with the growth in air traffic and make flying even safer for Americans.

This proposal will help the FAA meet the challenge Vice President Gore identified for the White House Commission on Aviation Safety and Security – the goal of reducing the rate of aviation accidents by 80 percent over the next decade. At the same time, it meets the government reinvention goal of providing government services more effectively and efficiently through the creation of a Performance-Based Organization (PBO). A modernized air traffic control system that operates in a more business-like manner with an assured source of funding and better addresses customer needs is common sense government.

In addition, this legislation gives the FAA more flexibility in expanding system capacity, and thus the availability of air service to more Americans, through its innovative approaches to a variety of airport funding issues.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 24-99
Tuesday, February 9, 1999
Contact: Fraser Jones
Phone: 202-267-8521

FAA Reaches Agreement with Pilots and Industry on Safety Procedures

WASHINGTON – Working in partnership with the aviation industry, the Federal Aviation Administration (FAA) announced today the completion of an agreement with associations representing pilots and airlines on a final set of procedures under which Land and Hold Short Operations (LAHSO) are conducted for air carrier operations.

Transportation Secretary Rodney E. Slater commended FAA Administrator Jane Garvey, the Airline Pilots Association and the Air Transport Association on their cooperative effort to reach agreement on the procedures. "The safety of the traveling public is our top priority," said Slater. "The airlines and pilots, working with the FAA, have also shown through this partnership that it is a joint commitment."

LAHSO is a procedure in which an aircraft is cleared to land on one runway and stop prior to the intersection so another aircraft may land or depart on the intersecting runway. In place since 1968, LAHSO is a procedure used on an optional basis to increase airport capacity.

"This agreement demonstrates what we can do when we work together," said FAA Administrator Jane F. Garvey. "The three parties worked closely together to identify and resolve issues with the first consideration always being safety."

"We are pleased that with this agreement, airline passengers can be assured that land and hold short operations will now be performed with increased margins of safety," said Capt. Duane Woerth, president of the Air Line Pilots Association, International. "This is a significant safety issue for airline pilots, and I am proud that our members brought it to the forefront and unanimously supported ALPA's position. I am equally proud of our pilot safety experts who worked so hard to craft this agreement."

"The safety of passengers and crews is always the airlines' number-one priority," said ATA President and CEO Carol B. Hallett. "Land and hold short operations have been safely and effectively used for more than thirty years and, with agreed upon procedures, LAHSO will continue to safely provide increased airport capacity into the 21st century."

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The agreement is subject to the findings of a risk analysis study currently underway at the FAA. The parties agree to review five categories at the completion of the study or the first anniversary of the agreement, whichever comes first. The revised procedures for conducting air carrier LAHSO operations will be implemented not later than March 12, 1999.

The five categories in the agreement are: Runway Surface and Weather Minima; Training; Visual Aids; Landing Distance; and Rejected Landings.

Highlights from the agreement are:

- Air carriers will conduct LAHSO only on dry runways until such time as the manufacturers have provided actual demonstrated landing distance figures on wet runways for the aircraft in question.

- The FAA will issue a Flight Standards Handbook Bulletin that will specify that before an air carrier can conduct LAHSO, it will have a pilot training program for LAHSO.

- Improved LAHSO lighting configuration -- LAHSO will not be authorized to a runway that does not have electronic or visual vertical guidance.

- The runway landing length for the particular aircraft conducting LAHSO will be the greater of the Simultaneous Operations on Intersecting Runway category length or the FAA approved Aircraft Flight Manual distance plus 1000 feet for the configuration, environment and the weight actually used for landing.

- To ensure that the appropriate level of safety is maintained, only LAHSO configurations which do not require a rejected landing instruction, or for which a rejected landing instruction is published, may be utilized by air carrier aircraft.

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FAA News

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FOR IMMEDIATE RELEASE
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Contact: Marcia Adams
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FACT SHEET
Federal Aviation Administration Policy and Procedures Regarding Use of Airport Revenue

On February 10, 1999, the Federal Aviation Administration released a final agency policy statement on the use of local funds generated by airports. The policy statement will assist airport operators in avoiding "revenue diversion"—the use of airport funds contrary to the terms of Federal statutes and Federal airport grant agreements.

History

Since 1982, airports that have accepted Federal Airport Improvement Program (AIP) grants have agreed to use revenues generated by the airport for the capital and operating costs of the airport, the airport system, or certain other facilities owned and operated by the airport and directly and substantially related to air transportation. In 1994, Congress, concerned about revenue diversion by airports, directed the FAA to issue a policy statement on the policies and procedures for enforcing this requirement. The FAA issued two separate notices of proposed policy for public comment before adopting the final rule. The agency has continued to enforce the requirement, and has revised its enforcement of the rule in accordance with each of the notices from the time each was issued.

The final policy adopts many of the policies proposed in these earlier notices, and also includes new provisions that incorporate new statutory requirements and changes in policy adopted after review of public comments.

