

# DOT Today

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U.S. Department of Transportation

Moving America Together

## SECRETARY PEÑA OPENS DOORS FOR AMERICAN BUSINESSES IN ASIA

Secretary Peña recently returned from a 17-day trade mission to Asia. The goal of the trip was to advance President Clinton's efforts in helping American businesses examine transportation infrastructure development in Asia and determine how American businesses can begin participating in it regularly. The Secretary met with officials in Indonesia, Japan, Macau, Malaysia, the Philippines, Thailand and Vietnam.

**“U.S. business needs to be a part of Asia's rapid development,” said the Secretary. “East Asia and the Pacific plan to spend some \$600 billion on transportation projects alone over the next decade.”**

“Asia is the fastest growing market anywhere,” said the Secretary. “Already one-third of U.S. exports, supporting 2.7 million American jobs, are destined for East Asia markets.” The Secretary went on to say that in the near future U.S. airlines will be generating more revenue from Pacific routes than Atlantic routes.

Secretary Peña's voyage throughout Asia proved more than successful at opening the channels of economic infrastructure development to American businesses and corporations. Some of the Secretary's major accomplishments included signing aviation accords with the Philippines, Hong Kong and Macau.

Secretary Peña's trade mission to Hanoi was the first by an American cabinet Secretary since the U.S. normalized relations in August. Vietnam is just beginning to rebuild its transportation infrastructure. While in Hanoi, the Secretary witnessed the signing of a \$12 million deal between a Baltimore, MD company, Ellicott Inc., and Vietnam. The deal calls for Ellicott Inc., to provide a supply of harbor dredgers. Other sales are

expected to follow. “This deal is a giant step forward in bringing our two countries together,” said the Secretary. “Port development is desperately needed in Vietnam. This deal will begin the process of turning Vietnam's ports into economically successful ports of trade.”

In addition, Secretary Peña negotiated a deal to resume formal negotiations for a new bilateral aviation agreement between Thailand and the U.S.

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Secretary Peña concluded his trip in Osaka, Japan, attending the meeting of the Asia-Pacific Economic Cooperation forum summit.

(L-R) Mark Gerchick Assistant Secretary for Aviation and International Affairs, Dolene Mollitoris (FRA Administrator), Secretary Peña, George Caudill (OST Scheduling Officer) and Ann Bormolini (DOT Chief of Staff) in Osaka, Japan as they prepare to board one of Japan's Bullet Trains.



With smoke generators functioning, FAA's Boeing 727 makes a low pass over the airfield clearly demonstrating the invisible wake vortices.

## FAA Boeing 727 Conducts Wake Vortex Tests

by Eric Johnson

The Federal Aviation Administration (FAA) and National Transportation Safety Board (NTSB) in partnership with Boeing and US Air recently completed wake vortex testing at the FAA Technical Center located in Atlantic City, NJ. The tests were conducted using FAA's Boeing 727 and a Boeing 737 on loan from US Air. Support test aircraft included a National Aeronautics and Space Administration aircraft, which provided atmospheric sampling, and a Boeing chase aircraft, which filmed the tests.

The NTSB initiated the wake vortex testing in connection with its investigation of the tragic US Air flight 427 accident. Flight 427, a Boeing 737, crashed just outside Pittsburgh on September 8, 1994, killing all 132 people on board. The U.S. Air flight was following a Delta Boeing 727 while descending for approach at Pittsburgh International Airport when it mysteriously lost control and crashed into the ground. The NTSB sought to determine if wake vortices could have played a role in this accident.

A wake vortex is a phenomena caused when an aircraft creates lift. Wake vortices are essentially invisible horizontal tornadoes trailing from the wing tips of aircraft. These vortices gradually sink and dissipate within a few minutes. Large aircraft such as airliners or military transports normally generate stronger vortices and can create potential turbulence hazards especially to light aircraft.

Before conducting the tests, both aircraft required temporary modifications. Because wake vortices are invisible, the FAA 727 had to be outfitted with smoke generators under the wing tips to make the wake visible. Additionally, the 737 was outfitted with special instruments in order to collect data for the NTSB's investigation.

The actual flight tests were conducted during the last week of September at the FAA Technical Center. The 727, piloted by FAA test pilot Keith Biehl, was flown approximately 4.1 miles ahead of the 737 in conditions similar to the night of the accident. The 737 was then able to

continued on pg.2

## INSIDE

2 FHWA Awards Fellowships

5 The DOT Connection Celebrates Its First Year of Operation

8 Coast Guard Choir Sings For Papal Audience

## FAA Boeing 727 Conducts Wake Vortex Tests Continued from pg. 1

enter the wake of the 727 under various conditions such as having the autopilot engaged and disengaged. Approximately 20 hours of testing was conducted which enabled the 737 to fly at least 120 encounters with the wake.

Preliminary test results indicate that the vortices produced by the 727 are stronger than had been simulated in computer models. Although this test may not ultimately solve the mystery of flight 427, the information gathered during the tests will have a tremendous benefit for the aviation community.

The FAA plans to develop safety information for pilots including using actual video from the tests to demonstrate to pilots what wake turbulence looks like and how it behaves. Additionally, the FAA hopes to utilize the 727 at various airshows, such as Oshkosh, Wis., and Sun & Fun, to demonstrate wake turbulence to pilots. Surely, seeing this impressive demonstration would leave a lasting memory for pilots and air traffic controllers to consider in everyday operations. Additionally, airplane simulators used for airline pilot training, will be updated with the new wake turbulence data to provide pilots with enhanced training in this area.

Thanks to Vickey Anderson, AAI-110 and Kieth Biehl, ACT-370, for their contribution to this article. If you are interested in future articles on the use of DOT aircraft, please contact Eric Johnson at 202-366-6867 or through cc:mail at the following address: [eric\\_johnson@postmaster2.dot.gov](mailto:eric_johnson@postmaster2.dot.gov)

The FAA Boeing 727 was manufactured in 1968 and procured from Eastern Airlines in 1977. In its lifetime, the FAA 727 has flown approximately 33,265 hours with 25,943 take offs and landings. This is the only flying Boeing 727 in the FAA inventory representative of a modern airliner. It is dedicated to research and development (R & D) and has played an important role in recent R & D projects including: Traffic Collision and Avoidance System (TCAS) testing; Global Positioning System (GPS) testing; and Satellite Communications (SATCOM) testing.



