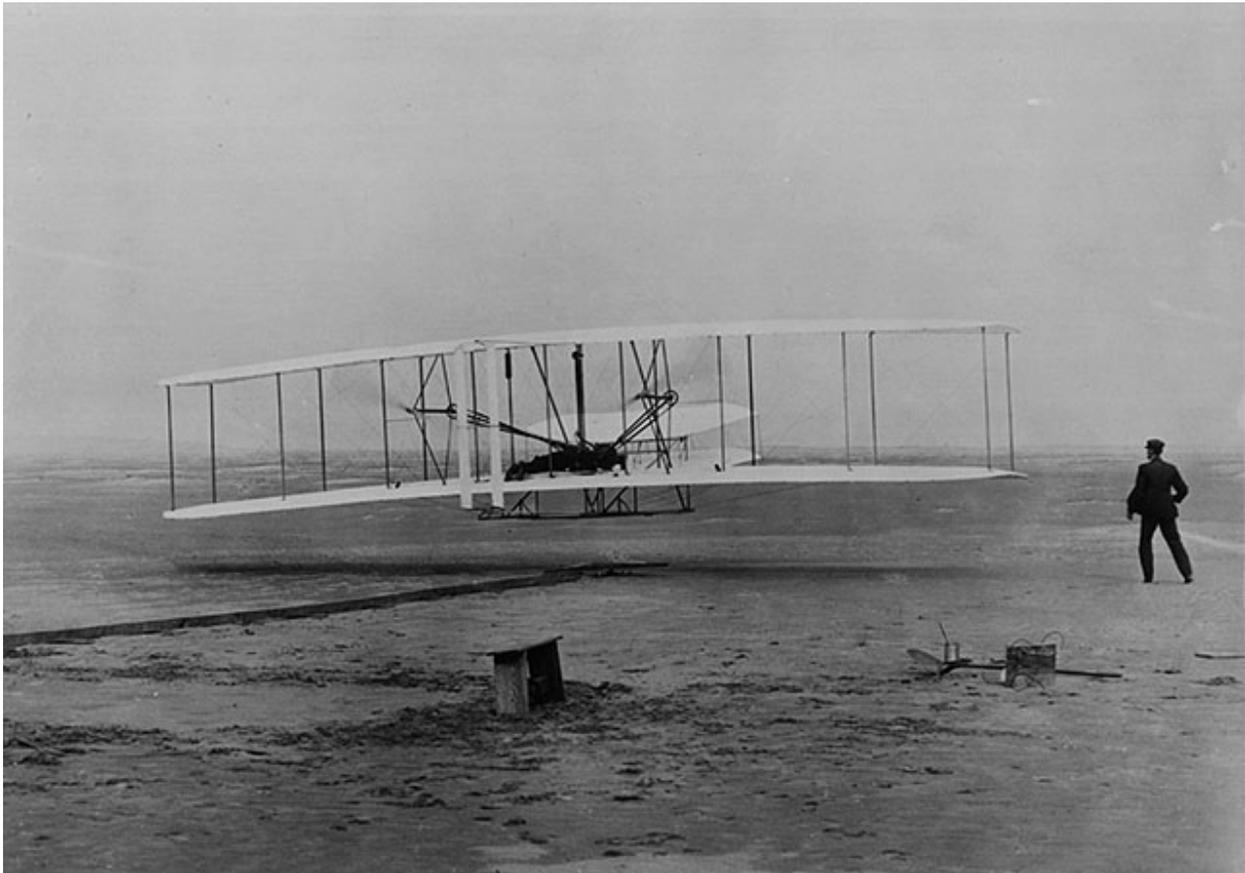


**Wright Brothers
MASTER PILOT AWARD**

*Application for Nominee
Thomas A. Rolander*



June 28, 2016

**Thomas A. Rolander
302 Granite Street
Pacific Grove, CA 93950
831-915-9526
tomrolander@gmail.com**

**ASES, ASEL, INSTRUMENT AIRPLANE
PRIVATE PILOT #1712688**

Table of Contents

Nomination Form.....	3
Flying History.....	5
Letters of Recommendation	
Pierre d'Avenas.....	11
Hal Peist.....	12
Jen Delp-Mallet.....	13
James Young.....	14
License.....	15
Log Book Covers.....	16
Log Book Entry, Solo, 06-07-1966.....	17
Log Book Entry, Solo, 06-07-2016.....	18
FAA Letter, No Accident/Incident Record(s)	19

