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13

FROM: Sean Barnett**DIRECT DIAL:** 202 663 8429

2 8 11 42

COMMENTS:**Mark:**

Cathy Marco asked me to send you a copy of this information regarding Air Force safety statistics for fiscal year 2000. (I have sent an identical copy to her) The first item is an Air Force press release. The second is a summary of aviation safety news stories disseminated by American Airlines, one of which concerns F-16 safety statistics for FY2000.

Sean Barnett

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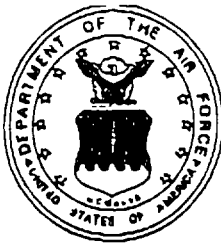
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Ann S. O'Brien



NEWS RELEASE

United States Air Force

SECRETARY OF THE AIR FORCE PUBLIC AFFAIRS, 1690 Air Force Pentagon, Washington DC 20330-1690
(703) 695-0640

No. 1003002

October 3, 2000

AIR FORCE SETS NEW AVIATION SAFETY RECORDS

The Air Force recently achieved its lowest aviation major mishap rate in the service's history. This fiscal year's rate was 1.04, compared to the previous best rate, achieved in FY 1991 of 1.11 per 100,000 flying hours. In accomplishing this feat, the Air Force set new record lows in several major safety categories: the lowest number of major aircraft mishaps -- 22; the lowest number of aircraft destroyed -- 14; the lowest number of pilot fatalities -- three; and the lowest number of total aviation fatalities -- seven.

The Air Force defines a major mishap as an accident which results in a fatality or one in which an aircraft is destroyed or sustains damage of \$1 million.

The previous record lows were: 24 major aircraft mishaps in FY 1998; 20 aircraft destroyed in FY 1998; seven pilot fatalities in FY 1996; and nine total aviation fatalities in FY 1999.

Major General Tim Peppe, Air Force Chief of Safety, attributed the new records to an Air Force team effort. Clearly, commander awareness and emphasis, increased funding for spare parts and a commitment to make operational risk management a part of everyone's daily schedule all contributed to these superb aviation safety records.

-end-



JCole@air-transport.org on 11/03/2000 11:25.24 AM

To: paul_gaukler, sean barnett, wojeff740, ronefly
Subject: FW: Flight Safety Information (03NOV00-254)

All:

USAF Safety Center Web Site (www-afsc.saia.af.mil) has mishap data posted through FY 99. I will contact HQ USAF/SE and see when FY 2000 data will be available. In the meantime, F-16 numbers showed an increase for FY 99, but the 2000 should be very good as indicated by this press release. I am working on required FOIA requests over the weekend.

Jack

-----Original Message-----

From: Curt Lewis [mailto:curt_lewis@amrcorp.com]
Sent: Thursday, November 02, 2000 7:10 PM
To: Curt Lewis
Subject: Flight Safety Information (03NOV00-254)

Flight Safety Information (03NOV00-254)

- *Singapore Airlines Jumbo Jet Apparently Used the Wrong Runway
- *Crashed Singapore Air Jet May Have Used Wrong Runway
- *USAF F-16s Have Excellent Year in Aviation Safety
- *UPS strikes deal to acquire Boeing MD-11s
- *1947 Andes plane crash victims still unidentified
- *Employees of Venezuelan airline carried drugs: U.S.
- *Air Crash Raises Safety Questions
- *When pigs fly, airline embarrassed

Singapore Airlines Jumbo Jet Apparently Used the Wrong Runway

WASHINGTON, Nov. 2 -- USA TODAY is reporting that the Singapore Airlines jumbo jet that burst into flames Tuesday in Taiwan apparently tried taking off on the wrong runway, slamming into construction equipment, according to growing evidence gathered by investigators.

While Taiwanese officials were cautious Thursday, sources familiar with the investigation told USA TODAY that they believe the jet struck a concrete barrier and several pieces of construction equipment.