## Grade Crossing Safety Task Force Ready To Receive Comments From Public

Secretary Peña recently invited the public to share its views concerning grade crossing safety and announced several steps the department is taking to enable the public to communicate with the Grade Crossing Safety Task Force.

Secretary Peña said, "October's tragic accident in Fox River Grove, Ill., initiated a comprehensive look at the design and construction of highway/railroad crossings. What the task force learns from its investigations and meetings with the public and technical experts will guide us to our next steps to ensure this tragedy never happens again."

Secretary Peña formed the task force immediately after the Fox River Grove accident and directed the group to conduct a complete review of the decision-making processes governing the design, construction, maintenance and operation of highway-rail grade crossings.

This effort is consistent with the Secretary's strong commitment to improve rail safety. In June 1994, the Secretary announced a six-part, 55-step Grade Crossing Safety Action Plan. In March of this year, he unveiled a national public service campaign, "Always Expect A Train," at a national rail safety summit in Washington.

Leading the task force is Associate Deputy Secretary Michael Huerta from OST's Office of Intermodalism. The task force involves members from the Federal Railroad Administration, the Federal Transit Administration, the Federal

Highway Administration, and the National Highway Traffic Safety Administration.

The task force is holding meetings across the United States to hear directly from the public about their grade

crossing concerns and issues. A dedicated FAX line and Internet address have already been established to obtain public comment concerning highway-rail grade crossing safety.

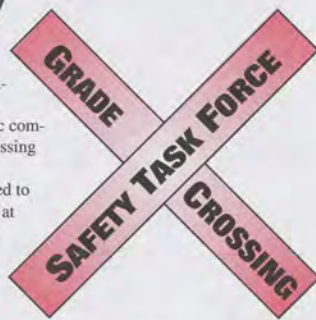
The first public meeting was scheduled to take place in Raleigh, N.C., on Dec. 19, at the North Carolina Museum of History. Two more public meetings will be held in Chicago Jan. 3, and Los Angeles Jan. 5. Secretary Peña is scheduled to attend the meeting in Chicago.

General comments may be forwarded by mail to the Grade Crossing Safety Task Force, Room 10216, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590.

Comments may be faxed to the task force by dialing (202) 366-8999. To comment using the Internet, the task force address is <http://www.dot.gov/dotinfo/general/gc/tf/>. The fax line and internet address will operate until April 1, 1996.

The task force is specifically looking for comments on highway traffic signals along roads close to rail crossings that are connected to railroad signaling systems; the roadway space allotted to vehicles stopped between a road intersection and nearby rail tracks; junctions at which rail tracks are elevated above the road surface crossing the tracks, thereby exposing vehicles to the risk of getting stuck on the tracks; light rail transit crossings that lack standards for crossing design, warning devices and traffic control measures; and, inclusion of grade crossing information in the permit process for slow, low and other special vehicles whose routes cross rail rights-of-way.

Background information about the task force is available at the task force's Internet address as well as the National Highway Traffic Safety Administration's Auto Safety Hotline at 1-800-424-9393.



## DOT Today

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The deadline for the January 1996 issue is December 29.

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## FHWA Awards Over \$2.5 Million In Transportation Fellowships

The Federal Highway Administration (FHWA) recently announced that it has awarded 113 students and faculty a total of more than \$2.5 million in transportation fellowships to support post-graduate study and research in the transportation field.

"Education and training are the keys to opportunity for every American," FHWA Administrator Rodney E. Slater said. "As we look to the future, our goal is to secure the best and brightest minds for the transportation industry."

The funds were provided under the Dwight David Eisenhower Transportation Fellowship Program, developed in 1992 under the provisions of the Intermodal Surface Efficiency Act. The fellowship program encompasses all areas of transportation. Selection criteria include grade point average, letters of recommendation and the desire to pursue a career in a transportation field.

The minimum funding for the program each year is \$2 million and is expected to serve over 100 fellowship recipients annually. FHWA's National Highway Institute manages the program and awarded the first fellowships in 1993.

To obtain more information on the Dwight D. Eisenhower Transportation Fellowship Program, please contact the National Highway Institute at (703) 235-0538.

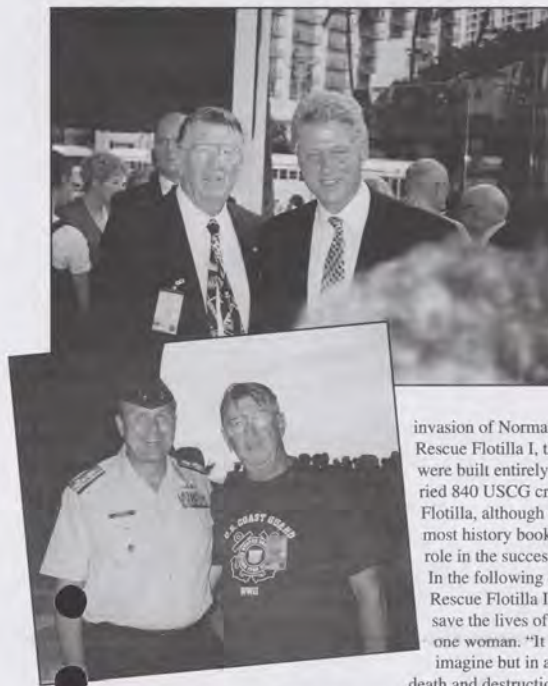
## FTA Administrator Linton Takes Part in Historical Commemoration

On December 1, 1995, FTA Administrator Gordon J. Linton traveled to Montgomery, Ala., to take part in the 40th Anniversary of the Montgomery Bus Boycott and to pay tribute to Rosa Parks. Events included a candlelight vigil on Friday evening, Dec. 1, at the Empire Theater in downtown Montgomery, the site of Parks' arrest 40 years ago, as well as workshops, seminars and exhibits. On hand to help commemorate this effort were Coretta Scott King, Martin Luther King III, Jesse Jackson Jr., and other civil rights activists who pioneered the Montgomery bus boycott in 1955.