**WRIGHT BROTHERS MASTER PILOT AWARD
NOMINATION FORM**

Nominee's Full Name (as it should appear on award certificate)

Contact Information

	Nominee	Sponsor (if applicable)
Address	_____	_____
City	_____	_____
State	_____	_____
Zip	_____	_____
Home/Work Phone	_____	_____
Cell Phone	_____	_____
E-mail address	_____	_____

Nominee's Airman Information

Pilot certificate number _____

Highest grade of pilot certificate and ratings _____

Original solo or military equivalent

Date _____

Make/Model Aircraft _____

City/State _____

Training organization (if applicable) _____

50-year pilot experience period to be considered for this award

Wright Brothers MASTER PILOT AWARD

Flying History

Thomas A. Rolander

I was 5 years old when I had the first flight that I can remember. I was born in Kiomboi, Tanzania in 1948 and my family left Africa in 1953, flying from Nairobi to Cairo on an East African Airways DC-3. That flight made an impression on me that has lasted to this day. I love everything about the experience of flight and in particular I enjoy the views from an aircraft.



During my youth I spent many hours assembling model airplanes and reading stories by authors like Antoine de Saint-Exupery and Ernest Gann. As a senior at Ballard High School in Seattle, I noticed a posting on the part time job bulletin board for a ramp attendant at Lake Union Air Service. I pulled the notice off the bulletin board and headed to Lake Union. At Lake Union Air Service I met the owner Henry (Hank) Reverman. I introduced myself and announced to Hank that I wanted the job, that I didn't want to get paid, that I wanted to learn how to fly! I was hired on the spot and I began working 8 hours on Saturday and again on Sunday, a total of 16 hours each week for one hour of dual in an Aeronca Chief on floats.

In my experience, flying has always been expensive. I have observed one particular "constant of the universe" with respect to the cost of flying. When I began flying it took 16 hours of working on the ramp, at roughly minimum wage to get one hour of dual instruction. That exact ratio is the same today for ramp wages, though the numbers are 10x higher.

I soloed an Aeronca Chief on June 7, 1966 which was 4 days before I graduated from High School. During the Summer I got a great paying job at the US Post Office so I quit working at Lake Union Air Service and moved my flight training to Kurtzer's Flying Service on Lake Union. Lana Kurtzer was the "grand" seaplane flight instructor of the Pacific Northwest. He trained the founders of Kenmore Air Service as well as countless Alaska bush pilots. Kurtzer instructed in a Taylor Craft on floats and I transitioned later to a Cessna 172 for my PPL ASES check ride on September 6, 1966.



On August 15, 1966 I also began to fly wheel planes and I soloed a Cherokee 160 after a 30 minute check ride. I received my ASEL rating on March 9, 1967. I flew a wide range of aircraft during my college years at the University of Washington, Seattle. Some of the aircraft included: Cessna's 150,172,182; Beechcraft's Custom, Sport, Bonanza; Piper's Cherokee 140,160, Commanche 250; Mooney's Mark 21, Super 21, Ranger; Yankee AA-1; Citabria 7KCAB.

While investigating a flying club at the UW, I discovered that there was a dormant club in place with several thousand dollars in the account. I brought the club to life and became president of the UW Flying Club. We used the money in the account to pre-purchase blocks of flying time, for which we then individually paid. The great news was that we enjoyed significant discounts and access to many different aircraft. The UW flying club gave me opportunities to build flying time. I shared expenses with other pilots and passengers on numerous flights. One was a Cherokee 140 flight from Seattle to Monterey, CA in August of 1967, with a landing at SFO, just because we wanted it in our logbooks. I had many flights into Canada as well as others into southern California. One of my favorites was a trip to ferry a club Cessna 182 from Ft Worth, TX back to Seattle. I made the trip with a friend and we camped out multiple nights under the wing on our meandering return.

