

STATEMENT OF ANTHONY J. BRODERICK, ASSOCIATE ADMINISTRATOR FOR AVIATION STANDARDS, FEDERAL AVIATION ADMINISTRATION, BEFORE THE HOUSE COMMITTEE ON ARMED SERVICES, SUBCOMMITTEE ON INVESTIGATIONS, CONCERNING MILITARY CHARTERS, FEBRUARY 5, 1986.

Mr. Chairman and Members of the Subcommittee:

I welcome your invitation to appear before you today to discuss FAA activities concerning air carriers providing charter service for the Department of Defense. I can appreciate your interest in this subject following the tragic Arrow Air accident in Gander, Newfoundland, last December.

The Canadian Government is now investigating the cause of this accident pursuant to the Chicago Convention, under which aviation accident investigation is the responsibility of the sovereign in which the accident occurred. The National Transportation Safety Board (NTSB) is the official representative of the United States to this investigation. Canadian investigative teams have been formed to examine: operations, structures, systems, power plants, site survey (video and still photography), weather, human factors, flight and voice recorders. The FAA is cooperating fully with the NTSB and the Canadian Aviation Safety Board to aid them in their investigation, since Arrow Air is a U.S. operator certified by the FAA under Part 121 of the Federal Aviation Regulations (FAR) which prescribes requirements that air carriers must follow. Pursuant to their request, we have provided the Canadian Aviation Safety Board with FAA records concerning Arrow Air and the DC-8 flight crew.

To date, the Canadians have not given any indication as to any preliminary thoughts on the probable cause or causes of the Gander accident. Moreover, as we noted earlier to your staff, since the Canadians are responsible for the investigation and ultimate findings concerning the accident, we are not in a position to speculate about the causes of the accident. As you requested, I would now like to briefly outline for you the FAA program for ensuring that all air carriers, including those under contract for military charter purposes, are operating with the highest standards of safety.

The FAA has an extensive program of surveillance and inspection to ensure that all aspects of an air carrier's operations are in compliance with the FAR's. In that regard, I should note that air carriers conducting military charter operations are required to comply with the same kinds of safety regulations or FAR's as air carriers providing scheduled passenger service. Indeed, many air carriers under contract with DOD provide scheduled passenger service, of which American, Northwest, Pan American and United are examples.

We accomplish our inspection and surveillance tasks through extensive checks of air carrier avionics, maintenance, operations and training programs to assure compliance with air safety regulations. This is done through a variety of scheduled and unscheduled on-site inspections, including maintenance

facility and ramp inspections. We also conduct operational or enroute inspections, in which an FAA inspector monitors an entire flight from takeoff to landing, by riding in the cockpit of the aircraft with the flight crew. A recent example of an intensive effort by the FAA to perform ramp and enroute inspections of air carriers conducting charter operations for DOD was "Reforger 86." Between January 8 and February 2, thousands of Army and National Guard personnel were flown from U.S. bases to Germany. FAA aviation safety inspectors monitored the entire operation, conducting enroute inspections of virtually every flight. Attached to my prepared statement, as Appendix A, is the "Reforger 86" itinerary.

We have a comprehensive aviation safety inspection program planned for 1986, of which a significant focus will be on DOD charter flights. As announced by Secretary Dole on January 14, our 1986 National Evaluation Plan places special focus on the inspection of certificated turbine engine repair stations and on performing indepth inspections of Part 121 air carriers who derive a significant amount of revenue from contract military charter flights. Our inspections of those carriers began on January 16, with Arrow Air being the first carrier scheduled for inspection. We anticipate that all of the inspections will be completed by September, and will share the results of our inspections with DOD. The first turbine engine repair station inspection initiated over the period January 6-10 involved Batch Air, which conducts much of Arrow Air's heavy maintenance.

Our indepth inspection program of these operators performing charter service for DOD is designed to ensure that all military charter flights are operating with the highest standards of safety. For your information, a list of those carriers to be inspected is attached to my prepared statement as Appendix B.

The Department is working very closely with DOD and will continue to do so to assure the safety of charter services for the Armed Forces. Among the ongoing initiatives between the FAA and DOD to ensure the highest standards of safety on military charter flights are:

- 0 Military Airlift Command (MAC) survey teams will accompany FAA inspectors during the special indepth inspections of air carriers conducting military charter operations.
- 0 Conditions have been specified under which DOD personnel will have access to the flight deck to survey operations on military charters.
- 0 Assistant Secretary, Vance Fort, in OST and my Deputy, Bill Hendricks, will participate, as members of the Executive Steering Committee, in the DOD Review of Charter Operations Study.