Administrator Linton carried with him to Montgomery a bronze medal for superior achievement to be presented to Rosa Parks as a testament to her brav-

ery and fortitude for her actions that led to the end of segregation on public transportation. "It was a personal honor for me to visit Montgomery and help commemorate the bus boycott and the courage of Rosa Parks," Linton said. "It was an even greater honor to do so as the representative of the President and the Secretary of Transportation." Linton presented the organizers and participants of the fortieth anniversary commemoration a letter from President Clinton and one from Secretary Peña.

The commemoration is scheduled to last 381 days, the length of the original bus boycott. For more information on activities planned during the commemoration please contact Gail Williams-Taylor at 202-366-4043.



Jack Campbell, seen here taking part in V-J Day Celebrations this past September, in Hawaii with both President Clinton and USCG Commandant Admiral Kramek.

that week on the beaches of Normandy, we made a difference," said Jack Campbell, USCG Gunners Mate Third Class, (retired).

Today, the memories of that fateful day are as vivid to Jack Campbell as they were 51-years ago. But those aren't the only memories that Jack Campbell has of serving in the United States Coast Guard. Six weeks of vigorous, disciplined boot camp at Manhattan Beach, Gunnery School, Newport RI, various cruises in convoys up and down the east coast as far south as Cuba, and of course serving in the European theater of war during WWII.

After Jack's Coast Guard experience he always made it a point to remain close with the Coast Guard family. "Let's face it," said Jack, "once a Coastie, always a Coastie."

Jack decided a few years ago that he wanted to give back to the Coast Guard. He began organizing reunions for Coast Guard veterans. "The reunions not only served to bring veterans together, but to rekindle friendships and acquaintances made while in the service," said Campbell. After becoming quite adept at recruiting volunteers to help in organizing these events, Jack was approached by Lcdr. James Brewster, who was in charge of USCG arrangements for the 50th anniversary of the Invasion of Normandy on June 6, 1995. Lcdr. Brewster asked for

## He May Be Retired, But He Still Considers Himself "Active Duty"

On June 6, 1944, 60 United States Coast Guard Cutters departed the port town of Poole, England, to take part in the

invasion of Normandy. Known as Rescue Flotilla I, the CG Cutters were built entirely of wood and carried 840 USCG crewmembers. The Flotilla, although difficult to find in most history books, played a key role in the success of the invasion. In the following days, USCG Rescue Flotilla I had managed to save the lives of 1,437 men and one woman. "It may be hard to imagine but in all the fighting, death and destruction that took place

Jack's help in making phone calls to USCG veterans. Hundreds of phone calls later, Jack had arranged a contingent of retired Coast Guard veterans to participate in the allied ceremonies.

While making phone calls, Jack had also begun collecting funds from CG veterans stationed in Poole during the War to go towards erecting a plaque expressing the USCG's gratitude to the citizens of the town. "We wanted to go back and express our sincerest gratitude to the citizens of the town for all their help, generosity and kindness in making our stay in Poole a comfortable one during the war," said Campbell.

Accompanying Jack on his return to Poole to dedicate the plaque were most of his Cutter's crew as well as many "Coasties" from other Cutters who served in Rescue Flotilla I. "The towns people turned out in masses as we marched from the center of the town square down the quay," said Jack. "As we stood on the end of the pier looking out on the water where we had left for the invasion I sure had mixed emotions. It was quite emotional for me."

This past year was a busy one for Jack. In February, he headed a group of about 100 Coast Guard veterans to the Iwo Jima memorial celebration. Many Marines were dropped on Iwo Jima in 1944 by USCG landing vessels. In September, he led another group of veterans to Pearl Harbor, Hawaii for the V-J Day memorial celebration. "I had the honor of sitting on the podium with President Clinton during the parade and having lunch with the USCG Commandant Admiral Kramek on board the USS Carl Vincent," said Jack. Finally, in November of this year, he headed a group of Coast Guard Veterans through the streets of New York City at the Nation's Parade ceremonies held on Armistice Day. A day before the parade, Jack took the group of CG veterans on a tour of the Coast Guard Academy in New London, Conn. The veterans, many who had never been to the Academy, enjoyed walking the grounds, going to the museum on campus and visiting the Academy's chapel.

After WWII, Jack was discharged from the USCG and returned to New Jersey to open up a very successful carpet business where he still works. "Today, the two stores we own and operate are mostly run by my sons," said Campbell.

"The Coast Guard taught me a great deal of how to live life to the fullest and to always be ready for whatever curveballs life may have in store for you," said Jack. The Coast Guard's motto, Semper Paratus (Always Ready) is not only a motto to live by while you're in the service, but one you should live by your whole life," said Campbell.

## FAA Receives Outstanding Achievement Award

The Federal Aviation Administration (FAA) recently received an outstanding award for contributions in enhancing communication among government and industry at the 33rd Annual Government-Industry Data Exchange Program in Cleveland, OH.

The DOT is a supporting sponsor of the exchange program. In utilizing the exchange program's services, FAA received cumulative cost-avoidance on major systems acquisitions of over \$1.7 million during the last four years. The exchange program's computer system and network of government and industry teams proved useful to participants in obtaining information on diminishing manufacturing sources and material shortages, suspected unapproved parts and counterfeit parts, and best manufacturing practices.

Alphonso Barr, Branch Manager in the FAA Office of Acquisitions and Yvonne Evans, FAA's Program Coordinator for the exchange program, accepted the award on behalf of the FAA.

Yvonne Evans (holding plaque) and Alphonso Barr (to her right) accepted the outstanding award on behalf of the FAA.



# THE END OF A BUSY HURRICANE SEASON

by Cheryl Whetsel

November 30 marked the end of the hurricane season after a record year of named tropical storms — 19 to be exact, with 11 of them making it to the hurricane stage. This was the second highest number on record since 1933 with 21 named storms.

Each of the Department's 10 operating administrations and the Office of the Secretary were kept busy responding to the needs of the communities affected by the devastation caused by the storms.

Transportation is a key foundation of crisis response. Without access to transportation, critical relief and recovery resources cannot be delivered.

