



U.S. Department
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**Federal Aviation
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Almost 1,000 black pilots earned their wings at Tuskegee air base during World War II. The Tuskegee Airmen were the first black aviators in combat for the United States.

Fighting for a Dream

By Douglas Wood-Boyle

Flying is a thrill that John Roach has experienced over and over again for the past 49 years and an experience that brought the Woburn, Massachusetts, resident to a high-level career with the FAA. Roach's skill with a joy stick has also helped him to get over some barriers that were in his path here on earth.

Being able to fly had always been a dream for Roach. However, it was a dream that he had to work hard at to achieve. From 1939 to 1941 there was a policy in place based on a 1930 study that had supposedly shown blacks

were incapable of or did not have the ability to operate an airplane. Even in 1943, a good two years after the official government policy had changed, Roach still had to search throughout Boston to find an Army recruiting office where he could take the test for enlistment into the U.S. Army Air Corps. That search took Roach, a native of Boston's South End, from Tremont Street to Huntington Avenue and in and out of nine recruiting offices. Finally at the tenth, the recruiters gave him the special test for eligibility into

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F or Y our I nformation . . .

Projections say that airports exceeding 20,000 hours of flight delay each year will grow from 23 in 1990 to 40 by 2000 unless capacity is expanded. Developed by the Office of System Capacity and Requirements, the **Capacity Improvement Plan** is aimed at reducing delays at existing airports. The plan, which will be implemented with relatively little financial investment or systems development, covers changes in air traffic procedures, radar systems, high-resolution color displays for controllers, and increased use of multiple runways.

A pamphlet outlining the improvements, results to be achieved, airports to benefit, and target implementation dates is available. To receive a copy, call the Office of System Capacity and Requirements at (202) 267-7370.

Recent FAA news releases include those announcing airport grant allocations issued for the fourth quarter, FAA 57-92; standards for receivers for a worldwide satellite navigation system, FAA 58-92; expanded use of fuel-saving routes, FAA 59-92; a proposal to allow more jets in O'Hare's commuter slots, FAA 61-92; improved administration of slots at four busy airports during aircraft deicing programs, FAA 62-92; and the distribution of \$863.3 million in apportionment formula funds to the nation's airports, FAA 01-93.

For copies of these releases, contact the Office of Public Affairs at (202) 267-8521.

"Afro-American Scholars: Leaders, Activists, and Writers"

is the theme of this year's Black History Month events.
February 1993 marks the 68th national celebration
of Afro-American history,
and FAAsers are sponsoring many
and varied observances.

Watch for details.

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3.7 and 2.2 Percent Increases Set; Locality Pay To Begin

By Valerie Green-Reveyoso

Pay Prospects—'93 and '94

Attracting and retaining high-caliber employees is an important issue on everyone's agenda. Now in the federal arena, pay experts say cost-of-living increases and locality pay are some tools that can keep it happening.

Cost index up
Effective at the beginning of the first full pay period in January 1993, federal workers across the country received a 3.7 percent raise. This figure was based on higher private-sector salaries from September 1990 to September 1991. Bringing federal salaries in line with private-sector wages, as reflected in the Bureau of Labor Statistics' Employment Cost Index, is part of recent legislation—the Federal Employees Pay Comparability Act of 1990. With its 15-month time lag before becoming effective, the annual alignment in pay can be included in the President's budget proposal for the appropriate year. For example, for fiscal year '93 the budget proposal was prepared back at the end of 1991.

Next January federal employees can expect a 2.2 percent nationwide pay raise even though the actual Employment Cost Index figure from September 1991 to September 1992 was 2.7 percent. Starting in 1994, the pay comparability act reduces the index figure by .5 percent in determining the nationwide pay raise.

Locality pay
Also starting in 1994, there will be a significant change in computing federal pay. In addition to nationwide adjustments based on the Employment Cost Index, locality pay will extend pay comparability to local geographic areas.

Here's how it works.

- All GS and GM employees—except those working overseas or in Hawaii, Alaska, Puerto Rico, the Virgin Islands, or Guam—will be grouped into pay areas.

- In each area where nonfederal salaries exceed federal salaries by more than 5 percent, federal employees will receive locality-based comparability payments.