0 The FAA will provide staff support to DOD's working group reviewing charter operations.

0 Discussions are now being held which focus on the possibility of designating an FAA employee to serve as an FAA liaison to the Military Airlift Command.

Before closing, Mr. Chairman, I want to make clear that the safety record of charter carriers has been an excellent one, and that includes the carriers who provide service in behalf of the military. We are looking now, in cooperation with DOD, at these air carriers to confirm their continued compliance with our strict safety standards.

That concludes my prepared statement, Mr. Chairman, I would be pleased to respond to any questions which you or other Members of the Subcommittee may have.

| Carrier | Date | Type A/C | ACL | Route | Depart (z) |
|---------------|--------|-------------|-----|------------------|---------------|
| Tower | 9 Jan | 747 | 474 | Tinker-Ramstein | 0350 |
| Flying Tiger | 9 Jan | 747 | 491 | Forbes-Ramstein | 1920 |
| Trans America | 10 Jan | 747 | 482 | Forbes-Stuttgart | 0250 |
| Pan American | 10 Jan | 747 | 379 | Forbes-Ramstein | 0340 |
| Pan American | 10 Jan | 747 | 379 | Volk-Brussels | 2035 |
| Flying Tiger | 10 Jan | 747 | 491 | Forbes-Ramstein | 2120 |
| Tower | 10 Jan | 747 | 474 | Forbes-Stuttgart | 2250 |
| World | 12 Jan | DC-10 | 354 | Forbes-Brussels | 0345 |
| World | 11 Jan | DC-10 | 354 | Forbes-Stuttgart | 0420 |
| Trans America | 11 Jan | DC-8 | 235 | Volk-Brussels | 0620 |
| World | 10 Jan | DC-10 | 354 | Tinker-Ramstein | 0620 |
| Trans America | 11 Jan | DC-8 | 235 | Volk-Brussels | 0820 |
| Pan American | 11 Jan | 747 | 379 | Forbes-Ramstein | 1940 |
| ans America | 12 Jan | DC-8 | 235 | Forbes-Stuttgart | 0320 |
| Flying Tiger | 12 Jan | 747 | 491 | Forbes-Stuttgart | 0320 |
| World | 12 Jan | DC-10 | 354 | Forbes-Ramstein | 0750 |
| Flying Tiger | 13 Jan | 747 | 491 | Forbes-Stuttgart | 0520 |
| World | 13 Jan | DC-10 | 354 | Forbes-Ramstein | 0750 |
| Flying Tiger | 14 Jan | 747 | 491 | Volk-Ostende | 2320 |
| Tower | 15 Jan | 747 | 474 | Volk-Ostende | 2335 |
| Tower | 16 Jan | 747 | 474 | Volk-Stuttgart | 0450 |
| Trans America | 2 Feb | DC-8 | 235 | Forbes-Ramstein | 0405 |

MILITARY AIRLIFT CONTRACT AIR CARRIERS TO BE INSPECTED

| <u>Carrier</u> | <u>Type Inspection</u> | <u>Region</u> |
|-----------------------------|------------------------|---------------|
| Airlift International | AW/OPS | ASO |
| Aloha Airlines* | AW/OPS | AWP |
| American Airlines* | AW/OPS | ASW |
| American Trans Air | AW/OPS | AGL |
| Arrow Air | AW/OPS | ASO |
| Continental Airlines* | AW/OPS | AWP |
| Delta Airlines* | AW/OPS | ASO |
| Eastern Airlines* | AW/OPS | ASO |
| Evergreen International | AW/OPS | ANM |
| Federal Express* | AW/OPS | ASO |
| Flying Tiger Line* | AW/OPS | AWP |
| Hawaiian Airlines* | AW/OPS | AWP |
| Jet Charter Service | AW/OPS | ASO |
| National Airlines | AW/OPS | AEA |
| Northwest Airlines* | AW/OPS | AGL |
| Pan American World Airways* | AW/OPS | ASO |
| Southern Air Transport | AW/OPS | ASO |
| Reeve Aleutian Airways* | AW/OPS | AAL |
| Rich International Airways | AW/OPS | ASO |

| | | |
|-----------------------|--------|-----|
| Tower Air | AW/OPS | AEA |
| Transamerica Airlines | AW/OPS | AWP |
| Trans World Airlines* | AW/OPS | ACE |
| United Airlines* | AW/OPS | ANM |
| World Airways | AW/OPS | AWP |

* Inspections to be conducted in accordance with the schedule set in the National Evaluation Plan.