The pilot has said he hit something, but Singapore Airline officials have insisted he was on the correct runway. At least 81 of the 179 people aboard Flight SQ006 from Taipei to Los Angeles died after the 747-400 broke into pieces and caught fire. Twenty-three of the dead were

U.S. residents.

Investigators have found no wreckage on the runway where the jet was supposed to take off, said Kay Yong, the top investigator at Taiwan's Aviation Safety Council. That runway, 5L, also had no skid marks from the doomed jet, Yong said Thursday.

Flight SQ006 came to rest on a shorter parallel runway that was closed for construction. That runway is several hundred feet away from the runway the jet was supposed to use. Investigators also have found no evidence that the jet skidded across the grassy strip between the two runways.

Charred wreckage was found scattered across the runway under repair, known as 5R. "Wreckage distribution was concentrated around the construction site. Very few pieces were outside and no parts" were on the other runway, Yong said.

Crashed Singapore Air Jet May Have Used Wrong Runway

Singapore, Nov. 2 -- The Singapore Airlines Ltd. jumbo jet that crashed in Taiwan Tuesday may have taken off from a closed runway where the lights had been turned on, Taiwanese aviation authorities said.

Initial findings by Taiwan's Aviation Safety Council, which is leading the investigation, support early comments by Singapore Airlines pilot Foong Chee Kong, 41, hours after the crash that his plane had hit an object on takeoff.

Flight SQ 006, which was half full, was cleared to take off from Runway 5L. That runway is parallel to Runway 5R, which was closed for repairs, blocked by an excavator and strewn with debris. The Boeing Co. 747-400 crash left at least 81 people dead among the 179 passengers and crew aboard. Ninety-eight survived.

"Initial facts are the plane's wreckage and debris are mostly scattered on the 5R (right) runway and we don't rule out any possibilities, including the pilot may have mistakenly attempted to take off from the wrong runway," said Rong Kai, the chief investigator, at a press conference in Taipei.

The crash at Taipei's Chiang Kai-shek International Airport was the second fatal accident involving a Singapore Airlines commercial flight. An airliner operated by SilkAir, a regional carrier wholly owned by Singapore Airlines, crashed on the Indonesian island of Sumatra on Dec. 19, 1997, killing 104 passengers and crew.

The Los Angeles-bound SIA plane Tuesday was taking off in strong winds when it crashed at 11:18 p.m. and exploded in flames. Many of the dead were burned beyond recognition and most of those still in the hospital suffered burns, Singapore Airlines said.

Both Runways Lit

Investigators are focusing on the illumination of both runways at the time of accident which ``could have played an important factor in the pilot's decision when making turns on the runway,'' Rong said.

The control tower had switched on Runway 5R's lights, as some path indicator lights on Runway 5L were broken by a Mandarin Airline plane which had skidded when landing in rain Tuesday morning, Rong said.

Lighting the closed runway could have helped improve visibility, which at the time of the crash was hampered by wind- driven rain from Typhoon Xangsane.

Rong said machinery and tools were sitting on the closed runway at the time of the accident, and one of the mechanical shovels had been damaged.

``This is just factual information from the site survey,'' which included aerial and ground photographs of the site, he said.

In earlier press briefings, when asked whether the flight could have taken off from the wrong runway, Rick Clements, Singapore Airlines vice president for public affairs, had said it was unlikely an experienced pilot would have used an unlit runway under repair.

Flight Recorders

Earlier today, Clements said it's likely authorities have found the flight's recorders.

The devices, known as ``black boxes,'' record both aircraft flight data and conversations in the cockpit and may provide vital clues to the cause of the crash.

A team from the U.S.'s National Transportation Safety Board is also on its way to Taiwan to assist in the investigation.

Of the 81 killed in the crash, 16 Taiwanese and four Americans have been identified. Authorities haven't been able to identify bodies quickly, as victims were badly burned in the fire following the crash.

``The identification process of the deceased is ongoing and we are advised that the process is expected to be complete soon,'' Singapore Airlines said in a statement sent to the Singapore stock exchange.