- Locality pay adjustments, which are separate from the annual nationwide raise for all General Schedule employees, will be phased in over time. Ultimately, it will take nine years to reduce to 5 percent the gap between nonfederal and federal salaries for pay areas across the country.

**'The pay comparability
act requires that
federal workers' pay
be kept in line with their
nonfederal counterparts
at the local level . . .'**

- In 1994 the first round of locality comparability payments will eliminate two-tenths of the difference. For example, if nonfederal salaries are 27 percent ahead of federal salaries in your locality, in 1994 you would get two-tenths (.20) of the amount required to reduce the salary gap to 5 percent.

This works out to a 4.2 percent locality pay increase. Remember, this 4.2 percent is *in addition* to the nationwide raise. Therefore, with a 1994 nationwide cost-of-living raise of 2.2 percent, your total raise would be about 6.4 percent.

- Beginning in 1995, locality pay-

ments will eliminate an additional one-tenth of the difference each year. Employees will get three-tenths of the difference in 1995, four-tenths of the difference in 1996, and so on.

- Also, the pay comparability act requires that federal workers' pay be kept in line with their nonfederal counterparts' at the local level even after current gaps are reduced.

Areas for survey
Locality pay will only be paid where nonfederal salaries significantly exceed federal. The Bureau of Labor Statistics has selected 32 areas with a large number of federal workers to study, but being surveyed does not guarantee additional pay will be necessary in those areas. At the time this article was written, the bureau had completed surveys for Dallas, Denver, Detroit, Los Angeles, and the Nassau-Suffolk area of New York.

By the end of 1992, surveys for Atlanta, Baltimore, Boston, Chicago, Cincinnati, Houston, Salt Lake City, San Francisco, and Washington, DC, were to have been completed. Results are not expected to be available until late 1993.

Some stipulations
Locality pay will result in varying pay scales for different parts of the country. The difference in payments could affect your outlook on career moves because:

- Eligibility for locality pay is tied to the location of duty stations, not residences.

- Locality pay is not portable. If you receive it in one area but move to a place where it is not paid, you are no longer eligible for the payments.

- A move to an area with higher

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Fighting for a Dream

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the all-black Tuskegee Air Corps.

At the time, very few black Americans had a pilot's license, but Roach and others like him had a goal. "I had always wanted to fly. That was my goal, and I was determined," he said in a recent interview. As a young boy growing into manhood between 1931 and 1938 "I would go to see any movie about flying." These included "Dawn Patrol," "Dive Bomber," and "I Wanted Wings"—about 21 movies in all.



John Roach at 19

However, even at a young age, Roach realized that not one black face appeared in any role in these movies. "That told me I had an uphill fight," he recalls. Throughout his high school years, Roach had followed the wartime exploits of Great Britain's Royal Air Force. After Pearl Harbor, he followed the exploits of the Army Air Corps and Naval Air Force pilots in the air battles of the Pacific. Roach also watched another battle taking place right here in this country. In 1940 the National Association for the Advancement of Colored People (NAACP) gained support from newspapers and other groups around the country sympathetic to increased op-



Tuskegee Institute's class 45-E, Moton Field, Alabama

portunity for black pilots. They got the federal government to respond by establishing a flight training school for blacks.

Sites were explored in Washington, DC, Virginia, and North Carolina, but it was found that the opposition from the surrounding communities would be dangerous to the flight trainees. At last the decision was made to locate at the Tuskegee Institute in Alabama. A factor in that decision was the presence of Alfred "Chief" Anderson, one of the few black pilots in the country and the only one running a flight training school.

Roach related the story of the site review first lady Eleanor Roosevelt made at the Tuskegee Institute. After meeting Anderson, she decided to take an airplane ride with him as pilot. According to the story, the Secret Service guards were up in arms, and a call was placed to the White House in an attempt to stop the first lady. President Roosevelt supposedly informed the Secret Service that if she had made up her mind to fly with Anderson, there was no way she could be stopped.

After the landing, Mrs. Roosevelt

said to Anderson, "It looks like you can fly."