The Research and Special Programs Administration (RSPA) serves as the Department's response coordinator for emergencies involving more than one mode of transportation. Response teams representing each of the administrations are activated to work together during multi-modal emergencies. The teams provide transportation and related services to meet the needs of the disaster victims.

Depending on the nature of the disaster, appropriate equipment and personnel are provided from the various modal administrations and dispatched to the field or to the disaster site. For example, the United States Coast Guard (USCG) would provide equipment and personnel to clean up an oil spill, the Federal Aviation Administration would assist with restoration of air traffic services. Each of the modes assist in headquarters response activities.

The most compelling disaster affecting transportation during 1995 was Hurricane Marilyn which devastated the Virgin Islands in September. DOT's Headquarters and regional response teams were activated before the hurricane struck and assisted in relief efforts for nearly two months following the strike. DOT expended nearly \$10 million of Federal Disaster Relief Funds for transportation services. These services included:

- Regular air shuttle service for personnel and small cargo from Puerto Rico to St. Thomas and St. Croix, as well as flights from Washington, D.C., to the affected disaster area.
- Transportation for distribution of:
  - more than 1 million pounds of meals-ready-to-eat
  - 3/4 million pounds of canned food
  - nearly one million pounds of plastic sheeting

- 150,000 pounds of infant food formula
- 250,000 pounds of infant diapers
- 250,000 pounds of plastic tarps
- hundreds of chemical toilets
- hundreds of generators (a total of 500,000 pounds)
- more than one million gallons of water
- 350,000 empty plastic gallon bottles (to be filled with water)

- Contracted transportation services with:
  - 13 air carriers (hundreds of passenger and cargo flights)
  - 2 ocean shipping companies
  - multiple trucking companies

The DOT played a role in many other emergencies during the year as well.

The USCG provided extensive rescue services for dozens of people stranded by the major floods in California. More than \$5 million was provided by FHWA for repairs to the highway system. RSPA worked with the pipeline industry to ensure the integrity of the pipeline system. Finally, the Department assisted the state of California by acquiring air transport for critical response personnel and relief supplies.

In April, the terrible Federal building bombing in Oklahoma City demanded DOT action. Most tragically, 11 FHWA employees perished as a result of the blast. Although the explosion had limited effect on the transportation infrastructure, DOT assisted in the deployment of critical search and rescue teams from throughout the nation. As a result of this incident of terrorism, the Department has expanded efforts to protect the transportation network from any future insidious threats.

The start of the hurricane season in June heralded an unprecedented series of storms. Hurricane Erin, which struck the Gulf early in the season, required the deployment of a DOT regional response team. As in California, DOT personnel were instrumental in search and rescue, high-



**Top:** DOT Team Members John Porco (RSPA), Bill Stouder (FHWA) and Bernie Gunnels (FAA) at the Disaster Field Office in St. Thomas, V.I. responding to Hurricane Marilyn. **Left:** FAA Technicians install a temporary air traffic control tower at Cyril King Airport on St. Thomas. Damaged tower in background.



way reconstruction, pipeline integrity, and transportation support to the States. Similar actions were required when Hurricane Felix battered the mid-Atlantic.

Finally, close on the heels of Hurricane Marilyn came Hurricane Opal, which wreaked havoc on Florida's Gulf Coast. Since many members of regional response team from the Southeast were already engaged in Hurricane Marilyn, DOT dispatched crisis management experts from other areas to assist. Assistance in evacuation and restoration of the shattered highway system in Florida's panhandle became the most immediate requirements.

With the enormous demands of disasters over the past few years, the Department recently upgraded its Crisis Management Center (CMC), located in DOT Headquarters. Watch for a follow-up article describing the capabilities of the new CMC in an upcoming DOT Today issue.

## A Time of Thanks

by Darrel C. Stewart



Darrel Stewart (on left) presents donations from the FTA Headquarters Thanksgiving Food drive to Change, Inc., a non-profit charity organization.

On Wednesday November 22, 1995, the Federal Transit Administration's (FTA) Headquarters Thanksgiving Food Drive gave one local family a great deal for which to be truly thankful. Just having suffered through a family tragedy, the Davis family of Washington D.C., reached out for help. FTA headquarters employees heard the cry for help and responded generously. FTA food drive representative Darrel C. Stewart drove to the Davis family home and delivered the holiday spirit of giving as well as two boxes of perishable food, including a turkey, two boxes of clothing

and a gift certificate from Giant Food. "The Davis family is in a tough situation," said Mr. Stewart. "FTA employees really do care and show they care by giving to those that are less fortunate."

In addition to the Davis Family, FTA was also able to give clothes and non perishable food to Change, Inc., a non-profit charity organization within the Washington, D.C., area.

## DOT Employee Recreation Association Ski Trip

Departing on Feb. 9 and returning on Feb. 11, 1996, the DOT Employee Recreation Association will sponsor a Ski Trip to the Greek Peak Ski Area located in Binghamton, NY. The ski package includes transportation, accommodations, free ski equipment, discounted lift tickets, one free ski lesson and a wide variety of non-skier activities available to choose from including snowmobiling, horseback riding and much more.

To obtain more information on the ski weekend package, please call Anton Lilly at 202-366-9723 or Bill Gossard at 202-382-6566.



# The DOT Connection - Truly A One-Stop-Shop

by Sharon Black

The DOT Connection Customer Service Center celebrated its first year of operations on December 1, 1995. The Service Center is truly a "one-stop" shop for information on employment, worklife and career services. The Center provides information and assistance to hundreds of customers looking for ways to manage their worklives effectively.

*"The office is the best organized job information center that I have visited, and I have visited over 15 offices. The staff was very courteous."*

Center services are available to all DOT employees, other Federal employees, and public and private sector citizens. Each month, over 1,000 walk-ins come to the Center for assistance, another 900 call requesting information about employment, career and worklife issues and 2000 callers use the 24-hour job hotline. The career and worklife libraries are especially popular.

Secretary Peña applauds the DOT Connection for exemplifying the spirit of the National Performance Review by focusing on the customer. The Center has been recognized as a model for other agencies in designing their programs. In fact, in a national competition, the DOT Connection was recognized by the Director of the U.S. Office of Personnel Management

for its outstanding programs and accomplishments in providing employee services that benefit both employees and families. Here are some of the services that have made the DOT Connection a success.