I made an early college discovery that the airplane is likely one of the best ways to get a date ever known on campus. As a college freshman I took the sophomore homecoming queen on a flying date. One of my most memorable college flying date was when I took Maxine Waddell on July 29 and then on August 5, 1967. Her father was Jack Waddell, who was the 747 Chief Test Pilot. He

grilled me before and after the flying dates and humored me with stories about his own flying. I went to the Abottsford Airshow on August 8, 1969 to see Waddell make the first public airshow appearance of the Boeing 747.

After college I worked as an Electrical Engineer for the Fluke company north of Seattle and completed a Masters in Electrical Engineering at the UW. In the mid 70's I was recruited to work at Intel in Santa Clara, CA. I flew out of Reid-Hillview, primarily in PA28-181.

In 1980 I moved to the Monterey Peninsula and have been flying there ever since. The company I joined, Digital Research, had several aircraft that I flew for many years, including a Piper Turbo Arrow PA28 RT 201T and Cessna T210N. During this time I got my Instrument Rating from Terje Kristiansen (later at San Jose FSDO) on March 26, 1982.

Shortly after receiving my Instrument Rating I connected with Hal Peist, a Monterey based CFII and corporate pilot. Hal and I were both graduates of the UW and for the past 30+ years I completed my BFRs and maintained Instrument Currency with Hal. As anyone knows who has regularly flown in Monterey, it is not possible to schedule flights without being IFR current in order to get an IFR departure or to shoot an instrument approach.

I purchased my first aircraft, a one half share of a Piper Cherokee 6 PA-32-300 in 1987. This began my serious family flying vacation trips to Washington, Idaho, Montana and Canada. We also had a condo at Squaw Valley, and kept an old Subaru at the Truckee Airport for our frequent trips from Monterey.

In 1986 I ran my first Big Sur International Marathon. Also running in that first event, and all of 30 subsequent events is a fellow pilot Pierre d'Avenas. He is a corporate pilot and we have flown together on numerous occasions since the early 1980's. He gave me my first ride in a Great Lakes open cockpit aircraft, I flew right seat with him piloting a Citation SP, and he was my copilot for a flight to the Grand Canyon in my Cherokee 6. We ran a 40 mile double traverse of the Grand Canyon, south to north and back to the south rim on my 40th birthday. The next day we flew back to Monterey with 3 passengers and shot the ILS 10R approach through the coastal fog layer.

In 1992 I sold the Cherokee 6 and got a Citabria 7KCAB. I wanted to fly aerobatics and my son David was in High School and I wanted him to get his PPL flying an honest airplane. Over the course of 4 years I got over 300 hours of tail wheel time and I looped/rolled/hammered 57 passengers. My Favorite ever aerobatic flight was on June 4, 1994 when I took my 75 year old Dad up for his first ever loops and rolls – he actually “wa hoo’d!” After our aerobatics we stopped at Watsonville to fuel N88463 before flying on to San Jose where my father continued on a commercial flight to Seattle. A couple weeks later I learned that the Watsonville self-service Chevron 100LL tank had been contaminated with JP4. My Citabria was grounded and Chevron bought and installed a brand new IO-320 in N88463.

My 7KCAB was unique in that it was an IFR Citabria, complete with ADF, 3 light marker beacon, glideslope and localizer. I sold N88463 to Dennis Lenton in Port Townsend, WA in late August of 1996. I had a memorable flight with Dennis to ferry the Citabria to Washington.

On September 22, 1996 I purchased a 1948 Navion that was based in McKinney, TX and flew it back to Monterey with Robin White. I flew my Navion, N4344K, for 18 years and nearly 1,000

hours. Robin was a neighbor of mine who also had a Navion N5329K. We received formation training and made close to 100 formation flights.



The Navion was a wonderful IFR aircraft as well as a comfortable traveling airplane. My trips included numerous flights to Seattle to visit my parents and my daughter on Orcas Island in the San Juans. My most common Navion flights were Big Sur scenic tours and I have made more than 300 of those flights with family, friends and visitors from out of town.

I sold my Navion in September, 2014 and sadly watched it depart Monterey for its new home in Guatemala City. After selling my Navion I rented aircraft at AeroDynamic Aviation in Monterey. I currently fly a Citabria 7KCAB and a Cessna 172.