Soon the decision was made to locate the black pilots in Tuskegee, and the 99th Squadron of the Army Air Corps was formed. A total of 992 airmen earned their wings out of what was originally dubbed the Tuskegee Experiment, and many of those pilots



At the controls of a C-119G. Roach's 26 years in the military included service in the Air Force Reserve.

went on to earn the respect of the white pilots in the bombers that the 99th Pursuit Squad protected. The first of these black pilots had to have super qualifications such as doctorates in philosophy or science from accredited colleges, says Roach. Other Air Corps pilots only had to have a high school diploma. One of the first graduates of Tuskegee was Benjamin O. Davis, who later retired as a lieutenant general. Davis was the only black to graduate in his class of 1935 from West Point.

Roach notes that all during his years at the U.S. Military Academy, Davis' classmates never spoke to him. Upon graduation, he became one of the many blacks to be turned down by the Air Corps since its formation in 1917. After spending several years in the Cavalry, Davis applied to and was accepted in the first class at Tuskegee.

In 1943 the 99th was assigned to duty in Europe. The pilots were upgraded from the P-39s and P-40s they had been flying and which had seen service in China, to P-47s. However, as had happened previously, the group never had the opportunity to fly new aircraft. As Roach notes, the theory was that white pilots would not fly a plane if they knew that blacks had flown it before them. According to Roach, the Tuskegee Airmen got a break when they were attached to a group commanded by Colonel Philip Cochran. Cochran, who was white, was sympathetic to the black cause.

Even during combat in Europe, hurdles had to be overcome. Roach told of the first preflight briefing that the 99th was to attend. They were given the wrong time and showed up at the end of the briefing. As the pilots left to climb into their planes, the members of the 99th asked what the plan was and were told they just had to keep up. They were able to do that and came back safely.

Under pressure from Davis, the

group was finally assigned to escort bombers flying over Germany. Because of the diligence that Davis demanded from his men, the 99th is credited with flying 15,000 sorties without losing any of the bombers they escorted. The 99th lost 66 of its members.

Roach noted that an important reason for the success of the experiment, along with the determination of the participants, was the leadership of General Noah F. Parish. When Parish

Reminiscing, he talks about the base commander at Freedman Field, Indiana, who had a whole new officers' club built rather than allow the black pilots into the regular officers' club. Because Department of Defense regulations required black officers to be treated as others were, the base commander claimed that the new club was for flight trainees. Having graduated flight school at Tuskegee, the black officers considered themselves beyond the trainee stage, as did other



In the cockpit, Roach has had a long-time love of aviation.

ish, a white officer, took command, he interacted with cadets and decided they could fly. "If it wasn't for him, there is no telling what would have happened to the program," Roach said.

In remembering incidents from his past, Roach recalls his train trip to basic training in Biloxi, Mississippi. It was comfortable from Boston to Washington, DC, he says, but he had to change trains in Washington, where he was able to find a seat about five cars from the engine. All of a sudden the conductor appeared with a police officer and ordered Roach out of the car, which had plenty of seats, and into the dirtiest car on the train, directly behind the engine.

officers who were only going on to advanced training. They attempted to enter the regular officers' club, and several were arrested. The charges were dropped against all but one member, now a successful Los Angeles businessman. Roach said that today, 47 years after the incident, that man is still trying to have the assault charge dropped.

An incident Roach almost has to laugh at was the form segregation took at Fort Knox. Forty seats in the movie house were set aside for black patrons. When they were filled, no more could come into the theater. The irony was that the seats were in the

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Dream

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In New England, John Roach and other FAA retirees get together for a Monday morning breakfast. At front are Lou Musacchio, Woody Cleak, Dick Carlson, Bob Whittington, and Clyde Hudnall. Roach, Marty Lindenauer, and Larry Sullivan stand on curb.

middle of the movie house and were among the best. Roach remembers being forced to leave when he entered for the first time and accidentally took a seat in another location.

As recently as the 1960s when Roach's reserve unit was training in Virginia, he was refused a room at a

Boston Air Carrier District Office. He was the first person of color to operate a Flight Standards air carrier district office. After 41 years of federal service, Roach retired from the FAA as the Deputy Regional Director of the New England Region. That made him the number two person in FAA for all of the

hotel. The Air Force assigned him a special car and provided him with a room at the local YMCA.