- Federal job listings and job information banks.
- Computer workstations equipped to help customers assess their interests, prepare job applications and calculate estimated retirement benefits.
- Skills assessment tools.
- A reference and resource library of over 600 current career and worklife publications and videotapes.
- Confidential employment and career counseling.
- Appointments with worklife advisors.

- Parenting and elder care giving seminars and support services.
- Career development seminars and workshops.

If you are looking for a job change, help with writing your resume or Standard Form 171, looking for quality care for your children or aging relatives, or would just like to find out about job openings in DOT, other Federal Agencies, or the private sector, the DOT Connection is at your service.

The DOT Connection is conveniently located on the Plaza level (Room 402) of the Nassif Headquarters Building. Services and computer tools are accessible to everyone, including persons with disabilities. Drop by for a visit, or call (202) 366-9392 to schedule an individual or group orientation with one of DOT Connection's team members.

For DOT employees outside the Washington metropolitan area, please call 1-800-525-2878 and a team member will be happy to assist you.



One year ago this month, DOT Chief of Staff, Ann Bormolini, officially opened the DOT-Connection to serve the DOT and beyond.

*"The DOT Connection has saved time for me! Giving me resources and referrals on aging issues and summer camps for kids led me straight to problem solutions and cut way down on the number of daytime telephone calls that I've had to make."*

## FAA Sets Up Weather Aviation Division

The Federal Aviation Administration has created an Aviation Weather Division, headed by Monte Belger, associate administrator for Air Traffic Services, to strengthen its ability to prevent accidents and reduce delays attributable to weather. "Weather causes 73 percent of all air traffic delays," said FAA Administrator David Hinson. "Getting better forecasts to pilots will save airlines and passengers millions of dollars by reducing delays."

The announcement followed a National Research Council report calling on the FAA to take the lead in improving the dissemination of weather information to pilots. Air traffic controllers need to make weather information a priority and should be trained to do so, the council said.

## Volpe Center Streamlines Procurement Process

The Research and Special Programs Administration (RSPA) Volpe National Transportation Systems Center recently received interim certification to electronically exchange and process Requests for Quotations and Purchase Orders with vendors using the new Federal Acquisition Computer Network or FACNET. This certification also increases the Volpe Center's purchasing threshold from \$50,000 to \$100,000 for simple acquisitions. FACNET significantly reduces the amount of time needed to purchase routine items and saves a few trees as well.

RSPA Administrator Dr. D.K. Sharma stated, "President Clinton issued an Executive Order requiring agencies to begin conducting their procurement business through the utilization of electronic data interchange. The Volpe Center is one of just a few federal contracting sites to develop this capability and to meet the requirements established by the President."

## DOT Receives Gold Medal of Excellence

by Lori Byrd

Deputy Secretary Downey sponsored the submission of an application to the International Benchmarking Clearinghouse (IBC) for the Procurement Performance Measurement Model to be considered for one of their annual benchmarking awards. The applications were subjected to an extensive review by an independent panel of recognized experts and leading practitioners of benchmarking. The Procurement Performance Measurement Model was an inter-agency team effort. As such, on November 2, team members Lori Byrd and Wayne Hoheisel (from DOT) with Jim Fisher (IRS) and Paul Lynch (GSA) presented the model to judges and conference participants. On November 3, DOT received the "Gold" (Medal of Excellence) Benchmarking Research Award for Applied Research. This was indeed a great honor to be recognized by industry for our efforts. In addition, this was the first time that a Federal Department/Agency has received a "Gold" Award.

The interagency team benchmarked with industry to reengineer the procurement oversight process. This effort resulted in the Procurement Performance Measurement Model which was tested and implemented in several Federal Departments, including DOT during 1995. During

February and March of this year, DOT measured 28 procurement offices. DOT was the first agency to implement the model. In June, Best-In-Class and Best-In-Class Runner-Up Award recipients were recognized by the Secretary and Deputy Secretary. To further the internal and external knowledge transfer within DOT, an intermodal group of procurement professionals (the Procurement Information Exchange Council) has been formed to host the 1996 measurements and Best-In-Class Symposium. Council representatives include: David Sallas and Barbara Butts FAA; Isidore Torres-USCG; Joyce Harris-MARAD; Jill Shohet-FRA; John Johnson FHWA; Phaedra Johnson-OST; Bobby Jones-FTA; and, Keith O'Neil-RSPA.

Although the overall award recipient is the U.S. Department of Transportation, the IBC will in addition recognize the participating Federal Departments of Commerce, Energy, State, Treasury, Interior, Health and Human Services, General Services, and the National Aeronautics and Space Administration for their benchmarking



efforts by forwarding Gold Medal of Excellence Certificates to the Agency Heads. DOT will receive the Gold Medal of Excellence trophy.

With the "Gold" Award and success of the Procurement Performance Measurement Model within the DOT Procurement offices, there's no doubt that this government industry partnership will be demonstrating its benefits for years to come.

Liz Wilson, (far left) from the IBC, congratulates the Interagency Procurement Performance Measurement Team. Team members include (l to r) Jim Fisher (IRS), Lori Byrd (DOT-OST), Paul Lynch (GSA) and Wayne Hoheisel (DOT-OST, not pictured)

# OSDBU Continues To Create Partnerships

by Enrique Carrillo

The U.S. Department of Transportation's Office of Small and Disadvantaged Business Utilization (OSDBU) has signed cooperative agreements with several minority Chambers of Commerce and Trade Associations to coordinate the efforts of the Liaison Outreach and Services Program (LOSP) throughout the U.S. The recipients serve as regional directors for OSDBU that focus on providing information on transportation-related contracting and business opportunities to small and/or disadvantaged and women-owned businesses.

The Latin Chamber of Commerce of the United States, one of the signed cooperative agreements, was chosen from a nationwide competitive selection process to assist OSDBU's largest regions, III and IV, with performing outreach to small business throughout the country. Responsibilities are many including the establishment of a communications link throughout the country to increase awareness of DOT contracting opportunities and financial assistance programs. In addition, a concentrated networking campaign must be implemented within existing transportation agencies at all levels pro-

moting disadvantaged participation in DOT programs. This will encourage opportunities for more technical assistance from federal, state and local agencies.

