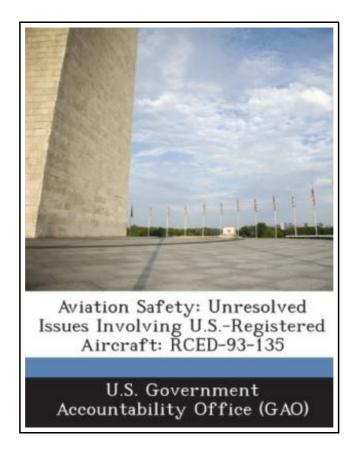
Aviation Safety: Unresolved Issues Involving U.S.-Registered Aircraft: Rced-93-135



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Reviews

Comprehensive guide! Its this type of very good read through. It is actually writter in simple words and phrases rather than difficult to understand. It is extremely difficult to leave it before concluding, once you begin to read the book.

(Bernie Mante PhD)

AVIATION SAFETY: UNRESOLVED ISSUES INVOLVING U.S.-REGISTERED AIRCRAFT: RCED-93-135



BiblioGov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 28 pages. Dimensions: 9.7in. x 7.4in. x 0.1in.Pursuant to a congressional request, GAO reviewed the Federal Aviation Administrations (FAA) monitoring of U. S. -registered aircraft, focusing on whether: (1) FAA inspects U. S. -registered aircraft operated overseas by foreign air carriers, as an international agreement requires; (2) there is a FAA system to verify that 60 percent of the U. S. -registered aircrafts flight hours are conducted in the United States, as required; and (3) FAA has adjusted registration fees for all U. S. -registered aircraft in response to legislative requirements. GAO found that: (1) FAA has not inspected 32 percent of the 517 U.S. -registered aircraft operated outside of the United States; (2) FAA does not have the staff to inspect foreign-operated, U. S. -registered aircraft outside of the United States, but it plans to increase its overseas safety staff; (3) leasing arrangements have complicated FAA inspections, since FAA does not track foreign carriers overseas operations or require a maintenance check when U. S. -registered aircraft transfer from foreign to U. S. operation; (4) FAA does not keep historical records on whether foreign carriers have FAA-approved maintenance programs; (5) FAA does not verify whether U. S. -based foreign corporations comply with the 60-percent in-country flight requirement, and does not have a basis to suspend or revoke an aircrafts registration or withdraw the carriers authority to operate in the United States if it fails to comply; (6) FAA is attempting to recover registration processing costs by applying user fees; (7) FAA has not raised its registration fee since 1964 and does not require annual registration renewal; (8) FAA has the authority to raise its registration fee, but it cannot raise fees until it has issued regulations implementing...

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