Schaumburg, Illinois-based electronics company Motorola Inc. said five employees were among those who died on the plane.

Safety Record

Before this week's crash, SIA, Asia's ninth-biggest carrier, was regularly ranked by travelers and industry experts as among the world's best airlines. It also had among the best safety records among carriers.

Two other SIA planes this week had to interrupt flights because of technical faults.

Flight SQ 232 from Sydney to Singapore yesterday was diverted for refueling and to check on a possible engine fault. The flight, carrying 293 passengers and 14 crew, was originally scheduled to land in Cairns, Australia, for refueling as it was carrying less fuel than normal because it had to use a shorter runway at Sydney, where the main runway was closed.

The plane, a Boeing 777-300, was diverted to Brisbane after the pilot noticed a generator warning light was on. The flight continued to Singapore after maintenance crew at Brisbane determined the light was faulty.

2nd Incident

On Tuesday, Flight SQ 320 leaving Singapore for London underwent "an engine surge which caused turbine blades to come off and be ejected" on takeoff, Clements said.

The aircraft, a 747-400 powered by Pratt & Whitney engines, was carrying 291 passengers and 21 crew and returned to Singapore immediately. No one was injured in the incident, which caused a small grass fire at the airport. Passengers took another flight to London later that day.

Such incidents are common and usually cause little damage and no casualties, aviation experts said. Turbine blades in jet engines are designed to be ejected without harming the remaining blades. Pratt & Whitney is part of United Technologies Corp.

USAF F-16s Have Excellent Year in Aviation Safety

FORT WORTH, Texas, Nov. 2 -- The U.S. Air Force F-16 fleet achieved an excellent safety record during fiscal year 2000, which ended Sept. 30.

The USAF F-16 fleet experienced only 2.63 major mishaps per 100,000 flight hours. This was third-best to fiscal years 1995 and 1996, which had rates of 2.33 and 2.14 mishaps, respectively, per 100,000 flight hours.

The F-16 safety record continues to improve. The USAF F-16 fleet has amassed approximately 6.3 million flight hours, and the worldwide F-16 fleet recently passed the 9-million flight hour milestone.

The F-16 reigns as the safest multirole fighter in USAF history and one of the safest fighters ever produced.

The F-16's performance helped USAF achieve its best annual safety record in FY 2000. The F-16 comprises more than half of the USAF fighter force, which includes active, Air Force Reserve and Air National Guard

components.

The USAF fleet of more than 1,400 F-16s flew approximately 342,375 flight hours during FY 2000. The excellent safety record is more impressive considering the high tempo of flight operations and frequent unit deployments, including continuous peacekeeping operations in the Balkans and Iraq under very demanding conditions.

The F-16, the world's most sought-after fighter, is the choice of 20 countries. More than 4,000 aircraft have been delivered; hundreds more will be delivered to Bahrain, Egypt, the United States, Israel, Greece, the United Arab Emirates, Korea and Singapore; and production is expected to continue beyond 2010. Major upgrades for all F-16 versions are being incorporated to keep the fleet modern and fully supportable over the aircraft's long service life.

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<http://www.lmaeronautics.com/image-gallery/pr-photos/index.html>.

SOURCE Lockheed Martin Aeronautics Company

UPS strikes deal to acquire Boeing MD-11s

ATLANTA, Nov 2 - United Parcel Service Inc., the world's largest package delivery company, said on Thursday it would acquire at least 13 pre-owned MD-11 planes from U.S. aircraft manufacturer Boeing Co. in a deal that could be worth more than \$2 billion.

Atlanta-based UPS said the jets would be converted into cargo freighters by Seattle, Wash.-based Boeing and delivered between 2001 and 2004. UPS said its deal with Boeing included options for the delivery of 22 additional MD-11s between 2005 and 2010.