At AeroDynamic Aviation I took flight instruction from Jen Delp-Mallet, the Chief Instructor. I had been flying a Navion for 18 years since I sold my 7KCAB and I wanted to get current in a Citabria. With encouragement from Jen I became reacquainted with rudder pedals. I had been flying, essentially with my feet on the floor, in a Navion which had an interconnect between the ailerons and rudder. She led me to an "aha" moment when I realized that I could do a Dutch roll with my eyes closed (muscle memory), but failed when I had my eyes open and thought too hard about it.

About 10 years ago I learned about the Master Pilot Award from one of my formation flight instructors, Vincint Huth of Monterey. He later received a Master Pilot Award in 12/2009. This prompted me to formulate a plan to return to Seattle to celebrate my own 50th Anniversary of my solo flight on Lake Union.

I've recently returned from a week in Seattle. I spent many hours from June 2-6, retraining in a seaplane to accomplish my goal. I hadn't flown a seaplane since 1969. What really struck me was the difference between flying at 18 years old and now at age 68.

My reaction after my first hour of instruction was, "how the hell did I do this at age 18?!"

At 18 I was basically fearless with the exuberance of youth and I eagerly developed the skill set needed to fly a seaplane. Now at 68 I had my brain in overdrive with "what if" scenarios. My instructor, James Young of Seaplane Scenics, brought out two issues, skill set and confidence. He was quick to point out that the worst combination is a low skill set and high confidence. Those

persons often end up with Darwin Awards. But, the opposite situation, high skill set and low confidence, can also be a handicap. We focused on confidence building which came with familiarity in operating an aircraft on the water: without brakes (no way to stop it); coupled with a 36' wing span to strike "objects"; a frictionless water surface that continually wanted to point the seaplane (think of a weather vane) into the wind, regardless of which way you actually wanted to go; and unlike a wheel plane whose steering is not affected by speed while taxiing, as a seaplane gets slower you have no steering! I did 39 splash 'n goes with most of the training hours spent practicing docking, ramping, beaching and sailing (yes, steering the seaplane backwards downwind with the engine off and the nose pointed into the wind).

Another huge discovery was the amount of watercraft on Lake Union, Lake Washington and Lake Sammamish. The watercraft included: sailboats, runabouts, cruisers, sculls, kayaks, paddle boards, and worst of all ... the jet skis. I had no idea that jet skis were capable of 50-60 mph, and more to the point, that they would linger at my 5 or 7 o'clock position waiting for me to initiate a takeoff, then initially accelerate much faster than me, whilst converging on my takeoff heading!

Of all of my instructors in 50 years of flying I am most indebted to James Young. He was as excited and determined to succeed as I was when he learned about my goal/dream of returning to Lake Union to solo on the day of the 50th anniversary of my first solo. I would not have succeeded without his encouragement, patience, humor and excellent instruction. The pride and joy James (right) shared with me is clearly evident on his face as I climbed into N19752 for my momentous solo.



I flew solo on Lake Union in Seattle on June 7, 2016 which was the exact 50th Anniversary of my solo there on June 7th, 1966 !! I've logged a total of 2,232 hours, which is an average of 52 minutes per week for 50 years and loved (almost;) every minute of it.



June 7th, 2016

Flying has been a fabulous experience and a huge part of my life!

I would be honored to receive a Master Pilot Award in recognition of my 50 years of professionalism, skill, and aviation expertise.

Thank you!

Thomas A. Rolander

Wright Brothers MASTER PILOT AWARD

Letter of Recommendation

June 7, 2016

San Jose FSDO
1250 Aviation Avenue
Suite 295
San Jose, California 95110-1130

Attn: Karen Arendt, FAAS Team Program Manager

Re: Recommendation of Tom Rolander for the Wright Brothers Master Pilot Award

I have had the pleasure of knowing Tom Rolander since he moved to the Monterey Peninsula over 30 years ago. Over that period I have had nothing but positive interaction with Tom, both in and outside of the aviation community. I believe that he has always operated aircraft in a safe and professional manner. He is an outstanding individual, of the highest moral character, who takes the discipline very seriously. He has consistently been a great ambassador for the community both within and outside of aviation.