Each regional Liaison Outreach Services Program continues to undertake several initiatives to meet its project goals. Regional Director of Regions III and IV, Enrique Carrillo, created surveys to gauge the Disadvantaged Business Enterprises (DBEs) awareness and utilization of DOT's programs as well as to identify additional needs to determine the most appropriate communication channels. Nineteen percent of the 800 surveys mailed were returned by the DBEs. Among other things, the results indicated that 39 percent of the participants wanted information on certification, 33 percent requested information on procurement, 14 percent on the short-term lending program and 12 percent on the bonding assistance program. These figures and the high response rate indicate the need for continued efforts in these areas of development for DBEs.

Furthermore, Mr. Carrillo maximized outreach efforts by publishing 30 articles in community newspapers throughout the regions dealing with the various DBE outreach efforts in each region. Publication of the articles reached an unprecedented two million readers. Media participation also included numerous English

and Spanish radio talk shows including the placement of numerous Public Service Announcements and cable television exposure. The key aspect of all this exposure is that the outreach was performed at a minimal cost to the program.

In conjunction with the Public Access Cable Station in Miami, Fla., LOSP Region III and IV Director Enrique Carrillo, is producing a 12-part video series discussing assistance agencies and opportunities for small businesses entitled "Partners in Progress: You and US DOT." The hope of the OSDBU is to air the 12-part video series throughout the regions reaching millions of viewers.

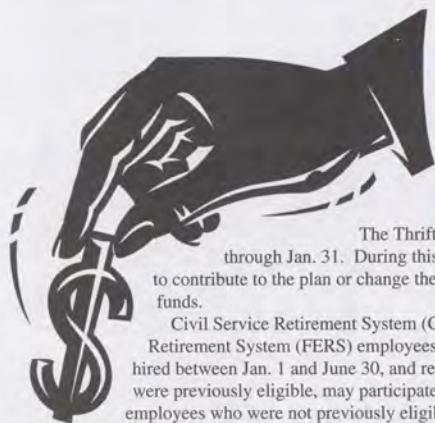
This LOSP is also conducting training sessions. One was recently held in Nashville, Tenn., with the assistance of the Tennessee Department of Transportation. Other training efforts have been tentatively planned for Atlanta, Ga., Charlotte, N.C., and Miami, Fla. These efforts are key to increase local linkages with DBEs and state departments of transportation.

Mr. Fausto B. Gomez, the Latin Chamber of Commerce's Executive Director has stated "we are proud to be able to serve the small and disadvantaged business community so effectively." Mr. Gomez went on to say that Mr. Carrillo's efforts in bringing together members of the local, state and federal public sector community along with members of the private sector have been key to this LOSP's successes and can serve as a blue print for other successful LOSP initiatives throughout the regions.

For additional information concerning the Program, please call David Benton, National LOSP Manager, at (800)-532-1169 or within the Washington Metropolitan area, (202)-366-8521.



Community members working with regional and national LOSP programs are seen here with Enrique Carrillo (3rd from right), LOSP Regional Director of region III and IV.



## Plan For Your Future

The Thrift Savings Plan (TSP) open season runs through Jan. 31. During this time, eligible employees may sign up to contribute to the plan or change the amount of contributions to the three funds.

Civil Service Retirement System (CSRS) or Federal Employees Retirement System (FERS) employees with continuous service, who were hired between Jan. 1 and June 30, and rehired CSRS or FERS employees who were previously eligible, may participate in this year's open season. Rehired employees who were not previously eligible may begin contributing in the second open season after rehire.

CSRS employees may contribute five percent of their earnings with no government match, and FERS employees may contribute 10 percent of their earnings with a five percent government match (which includes the agency one percent automatic contribution). All contributions are tax deferred until they are actually withdrawn from the plan.

The three investment funds under the plan are G/Government Securities Investment Fund, C/Common Stock Index Investment Fund and F/Fixed Income Index Investment Fund. Eligible employees may transfer any portion of the money in their account among the three funds up to four times a year.

If your TSP election is received by Jan. 5, 1996, your TSP account will become effective Jan. 7, 1996. Your paycheck dated Jan. 30, 1996, will reflect this election. If you make an open season election after this date, it will be effective on the first day of the first full pay period after it has been received by the Human Resources Service Center. For this open season, all elections must be received by COB Jan. 31, 1996.

For more information about the TSP, contact Aaron Johnson at 202-366-9389 to obtain the booklet entitled "Summary of the Thrift Savings Plan for Federal Employees," dated July 1995. This booklet describes the TSP program in detail.

If you have any further questions concerning the TSP, please feel free to call Frances Brown at 202-366-5809.

Joan B. Yim, Deputy Maritime Administrator, (on left) presenting DOT Certificate of Appreciation to Letty Sanchez, Packers Provisions of Florida, Inc., of Miami, FL. Ms. Sanchez and 38 other exporters and importers were presented DOT Certificates of Appreciation for supporting American ocean carriers with significant bookings. The ceremony was recently held at the South Pointe Seafood House, Miami Beach, FL.





The newly recommissioned Coast Guard Cutter *Venturous* has an overall length of 210'6", a beam of 34', a draft of 10'8", and displaces 1050 tons. The Cutter is powered by two 2500 horsepower American locomotive marine-gear diesel engines and is capable of 18 knot sustained speed in moderate seas. Twin controllable pitch propellers and rudders give *Venturous* a high degree of maneuverability. *Venturous* carries an all volunteer crew composed of 12 officers, six chief petty officers and 64 enlisted personnel. (Official USCG photo by SN J. Travis Parks, Coast Guard YARD.)

## Life Begins Anew for the CG Cutter *Venturous*

by Dottie Mitchell

The Coast Guard Cutter *Venturous* is the eleventh 210' cutter to complete Major Maintenance Availability (MMA) at the Coast Guard Yard in Baltimore, Maryland. The Coast Guard placed the 28 year old cutter in "special commission" during ceremonies held at the shipyard on October 27th of this year.