"UPS will use the planes for its burgeoning international business, particularly on flights from the United States to Europe and Asia," UPS said in a statement following a day-long investors' conference in Atlanta.

UPS also told investors that it expected to report financial results in line with the company's annual targets in the fourth quarter, though the package deliverer noted that there could be a slight slowdown in its rate of growth.

UPS, which beat Wall Street targets when it reported third-quarter profits earlier this month, has said it wanted to generate annual revenue growth of about 10 percent and earnings per share growth in the mid-teens.

The company reiterated that target for 2001 on Thursday.

Analysts said they were not surprised by UPS's decision to add planes to its fleet. They said the investment was linked to rapid growth in the company's domestic air and international businesses.

UPS's global volume, a key measure of financial health in the package delivery industry, rose 6.2 percent in the third quarter from the prior-year period. The company's international service posted a 14.9 percent volume gain.

On Thursday, UPS estimated its international export volume would continue to show double-digit growth next year. The company said its capital spending would rise to \$2.8 billion from \$2.1 billion in 2000.

"You sort of had to guess that they were going to do something similar to that (Boeing deal) and that they were going to spend more money on the capital budget side just given their growth," said Peter Coleman, analyst with Banc of America Securities.

The deal, which had been rumoured for several weeks, was a boost to Boeing's attempts to expand its business in the higher margin aircraft service and modification business.

In 1997, Boeing agreed to buy more than 40 used 757 passenger jets, convert them to freighters and then sell and lease the planes to express courier DHL Worldwide Express in a deal worth about \$2 billion.

The DHL deal also required Boeing to maintain the planes.

Boeing rose 3/8 to close at \$66-1/8 a share on Thursday on the New York Stock Exchange. Its 52-week trading range is a high of \$67-13/16 and a low of \$32. UPS gained \$1-3/4 to close at \$61-3/8 on the NYSE.

1947 Andes plane crash victims still unidentified

BUENOS AIRES, Nov 2 - Months of DNA testing have failed to identify

remains taken from the Andean site of a British plane crash not found for a half-century, a British Embassy source said on Thursday.

Relatives of the presumed victims of the 1947 crash of an Avro Lancastrian airliner had donated blood samples from all over the Western Hemisphere, hoping to put names to the body parts taken from the wreckage in February.

The Star Dust, a Second World War Lancaster bomber converted to civilian passenger use, disappeared in a snow squall. Climbers stumbled across scattered metal pieces of the plane in 1998.

"The verdict is no definite identification from the DNA tests that have been done so far. That verdict has been confirmed by the forensic science service of Scotland Yard in London," the British Embassy source told Reuters.

Some fifteen family members from Chile, Britain, Canada and the United States contributed DNA samples to match against the leathery body parts taken from the stark flank of the enormous Tupungato volcano, where on Aug. 2, 1947, the Star Dust hit a glacier at an elevation of 16,000 feet (5,000 metres). It was carrying six passengers and a five-person crew.

"All of the British relatives involved have now been notified (of the inconclusive DNA results) by the Foreign Office," the source said. Testing is still being carried out by forensic coroners in Buenos Aires, he added.

Flying for British South American Airways, the Star Dust was en route from London to Santiago, Chile, via Bermuda and Buenos Aires when it slammed into the side of Tupungato, one of the highest peaks in the Western Hemisphere. The mountain's name means "Storm Zone."

The fate of the plane was a mystery until mountaineers came across one of its Rolls-Royce engines in January 1998. The find was verified by a joint army-civilian patrol a year later, and an expedition to the crash site was launched last February.

An investigation by the Argentine air force determined in July that the crew had misjudged the plane's flight speed while fighting a strong jet stream and had started a premature descent.

Employees of Venezuelan airline carried drugs: U.S.

MIAMI. - Flight attendants for a Venezuelan airline carried heroin stuffed in their underwear as part of a drug smuggling operation from Colombia to the United States that has been dismantled, federal officials said Thursday.