My knowledge of and association with the nominee consists of numerous flights together over the past 30 years. I am also a personal friend of Tom's. We are both Grizzled Vets of the Big Sur International Marathon (an organization to which he volunteers considerable talent and time). We have participated together in that event for the past 31 consecutive years.

I do, without reservation, highly recommend him for the Wright Brothers Master Pilot Award.

I hold an ATP pilot certificate number 2195425 and have had the honor of working as a professional pilot, based at the Monterey airport, since 1975.

Respectfully submitted,



Pierre d'Avenas
Box 1424
Pebble Beach, CA 93953

pierre@airpierre.com
831 373 3300

Wright Brothers MASTER PILOT AWARD

Letter of Recommendation

June 7, 2016

San Jose (FSDO)
1250 Aviation Avenue
Suite 295
San Jose, California 95110-1130

Attn: Karen Arendt, FAAS Team Program Manager

I have known Tom Rolander for more than 25 years on the Monterey Peninsula. I highly recommend him for the Wright Brothers Master Pilot Award. I believe that he has always operated aircraft in a safe and professional manner, to be of good moral character and an outstanding individual who is respected in the aviation community.

As a CFII in the Monterey area my knowledge and association with the nominee consists primarily of BFR's and Instrument Currency check rides over the past 25 years. I am also a personal friend of Tom's, we are both graduates of the University of Washington, Seattle. I have reviewed Tom's 50 years of logbooks and am pleased to recommend him for this award.

I hold a pilot certificate number

2100890 CFII 05-17

Respectfully submitted,



Hal Peist
1 Surf Way 238
Monterey, CA 93940

Flyhyr60@gmail.com

831.224.5210

Wright Brothers MASTER PILOT AWARD

Letter of Recommendation

June 7, 2016

San Jose (FSDO)
1250 Aviation Avenue
Suite 295
San Jose, California 95110-1130

Attn: Karen Arendt, FAASTeam Program Manager

I have known Tom Rolander for 2 years and highly recommend him for the Wright Brothers Master Pilot Award. I have known him to always operate aircraft in a safe and professional manner, to be of good moral character and an outstanding individual who is respected in the aviation community.

My knowledge and association with the nominee consists of flying with Tom in my position as Chief Instructor for AeroDynamic Aviation. Tom sold his Navion (N4344K) in October of 2014 and began renting aircraft at our Monterey Airport location. I instructed and checked out Tom in our 7KCAB. I have reviewed Tom's 50 years of logbooks and am pleased to recommend him for this award.

I hold ATP pilot certificate number 3153523 and CFI certificate 3153523CFI

Respectfully submitted,



Jen Delp-Mallet
130 Olmsted Way
Suite 130
Monterey, CA 93940

jen@aerodynamicaviation.com

619.244.0069

Wright Brothers MASTER PILOT AWARD

Letter of Recommendation

June 20, 2016

San Jose (FSDO)
1250 Aviation Avenue
Suite 295
San Jose, California 95110-1130

Attn: Karen Arendt, FAAS Team Program Manager

I recently met Tom Rolander when he came to Seattle to solo a seaplane on the 50th anniversary of his solo on Lake Union on June 7, 1966. I highly recommend him for the Wright Brothers Master Pilot Award. I believe that he has always operated aircraft in a safe and professional manner, be of good moral character and an outstanding individual who is respected in the aviation community.

It was my pleasure to spend a week instructing Tom in order for him to realize his dream/goal of soloing a seaplane on his 50th anniversary. I signed off Tom for solo on June 7th, 2016 and observed his solo flight at Lake Union, Seattle, WA. I have reviewed Tom's 50 years of logbooks and am pleased to recommend him for this award.

I hold a pilot certificate number #3247412

Respectfully submitted,

A handwritten signature in cursive script that reads "James Young". The signature is written in dark ink and is positioned above the printed name and contact information.