After the war, Roach had a tough time getting a job but finally found one with American Airlines. Retiring from the Air Force Reserve in 1968 with the rank of colonel, his 26 years of service included active duty during the Cuban crisis and as a supply plane pilot in Vietnam.

His next career step was to sign on with the FAA where he was to become chief of the

six northeast states.

Now as a member of the Tuskegee Airmen Association, which celebrates its 50th anniversary this year, Roach, with others in that group and in the Black Airlines Pilots Association, is working to assure that today's young people do not face the discrimination he encountered. The more than 600 pilots in the organizations provide educational support for black youth interested in aviation.

As for the flying tradition in the Roach family, eldest daughter Lorraine is a licensed pilot who owns a martial arts academy, and daughter Carolyn is a senior flight attendant. Roach is still working and still flying. He owns a consulting business that helps people with questions on Federal Aviation Regulations and the application of rules printed in the *FAA Handbook*. *

Douglas Wood-Boyle is a feature writer for the *Daily Times-Chronicle* and *Middlesex East* newspapers in Reading, Massachusetts. This article was condensed from one that appeared in the September 17, 1992, edition of *Middlesex East*.

Survey Scene

Want to keep tabs on what's being done with the agency's employee surveys? This feature explains how the survey process should work.

Whatever happened to the action plans and elevated issues identified in Survey Feedback Action (SFA) meetings? Remember when your work group developed a plan, listing issues for attention and perhaps at least one "elevated issue."

Did the plans just disappear never to be seen again? Who keeps track of the issues you so carefully researched? Here is how the SFA process should have worked:

During SFA feedback meetings, each work group selected three or four significant issues to accomplish. The issues were listed on an action plan form, along with recommended solutions/actions, milestones, and the names of team members who would keep them on track and bring them to completion.

Issues that were viewed as significant but beyond the scope of the work group were listed on the elevated issues form, which also contained recommended solutions/actions, the

date of elevation, and to whom elevated. After each transfer, an updated copy is sent to the originating office. In that way work groups can track progress on an issue and know its current status.

When all the issues on an action plan have been addressed, it's time to take another look at the work situation to keep ahead of the process.

For answers to questions about surveys, contact the Employee Survey Staff, AHD-300, 400 7th Street SW, PL 1200, Washington, DC 20590. The FAX number is (202) 366-4440. *

The Time Is Right

FAA Launches Independent Research and Development



The FAA's Independent Research and Development (IR&D) Program could not begin at a more opportune time, according to Dr. Fred Snyder, acting program manager. Snyder believes that it fits right in with the renewed national emphasis in two key areas:

- American competitiveness in the world of high-tech marketing.
- Rebuilding the infrastructure here at home.

Built-in strength, flexibility

Patterned after a long-standing, successful Department of Defense model, FAA's IR&D covers the part of research not required in the performance of a contract or grant. Its effectiveness will come from having the contractor choose the topic and methods of research, thereby capitalizing on the company's strong points. Contractors define problems to be resolved in stimulating their industry and developing innovative technologies. With its built-in flexibility, the IR&D has become the industrial counterpart of FAA's successful Aviation Research Grants Program.

For the future

Experts say the shift from a defense-based to a civilian-based economy is picking up steam, and the IR&D program, already familiar to some defense contractors, is a way to attract new research and development to civilian projects. An expected result of such government-industry partnerships is the formation of a large pool of technically qualified contractors prepared to build the air transportation system for the 21st century.

"Freedom of choice within the context of FAA needs is what will make this program successful," says Snyder. "The companies can use their best technical, professional, and business judgment to decide research topics. FAA will have access to this information and will be able to deliver it to its principal investigators and program offices," Snyder continues.

Goals of research

IR&D is intended to stimulate the nation's economy and industrial competitiveness in the technical arena by:

- Strengthening the nation's industrial and technology base in relation to aviation.
- Developing technologies critical to FAA's future.
- Developing and promoting the effective application of technology.
- Obtaining databases to transfer technology gained in research and development among the FAA, other federal laboratories, private contractors, and academia.

Data collection key

Annually, companies participating in the program submit information to a database maintained by the Defense Technical Information Center (DTIC). Because member agencies have access to the technical data, they can keep up with industry's capabilities in their areas of interest. FAA and other participants can identify and communicate with companies at work on advancements in the transfer of technology. They can also zero in on funds spent and plans for spending in specific technical areas.