Statutory authority

The Airport and Airway Improvement Act of 1982, now codified at 49 U.S.C. § 47107(b), required all FAA grant agreements to contain an assurance that the sponsor will use revenues generated by the airport for the capital or operating costs of the airport, the local airport system, or other local facilities which are owned or operated by the owner or operator of the airport and directly and substantially related to the actual air transportation of passengers or property

A "grandfather" exception applies if the sponsor had certain payments in effect before 1982.

The FAA Reauthorization Act of 1994 required the Department of Transportation/FAA to establish policies and procedures to assure the prompt and effective enforcement of the airport revenue diversion prohibition and the requirement that airports be as self-sustaining as possible, prohibited the use of airport revenues for several specific types of payments and required annual financial reports from airports.

The 1996 FAA Reauthorization Act created a direct statutory prohibition against revenue diversion by any federally assisted airport; required audit certification of each federally assisted airport's compliance with revenue use restrictions; and added new provisions on civil penalties, expedited procedures for recovery of illegally diverted revenues, repayment of past contributions to an airport, and interest on diverted funds.

The Policy Statement on Use of Airport Revenue

The final policy is a comprehensive statement of the FAA's airport revenue policies and the procedures for enforcing compliance by airport owners and operators with their federal obligations regarding airport revenue use. In brief, the final policy does the following:

Definitions

Defines airport revenue as defined in the 1996 notices, with only editorial changes.

Applicability

Continues the 1982 prohibition on revenue diversion required by statute to be included in AIP grant assurances.

Pursuant to the 1996 FAA Reauthorization Act prohibition on revenue diversion by "any airport that is the subject of Federal assistance," prohibits revenue diversion by all airports receiving Federal assistance on or after October 1, 1996, and clarifies that this statutory prohibition does not expire after 20 years. 49 U.S.C. §47133. The Final Policy explains that this statute extends the revenue diversion prohibition to:

- all airports subject to the revenue use restrictions on October 1, 1996;
- privately owned airports accepting airport grants on or after October 1, 1996; and
- any airport receiving federal property under the Surplus Property Act or other aviation statutes, on or after October 1, 1996.

Permitted uses of airport revenue

Lists the general categories of expenditures that are considered to meet requirements for use of airport revenue including:

- promotional expenses, such as regional or destination marketing mentioning the airport and cooperative airport-airline advertising of the airport;
- lobbying and attorney fees in support of activities for which airport revenue may be properly used;
- documented and actual costs incurred by local and state government agencies related to the airport;
- community activities directly and substantially related to the airport that enhance community acceptance of the airport, even though the benefit is intangible (minimal contributions of airport funds are acceptable if a reasonable connection may be shown between the organization and community acceptance of the airport);
- a portion of the costs of general government (such as executive offices and legislative branches) and central services costs allocated indirectly to the airport under certain conditions: compliance with GAAP and Attachment A of OMB Circular A-87.

Permits indirect allocation of eligible costs to an airport.

Permits airport revenue to be used for certain airport ground access projects.

- The Final Policy permits the use of airport revenue for an airport ground access project that can be considered an airport capital project or that is part of a facility owned or operated by the airport sponsor and directly and substantially related to the air transportation of passengers.

Provides standards for documentation of costs.

Incorporates the new statute of limitations set forth in 49 U.S.C. §47107(*l*) by permitting airport revenues to be used to repay the airport owner's contributions to the airport if the request is made within 6 years of the date of the contribution.

Explains grandfathered airports' right to receive discretionary grants.

- Airports may be able to continue certain payments of airport revenue to the sponsor if the payments were in effect in 1982.

- The Final Policy incorporates the provisions of 49 U.S.C. §47115(f), to the effect that if a grandfathered airport has lawfully diverted more revenue than in the preceding year (adjusted for the consumer price index), that fact will militate against discretionary AIP grants for that airport.

Prohibited uses of airport revenue

Prohibits the use of airport revenues for, among other things:

- direct or indirect payments that exceed the fair and reasonable value of services and facilities provided to the airport (cost is identified as a reliable indicator of value);
- payments based on cost allocation formulas inconsistent with the policy statement or not calculated consistently for the airport and other comparable units or cost centers of government;
- general economic development, marketing and promotional activities unrelated to airports or airport systems;
- impact fees assessed by a governmental body or payments in lieu of taxes that exceed the value of services or facilities provided to the airport. (For corrective action purposes, however, FAA will consider whether a non-sponsor and the sponsor's legal ability to avoid paying the fee imposed the fee, and whether such fees may be appropriate where the sponsor must take action in connection with airport development.);
- loans of airports funds to a state or local agency at less than the prevailing interest rate; and
- direct subsidy of air carrier operations (non-discriminatory waivers or discounted landing or other fees during a promotional period would not be considered diversion or a violation of the requirement for a self-sustaining rate structure).

Self-Sustaining Rate Structure: Charges for Use of Airport Property

Adds a new section clarifying agency policy on the statutory requirement that airports must maintain a fee structure that makes the airport as self-sustaining as possible, given the particular circumstances of the airport.

- for non-aeronautical uses of airport property, the airport operator generally must charge a fair market rental rate.