James Young
Seaplane Scenics
8285 Perimeter Road South
Seattle, WA 98108

seaplanescenics@gmail.com

(206) 499-2135

UNITED STATES OF AMERICA XI
 DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

IV NAME
 THOMAS ALAN ROLANDER
 V ADDRESS 302 GRANITE ST
 PACIFIC GROVE CA 93950-3220

VI NATIONALITY USA SEX HEIGHT WEIGHT HAIR EYES
 IVa D.O.B. 23 FEB 1948 M 71 178 BALD BROWN
 IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

PRIVATE PILOT
 III CERTIFICATE NUMBER 1712688
 X DATE OF ISSUE 27 FEB 2007

XIV *Thomas C. Rolander*
 VII ADMINISTRATOR

FCC FORM 753-3 UNITED STATES OF AMERICA
 MAY 1964 FEDERAL COMMUNICATIONS COMMISSION

This PERMIT, when countersigned by the Secretary of FCC, authorizes
THOMAS ALAN ROLANDER
 to operate licensed radio stations for which this
RESTRICTED RADIOTELEPHONE OPERATOR PERMIT
 is valid under Rules and Regulations of the Commission and for the
 lifetime of the holder subject to suspension pursuant to the provisions
 of Section 303(m) (1) of the Communications Act and the Commission's
 Rules and Regulations. This Permit issued in conformity with
 Paragraph 903, International Radio Regulations, Geneva 1959.

12-17-65 FEDERAL COMMUNICATIONS COMMISSION
 GRANT DATE *Don F. Wiff*

PERMITEE SIGNATURE *Tom Rolander*

UNITED STATES OF AMERICA
 Department of Transportation
 Federal Aviation Administration

MEDICAL CERTIFICATE THIRD CLASS

This certifies that (Full name and address):
 THOMAS Alan ROLANDER
 302 Granite St
 Pacific Grove CA 93950 USA

Date of Birth	Height	Weight	Hair	Eyes	Sex
02/23/1948	71	188	BALD	BROWN	M

has met the medical standards prescribed in part 67, Federal Aviation
 Regulations, for this class of Medical Certificate.

Must have available glasses for near vision.

Limitations

Date of Examination 08/14/2014 Examiner's Designation No. 19510
 Signature *[Signature]*
 Examined Typed Name JAMES S VAWTER, MD
 AIRMAN'S SIGNATURE *Thomas C. Rolander*
 Applicant ID: 1996540201 Control No.: 200006576428

FAA Form 8500-9 (9-09) Supersedes Previous Edition NSN: 0052-00-670-700-2

CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
 (Note: A letter of authorization (or SODA) describing any such limitations must be kept with this certificate at all times while exercising the privileges of an airman certificate.)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

THOMAS ALAN ROLANDER XII RATINGS 1712688
 PRIVATE PILOT AIRPLANE SINGLE ENGINE LAND & SEA; INSTRUMENT AIRPLANE
 XIII LIMITATIONS

VI SIGNATURE OF HOLDER *Thomas A. Rolander*

WARNING

MAKE SURE THE RADIO STATION HAS A CURRENTLY VALID STATION LICENSE.
 THIS PERMIT DOES NOT AUTHORIZE ANY ADJUSTMENT OF THE TRANSMITTER THAT MAY AFFECT THE PROPER OPERATION OF THE STATION.
 MAYDAY IS THE INTERNATIONAL RADIOTELEPHONE DISTRESS SIGNAL. DISTRESS MESSAGES HAVE ABSOLUTE PRIORITY.

PROHIBITIONS: USE OF OBSCENE, INDECENT, OR PROFANE LANGUAGE.
 UNAUTHORIZED DISCLOSURE OR USE OF MESSAGES.
 SUPERFLUOUS, FALSE, OR DECEPTIVE SIGNALS OR COMMUNICATIONS.
 TRANSMISSION OF UNASSIGNED CALL SIGNALS.

OBSERVE REQUIREMENTS FOR TRANSMISSION OF STATION IDENTIFICATION.
 THIS PERMIT MUST BE CONSPICUOUSLY POSTED AT THE PRINCIPAL OPERATING LOCATION OR KEPT IN YOUR PERSONAL POSSESSION, DEPENDING UPON THE RULES GOVERNING THE PARTICULAR CLASS OF STATION BEING OPERATED.

KNOW YOUR RADIO LAWS, TREATIES, RULES AND REGULATIONS. FAILURE TO OBSERVE THEM MAY LEAD TO SUSPENSION OF THIS PERMIT.

F.C.C. - WASHINGTON, D.C.