A total of 17 people -- eight of whom have been arrested in the United States -- were named in a seven-count indictment unsealed Thursday, U.S. Attorney for the Southern District of Florida Guy Lewis told a news conference.

According to Lewis and other federal law enforcement officials, the drug ring was bringing about 33 to 44 pounds

of heroin a month, as well as some cocaine, into the country.

The drugs came originally from Colombia and then went on to Venezuela. >From there, one of the routes the drug ring used was flights of the small Venezuelan airline Servivensa from the Venezuelan capital of Caracas to Miami International Airport. From Miami, the heroin was taken up to New York.

The smugglers used two Servivensa flight attendants with drugs stuffed into their underwear, and three "couriers" to bring in the drugs, officials said.

Lewis said that at least one pilot of the airline was suspected of taking part in the drug operation, but there was no indication that the airline itself participated in the drug smuggling or had any knowledge of it.

The leader of the operation was named as Venezuelan Carlos Ruiz Patino, who at the start of the investigation by drugs and customs agents a year ago told undercover agents at Miami airport he could bring heroin into the country using flight attendants and pilots. Ruiz Patino was one of those arrested.

Those arrested so far are Venezuelan, Colombian and U.S. citizens, officials said. They are charged with drug offenses such as bringing drugs into the United States and conspiracy to distribute them.

Miami airport serves as a busy hub for flights from Latin America and is regularly used by smugglers to bring drugs into the United States. Lewis said that one or two drug carriers were arrested every day at the airport.

But Thursday's case was viewed as a particular success in a campaign to get tough at the airport. Authorities said they had dismantled the drug ring "from top to bottom."

"Today's case puts a major drug trafficking organization out of business," Lewis said.

According to the officials at Thursday's news conference, the drug ring also took some drugs from Venezuela to Mexico and then on to Houston and New York.

Air Crash Raises Safety Questions

TAIPEI, Taiwan - Angry relatives accused officials Thursday of concealing information about the deadly crash of a Singapore Airlines jetliner, and some survivors criticized the flight crew.

Two days after Flight SQ006 burst into flames and broke into three pieces on a rain-soaked runway, the cause of the crash remained unclear.

Some survivors say they believed the Los Angeles-bound plane hit something Tuesday as the Boeing 747-400 shot down the runway. But early speculation also pointed to gusts of wind and torrential rains that lashed the airport as a typhoon closed in on Taiwan.

The death toll stood at 81, including at least 23 Americans. Forty people remained hospitalized.

In Singapore, the brother of one victim burst into a nationally televised Singapore Airlines news conference and accused the airline of concealing the truth about the crash.

Tan Yin Leong said the airline refused to give him any information - and that he learned of his brother's death on the news.

"Please tell the press the true story," Tan pleaded. "Don't hide anymore!"

A security agent tried to take Tan away, but airline officials insisted he be allowed to stay. Looking exhausted, Tan gasped for breath as he spoke for several minutes in front of TV cameras and reporters. His tearful daughter, Natali, stood behind him.

The brother, Tan Yip Thong, was listed as dead or missing. In Taipei, his sister-in-law, Chua Geok Hong, broke up another news conference with a similar outburst.

At a vacant passenger terminal-turned-morgue at Chiang Kai-shek International Airport, bodies were lined up in rows next to caskets of honey pine and cherry wood.

Relatives began the arduous task of identifying the dead. One woman, sobbing heavily, dropped to her knees next to a corpse. Buddhists slowly circled the bodies, chanting and ringing bells. Christians outside sang hymns.

Investigators combed through the wreckage of the shattered jet, focusing on pieces ranging from a shredded tire to an engine planted deep in the ground.

Singapore Airlines, with no previous crashes in 28 years of operation, is regarded as one of the world's best airlines.

But Tuesday's accident was the latest in Asia to raise questions about whether pilots are given too much leeway in attempting takeoffs and landings in bad weather.

One of the flight's survivors told CNN that he questioned officials about whether the plane could take off in such "heavy, heavy rain."