The 210' MMA is an essential project intended to overhaul and upgrade selected systems and equipment on cutters, which have experienced approximately 30 years of service. The MMA program began at the Coast Guard Yard 11 years ago. Since then, five "A" class 210' cutters and six "B" class ships have undergone renovation and upgrade. (The "A" and "B" classes are vessel classifications based on engineering design.) The

*Venturous* proudly joins Coast Guard Cutters *Active*, *Confidence*, *Reliance*, *Vigilant*, *Diligence*, *Vigorous*, *Valiant*, *Steadfast*, *Alert*, and *Dauntless* which have been upgraded by the skilled workers of the Baltimore Yard. Three additional 210' ships will receive a mid-life overhaul before the program concludes in the spring of 1997.

Major Maintenance Availability aims to ensure reliable performance by the cutters in the second half of their service life. Under MMA, the Coast Guard decommissions the vessel, reassigns the crew, and performs an extensive overhaul. The work adds another 15 years of operation to the cutter. When recommissioned, the 210's are essentially new with the exception of the hull.

The Cutter *Venturous* arrived in Baltimore in February 1994. Since then, Coast Guard Yard engineers and tradesmen have overhauled and upgraded selected on-board systems and equipment. Their work consumed 347,000 labor hours.

The \$21 million project included structural repairs, a new design feature of exhaust stacks aft of the pilot house, an enlarged superstructure to support the stack, increased fire fighting capabilities and a smaller flight deck.

Coast Guard Yard tradesmen overhauled engines and reduction gears, improved berthing and messing spaces, installed new refrigeration and air conditioning units, a new marine sanitation system and new ship's service generators.

Electronics and communications upgrades included a reconfiguration of the Combat Information Center making better use of existing space and installation of special navigation and plotting radar equipment.

Unique to *Venturous'* MMA was the prototype installation of an oily water separator system and non-ozone depleting refrigerant systems, each supportive of an improved environment.

On October 27th, Rear Admiral Norman Saunders, Chief of the Coast Guard's Office of Law Enforcement and Defense Operations, accepted *Venturous* on behalf of the Coast Guard Atlantic Area Commander. The Rear Admiral commented, "The YARD has made a significant contribution to the birth and life of many Coast Guard ships. The shipyard is giving you more than a refurbished ship. *Venturous* is a new Coast Guard cutter with improved operational ability and decreased maintenance. The craftsmen of the Coast Guard Yard have once again done a masterful job!"

The American Shipbuilding Company in Lorain, Ohio, constructed the Cutter *Venturous* in 1967. It was commissioned in 1968 and served the west coast for over two decades. *Venturous* excelled in Alaskan fisheries patrols, aiding in the Exxon Valdez oil spill, and enforcing fisheries laws.

Upon recommissioning, *Venturous* departed the Coast Guard Yard for its new homeport in St. Petersburg, FL.

*Venturous'* \$300,000 operating budget will provide a positive, economic impact on the St. Petersburg community as the Cutter fulfills its assigned Coast Guard missions of search and rescue, maritime law enforcement, pollution control and military readiness on the east coast.

## FAA Reform Efforts Will Serve As Model For the Rest of Government

by Briar Haggett

Now armed with the needed authority to dramatically reform its personnel and procurement systems, the Federal Aviation Administration's (FAA) reform efforts can serve as a model for all of government, Vice President Al Gore recently told FAA Administrator David Hinson. Vice President Gore, who has spearheaded the Administration's "reinventing government" efforts, told Hinson in a November 30 letter, "I want you to know that the full resources of the Administration are available to you in designing and carrying out these reforms."

The Vice President urged Hinson to be bold and utilize the best corporate practices in creating the FAA reforms. Gore noted that Hinson's "considerable experience as a business leader" will be a great asset in developing the FAA's reforms.

The FAA's ability to create unprecedented reforms in its personnel and procurement systems have come about as a result of the 1996 Transportation Appropriations bill, which was signed last month by President Clinton. Under this legislation, the FAA now has the authority to remake its personnel and procurement systems, giving it the flexibility to operate more like a business.

The agency already has assembled task forces to take in-depth looks at current procurement and personnel procedures, and make recommendations on how best to implement these reforms. "Giving the FAA the business tools to function like a business, and that means the key areas of financing, personnel and procurement, will serve ultimately to ensure the safety and efficiency of our nation's airspace," said DOT Secretary Peña.

In his letter to Hinson, Gore also stated that the full involvement of FAA employees is crucial to the success of any reform efforts.

"This is a vote of confidence for the FAA people and a great opportunity for the agency and its employees," said Deputy Administrator Linda Hall Daschle. "We now have the ability to break through the bureaucratic structures that have hampered a

full utilization of the talent and energy that reside in FAA employees."

"The tasks at hand are obviously ambitious and will be important parts of our efforts to make government work better and cost less," Vice President Gore said in his letter to Hinson. "I commend you and the employees of the FAA for your diligence and commitment and look forward to the implementation of these important reforms."

Though these reforms are crucial to the future of the FAA, the 1996 bill does not resolve the imbalance between the agency's long-term financing needs and the constraints imposed by the congressional budget resolution. Under the resolution, the agency's budget in 2002 would be 14 percent less than it was in 1995, while the number of passengers is expected to increase by 35 percent.

Both Hinson and Daschle have applauded the McCain/Ford/Hollings FAA Reform Bill, which proposes to provide the financial resources necessary for the FAA to manage the growth of aviation by asking users to pay a fair share for services they receive, including air traffic control, training, licensing, regulatory proceedings, and certification. The bill would also charge foreign airlines that fly over the U.S. for their use of U.S. air traffic services, which they currently receive at no cost, and ask the Department of Defense to contribute to cover the cost of the FAA services they use.

"If the FAA is to continue to fulfill its mission and meet its responsibilities, the agency must have the resources and flexibility necessary to do the job," said Hinson. "The McCain/Ford/Hollings FAA Reform Bill is a sensible, balanced approach to help the agency meet these needs."

Vice President Gore urged FAA's Administrator Hinson to be bold in creating FAA reforms.