The Standard
PILOT LOG

The Standard
PILOT LOG

The Standard
PILOT LOG

The Standard
PILOT LOG

SP-40

**PILOT FLIGHT RECORD
AND LOG BOOK**

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

YEAR 2014	POINTS OF DEPARTURE & ARRIVAL		AIRCRAFT CATEGORY			TYPE OF PILOTING TIME				
	DATE	FROM	TO	AIRCRAFT REG.	AIRCRAFT REG.	AIRCRAFT REG.	GROUND TRAINER	DUAL RECEIVED	PILOT IN COMMAND	
6/7	C172L	N19752	glwp	glwp			3		3	
PAGE TOTAL										
AMOUNT FORWARDED				2436	26	954	2990	20572		
TOTAL TO DATE										

CONDITIONS OF FLIGHT						NO. INSTR. APPX.	NO. LOGS REQ.	TOTAL DURATION OF FLIGHT	REMARKS, PROCEDURES, MANEUVERS
DAY	WEIGHT	CROSS COUNTRY	ACTUAL NOTE	SIMULATED NOTE					
3						1		3	take Vicinn 50th Anniversary SOLO flight!
PAGE TOTAL									
2487	1418	7558	522	1053	312	500	21317		

I certify that the information made by me on this form was true
PILOT'S SIGNATURE



U.S. Department
of Transportation
Federal Aviation
Administration

Aviation Data Systems
Branch, AFS-620

P.O. Box 25082
Oklahoma City, Oklahoma 73125

SEP 29 2015

THOMAS ALAN ROLANDER
302 GRANITE ST
PACIFIC GROVE CA 93950-3220

Control Number: PA2015-09-10707

This is in response to your letter dated September 20, 2015, under the Privacy Act of 1974, 5 U.S.C. §552a, pertaining to accidents, incidents or enforcement actions involving your certificate number(s) as indicated.

Certificate Number	Certificate Type
1712688	PILOT

Your request was received in this office on September 29, 2015.

A search of the Accident/Incident Data System and Enforcement Information System on September 29, 2015, revealed no Accident/Incident or Enforcement record(s) concerning your name and certificate number(s).

The preceding data was derived from official FAA data systems utilized by AFS-620. This report will not include pending legal action details as they are not releasable until the case is closed.

All AIE verification requests in accordance with the Privacy Act may be faxed to: 405-954-4655 ATTN: Privacy Act; or emailed to 9-amc-afs620-pa@faa.gov or mailed to the: Aviation Data Systems Branch, AFS-620, ATTN: Privacy Act, PO Box 25082, Oklahoma City, OK 73125.

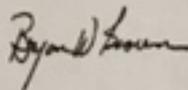
Additional FAA records may be available as referenced in Advisory Circular AC 120-68 (current edition), paragraph 1-7 and Appendix 9: Additional Pilot Records. Appendix 9 identifies the additional records that may be available to an air carrier or operator and the procedure to request those records. Such records may include an airman's history of accidents, incidents, and enforcement history including open enforcement actions, administrative records, and records of failed practical tests (Notices of Disapproval) if an airman's file contains such records.

With regard to administrative actions that may have been issued under the Aviation Safety Action Program to the person named in your request, we will neither confirm nor deny whether such administrative actions exist under exemption 3, which incorporates the various nondisclosure provisions that are contained in other federal statutes. In this case, the applicable statute is 49 U.S.C. section 40123, which provides that certain voluntarily provided safety and security information is protected from disclosure to encourage persons to provide the information to the Federal Aviation Administration (FAA). If the Administrator issues an order designating information as protected under 49 U.S.C., section 40123, that information will not be disclosed under the Freedom of Information Act (Title 5 of the United States Code (5 U.S.C.), section 552) or other laws, except as provided in 49 U.S.C. section 40123, 14 CFR part 193, and the order designating the information as protected. The Administrator has issued FAA Order 8000.82 designating certain information from an Aviation Safety Action Program as protected from disclosure

under 49 U.S.C. section 40123.

In our continuing effort to improve the quality of service to our customers, we would appreciate any comments you may have. Please send your comments to: <http://av-info.faa.gov/feedback/> or contact the AFS-620 Reporting Group at: 405-954-4173. A phone menu will direct your call.

Sincerely,



Bryan W. Brown
Manager, Aviation Data Systems Branch
AFS-620