- for aeronautical uses (such as air carriers, general aviation operators, and fixed base operators), a rate that recovers airport costs is sufficient to satisfy the self-sustaining requirement.

Permits an airport to charge less than a fair market rate for certain uses of airport property:

- transit facilities. The Final Policy clarifies that the airport operator may lease property at a nominal rate for public transit facilities (or those operated by a

contractor on behalf of the public owner) if the facilities are directly and substantially related to the air transportation of air passengers and visitors.

- public community/recreational purposes. Airport property may be leased for public recreational and other community use may be at less than fair market rental value, under the following conditions:

- the contribution of airport property enhances public acceptance of the airport;
- the use is desired by the local community;
- the use doesn't adversely impact the airport;
- the property is not expected to produce more than minimal rent in any event (or, the community user is paying a fair rent);
- the community use does not preclude future airport reuse of the property; and
- airport revenue does not directly support the community use.

- permits an airport to charge less than a fair market rate for use of airport property by certain other organizations:

- in accordance with report language in the 1996 House Transportation and Infrastructure Committee Report, the policy permits an airport operator to charge less than fair market rental value for the use of airport property by not-for-profit aviation museums, accredited aeronautical secondary and post-secondary education programs, and Civil Air Patrol units operating aircraft at the airport, to the extent that the reduction below fair market rental value is reasonably justified by tangible or intangible benefits to the airport or to civil aviation.

- the Final Policy permits military units to pay nominal lease rates, particularly when they have had a historical presence and provide services at the airport. The sponsor's firefighting and police units, however, must pay reasonable rents, but will be allowed an offset to reflect the value of services provided to the airport.

Reporting and auditing requirements

Describes FAA monitoring through annual financial reports and audit certification and procedures to assure compliance.

> The Final Policy describes the procedures for filing annual financial reports and for conducting a review and opinion on airport revenue as part of the sponsor's single audit.

Monitoring and compliance

Explains the action that FAA may take if there has been a preliminary finding that airport revenue has been unlawfully diverted and the sponsor has failed to take corrective action, including:

- withholding future grants;
- withholding payments under existing grants;
- withholding approval of the modification of existing grants to increase the amount of funds available (after providing an opportunity for a hearing and cure);
- withholding approval of an application to impose a PFC (unless corrective action has been taken);
- withholding Title 49 funds from the airport sponsor; or
- filing suit in U.S. district court, including an action for treble civil penalties (but the FAA will reserve a treble penalty suit only after the airport has been given a reasonable time to correct its diversion and only after other sanctions, such as withholding of grants, has failed to achieve compliance).

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FOR IMMEDIATE RELEASE
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Contact: Alison Duquette
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FAA Orders Inspections of Lap Joints on Older Boeing 727s

WASHINGTON – As part of the Federal Aviation Administration's (FAA) ongoing aging aircraft program, the agency has ordered operators of 1,000 older Boeing 727 aircraft to inspect lower skin panel lap joints for fatigue cracking and make any necessary repairs. The Airworthiness Directive (AD) is prompted by reports of fatigue cracks in four Boeing 727s operating in the commercial fleet.

The FAA's aging aircraft program is a joint effort with industry that began in 1988. The program aims to ensure that the structural safety level that existed at the time an aircraft was first FAA-approved is maintained for as long as the aircraft operates. This proactive program defines requirements for repairs, modifications and inspections. Feedback gathered from inspections further refines the program.

"This AD is an example of how the FAA and the aviation industry's vigilance toward the aging aircraft program continues to improve the safety of the flying public," said FAA Administrator Jane F. Garvey.

The AD applies to Boeing 727-100, -100C, -200, -200F, and 727C aircraft. The average age of these aircraft is 25 years, or approximately 38,000 flight cycles. The average Boeing 727 accumulates about 1,500 flights each year of service. Operators must perform repetitive visual inspections of portions of lower skin lap joint within 15 days or 50 flight cycles, whichever occurs first. The inspections must be performed prior to accumulation of 40,000 total flight cycles. In addition, repetitive low frequency eddy current inspections must be performed within 60 days or 300 flight cycles to detect potential small cracks in the fuselage. These inspections must also be performed prior to the accumulation of 40,000 total flight hours. The inspections may be performed within 600 flight cycles if work has already been completed per a previous AD that ordered similar inspections of certain older 727s.

Worldwide, 1,516 Boeing 727s are affected by this AD, 1,000 of which are U.S.-registered. Domestic carriers are American Airlines, Continental Airlines, Delta Air Lines, DHL Airways, Express One, Federal Express Corporation, Kitty Hawk, Inc., Northwest Airlines, Ryan International, Inc., Trans World Airways, United Airlines, United Parcel Service, and USAirways.

- more -

The cost to U.S. operators for the visual inspections is estimated at $960 per aircraft, $960,000 for the fleet. The cost for the low frequency eddy current inspections is estimated at $1,920 per aircraft, $1.9 million. Optional internal detailed visual and high frequency eddy current inspections are estimated at $3,600 per aircraft, $3.6 million for the fleet.

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