### Operation Joint Endeavor

The Maritime Administration recently activated two Ready Reserve Fleet vessels to participate in NATO's peace keeping mission in Bosnia, code named "Joint Endeavor." The Ready Reserve Vessels activated are the Cape Race and the Cape Rise. Both vessels are outported from Norfolk, Va., during activation. The vessels will initially load cargo for the British Ministry of Defense units at Antwerp, Belgium and then proceed to the Croatian port of Split.

# People • People • People

## Stephen Hung Appointed to NAVSAC

The Saint Lawrence Seaway Development Corporation's Director of Operations, Maintenance and Marine Safety, Stephen Hung, was recently appointed by Secretary Peña to serve as a member of the U.S. Coast Guard's Navigation Safety Advisory Council.

The 21-member council advises the DOT on matters relating to the prevention of vessel collisions, ramming, and groundings, including matters concerning inland and international rules of the waterway, navigation regulations and equipment, routing measures, marine information, diving safety and aids to navigation.

## Kings Point Inducts Hall of Famers

The U.S. Merchant Marine Academy inducts Arthur Mercante, a famed boxing referee who was

once the varsity boxing coach and three graduates into its Athletic Hall of Fame recently.

Mr. Mercante, known as the third man in the ring, who has refereed some of the biggest championship bouts, was the academy's boxing coach in the 1940's and led several cadets to national boxing championships. His son, James Mercante, the Maritime attorney with Knoll & Tract in New York is a 1979 academy graduate.

Also inducted were W. Bruce Smith, Class of 1947, Henricks "Hank" Zeile, Class of 1960 and John V. Reshore, Class of 1975 said Susan Peterson Lubow the Academy's Athletics Director and Alex Smigelski, chairman of the Hall of Fame.

## Dubbin Appointed NHTSA Chief Counsel

Deputy Secretary Mortimer Downey recently appointed Samuel J. Dubbin as Chief Counsel of

the National Highway Safety Administration.

Dubbin joined the Clinton Administration in April 1993 as Special Assistant to Attorney General Janet Reno. He has served as Deputy Assistant Attorney General for Policy Development, U.S. Department of Justice, since September 1993. Among his duties, Dubbin had primary responsibility for the Administration's National Performance Review activities in the Department of Justice through September 1994.

"We are very pleased to welcome Sam Dubbin to the department," said Deputy Secretary Mortimer Downey. "His legal expertise and public policy experience will be valuable to this key position within the agency responsible for advancing motor vehicle safety."

## Academy Catholic Choir Sings For Papal Audience

Story and Photos by: PA1 David M. Santos

The Coast Guard Academy's Catholic Choir performed for 125,000 people at a sunrise concert Oct. 8 in honor of Pope John Paul II's recent visit to the U.S. The concert was part of the largest event during the Pope's historic visit to the United States. The concert featured such notable performers as Natalie Cole, Jon Secada, Roberta Flack, and the Harlem Boy's Choir, as well as the United States Military Academy Choir.

Cmdr. Brian Simpson, the academy's catholic chaplain, organized the choir's performance. Last April, after hearing of the Pope's scheduled visit, he sent a tape of the choir's work to the Archdiocese of New York. "I thought it was important that we go. So the cadets could say that once in their life they were part of something like that," he said. "They made the Coast Guard look very good. I can't tell you how proud I am of them."

Choir Director Peggy Bowen and her husband, retired Senior Chief Petty Officer Bill Bowen, have worked with the catholic choir since 1987. Over the years they've come to be known as "Mom" and "Dad" by the choir members. "We're like surrogate parents because their families are so far away," Mrs. Bowen said.

After a long bus trip full of detours and delays the choir rehearsed late into the night before the concert, and arrived in Central Park well before dawn for the big event. Shortly after Roberta Flack left the stage, their 62 voices rang out in song. The choir performed "Hosea", a contemporary hymn, and "Home from the Sea", a traditional Coast Guard song, before joining the other performers in the concert finale, "The Battle Hymn of the Republic."

Second Class Cadet Tiffany Olson was one of the soloists during the performance and has been performing in church choirs most of her life. "I feel especially connected to this choir," Olson said. "It was a very gratifying feeling to sing for the Pope. It's been a dream of mine. But, anytime that we get to go and sing in front of a group of people is a great experience."



**Top:** Cadets Second Class Steven Ramasso, Tiffany Olson, and Petty Officer Third Class Barry Insley rehearse with the Choir before the performance. **Left:** The choir performs at the sunrise concert before 125,000 people on the Great Lawn in New York City's Central Park during Pope John Paul II's visit to the U.S. recently.



## A Flying First by Briar Haggett

The FAA for the first time recently certified and issued a Third-Class medical certificate to an airman with two prosthetic devices for arms.

The 47 year-old male pilot was the holder of a First-Class medical certificate, was working as an airline pilot, and had 20,000 hours on various types of aircraft. In September of 1993, he was involved in a high-speed single vehicle roll-over accident at a race track. He was admitted to emergency service with a diagnosis of head injuries, complete traumatic amputation at the wrist of the left upper extremity, and near total amputation of the right upper distal forearm with major neurovascular injury.

As a result of the accident, his right forearm was completely amputated, as was his left wrist. He also underwent physical and speech therapy.

In March 1994, he requested the issuance of a Third-Class medical certificate from the FAA. The request was denied because of concerns about his cognitive defects after the accident. After several requests for reconsideration, the pilot underwent a complete neuropsychological evaluation at the Civil Aeromedical Institute, he was required to demonstrate the normal operation of his prostheses. He was also tested in the altitude chamber both with and without prostheses.

After taking into account this pilot's past flying experience, strong motivation to continue flying, successful completion of all requested tests and compliance with all other applicable medical certification standards, the FAA granted his request for the Third-Class medical certificate with a Statement of Demonstrated Ability that requires him to wear his artificial limbs when piloting an aircraft.

## Read This!

The Office of Personnel Management has issued updated guidance concerning the Washington, D.C., area emergency dismissal and closing procedures. Please note that effective immediately, the term "unscheduled leave policy" will be used instead of "liberal leave policy." Therefore, when reading or listening to the media during periods of inclement weather or other emergencies, the term "unscheduled leave policy" means that annual leave may be taken without prior scheduling.

If you have any further questions please call OST personnel at 202-366-4088.