''And they said, 'we do this all the time, it's fine,''' American John Diaz said.

Investigators were not able to shed much light on what caused the crash, but Kay Yong, managing director of Taiwan's Aviation Safety Council, ruled out the theory that the pilot swerved onto the wrong runway.

He would not say whether the jet ever became airborne. Winds were blowing between 27 to 31 mph, and the plane was traveling 145 mph - too fast to abort a takeoff, Yong said.

Singapore Airlines follows Boeing's guideline of allowing takeoffs only if crosswinds are lower than 34.5 mph, airline spokesman Rick Clements said.

Crosswinds were blowing at no more than 17 mph when the flight tried to take off Tuesday, he said.

But the Taiwanese carrier EVA Air said it scrapped three flights late Tuesday - shortly before the crash - because of crosswinds of more than 55 mph.

Even when winds are higher than the level aircraft manufacturers call safe, some airports leave the decision on whether to fly up to the pilot.

The decision to take off or land an aircraft is always up to the pilot, said Billy K.C. Chang, deputy director general of Taiwan's Aeronautics Administration.

Control tower operators can only provide the most precise weather data available. Chang acknowledged that the weather information generated by the government's computers is not distributed in real time. He refused to say how dated it was.

Airport officials order runways closed only if pilots insist on flying under weather conditions that present ''immediate danger to the aircraft,''' he said.

''It's always the pilot's call,''' Chang said.

But critics fear pilots might make the wrong call under pressure to keep flights operating on schedule.

Singapore Airlines has defended the actions of pilot Capt. C.K. Foong, who survived the crash.

But a survivor hospitalized with burns over 20 percent of his body criticized other members of the flight crew, saying they panicked.

''They didn't know what to do, how to get out,''' Steven Courtney, 45, of Portland, Ore., said of two flight attendants serving passengers in the back of the plane.

Courtney said he had to push one of the crew members out of the plane because she was frozen with fear and blocking the escape hatch.

But Christina Reed, 26, of Lancaster, Calif., who suffered burns over 8 percent of her body, said an airline steward quickly ushered her off the plane.

"I ran into him at another hospital and thanked him for saving my life."

When pigs fly, airline embarrassed

PHILADELPHIA, Pennsylvania -- On October 17, a pig flew on board a six-hour US Airways flight -- sitting on the floor of the first row of first class. The airline is embarrassed and says it will never happen again.

The pig's traveling companions convinced the airline that the pig was a "therapeutic companion pet," like a guide dog for the blind.

According to an internal airline report, the animal got out-of-hand upon arrival in Seattle. It went running through the plane squealing and tried to get into the cockpit.

WEB: www.aasafety.com

Curt Lewis
AA Flight Safety

NO.	COM	PAGES	FILE	DURATION	X/R	IDENTIFICATION	DATE	TIME	DIAGNOSTIC
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70	OK	002	151	00:00'55	RCV	303 741 7095	NOV-07	15:40	0150270A37000
71	OK	004/004	152	00:01'32	XMT	917034532316	NOV-07	15:55	6840470377000
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93	OK	005/005	192	00:01'22	XMT	916087871462	NOV-08	16:43	6840470377000
94	OK	001/001	194	00:00'25	XMT	912027854019	NOV-08	16:56	2840470377000
95	OK	004	196	00:01'50	RCV	7169422114	NOV-09	08:27	0150270237000
96	OK	020	197	00:20'32	RCV	2105226081	NOV-09	09:41	0150260A12000
97	OK	002/002	199	00:00'32	XMT	918037581800	NOV-09	10:02	2840470377000
98	OK	023/023	201	00:09'14	XMT	915058440244	NOV-09	10:09	2800470377000
99	OK	027		00:10'10	XMT	97032182668	NOV-09	11:57	6800450377000
00	OK	013	204	00:04'11	RCV		NOV-09	12:11	0110270377000

-SPENT FUEL PROJECT OFFICE-

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