FAA is still in the initial stage of

obtaining databases for its IR&D program. "We are working with the Navy to obtain a copy of their database," says Al Adkins, information resource manager for the Office of Research and Technology Applications (ACI). "Once we have the information, we can learn about private-sector activities in specific areas of technology key to FAA programs."

Meshing research activity

The placement of the Independent Research and Development Program within the Office of Research and Technology Applications makes it possible to mesh related activities. This office also manages other programs with similar goals: The Small Business Innovation Research Program, the Aviation Research Grants and Centers of Excellence Program, and the Technology Transfer Program. *

A major investor in technological development for the Department of Transportation, the FAA is proud to be opening up new opportunities for continued research and incorporating the results into future aviation systems. If you would like more information on its Independent Research and Development Program, the contact is:

Dr. Fred Snyder
Office of Research and Technology Applications, ACI-1
FAA Technical Center
Atlantic City International Airport, New Jersey 08405
(609) 484-5769; facsimile, (609) 484-6509.

Aviation in 1992

JANUARY

Jan 2: ADs on ice—FAA announced two airworthiness directives, to be issued on Jan 3, requiring ice detection visual aids for the wings of the MD-80 and special inspection procedures for both the MD-80 and the DC-9-10. The agency also announced



Deicing

plans for rulemaking proposals to require refueling system modifications and an ice detector system for the MD-80, and modifications to the DC-9-10 to allow the use of warm air from the engines to protect the wings from icing. **Jan 6: Environmental statement**—FAA released an Environmental Impact Statement on effects of the planned construction of two new runways at Dallas/Ft. Worth International Airport. **Jan 7: Engine separates**—One engine separated from a Delta Air Lines 737-300 on takeoff from Dallas/Ft. Worth, but the aircraft was able to complete the takeoff and return safely. Other 737-200 engine separations followed by safe landings had occurred on Dec 5, 1987 (after which FAA required inspections/modifications), and on Jan 20, 1989. **Jan 7-9: TCAS conference**—FAA sponsored an international conference in Washington, DC, to review progress in the installation and operation of the Traffic Alert and Collision Avoidance System. **Jan 13: Transit benefits**—FAA employees using public transport to reach work began receiving monthly tax-free benefits worth up to \$21 under the new Transit Benefit Program. The agency

was initially authorized to offer the subsidy only to those employed within the District of Columbia. **Jan 16: TDWR ground breaking**—FAA broke ground at Memphis International Airport for construction of a Terminal Doppler Weather Radar. Memphis is the first airport at which the agency has begun building a permanent operational TDWR, and the facility will be one of the first to go on line. **Jan 20: Airbus crash**—An Airbus A-320 operated by Air Inter crashed near Mont Sainte-Odile on approach to Strasbourg, France, killing all but 9 of the 96 persons aboard. News reports raised the possibility that the A-320's computerized control system was at fault. **Jan 21: PAA bombing suspects**—The United Nations Security Council adopted a resolution urging Libya to make a "full and effective response" to U.S.-U.K. requests for the surrender of two suspects in the Dec 1988 bombing of Pan Am Flight 103. (See March 31.) **Jan 22: de Havilland sale**—Boeing announced an agreement to sell its Toronto-based de Havilland unit, acquired in 1986. The purchasers were Bombardier, Inc., a Montreal firm, and the Province of Ontario. Closing was expected within one month. **Jan 30: Regional appointments**—Acting FAA Administrator Barry Harris announced that Ted Beckloff will head the Southern Region and Jacqueline Smith, Great Lakes Deputy Regional Administrator, will replace Beckloff as Regional Administrator in Alaska.

Jan 31: TWA bankrupt—Trans World Airlines filed for protection under the bankruptcy laws, announcing a plan under which chairman Carl Icahn would lose his controlling interest but continue to head the airline for at least one year. **Jan 31: First PFC approval**—FAA announced its first approval of a Passenger Facility Charge program. It authorized Savannah, GA, International Airport to begin collecting a \$3 fee on July 1.

FEBRUARY

Feb 3: Controller selection/training—FAA announced a computerized testing

system, expected to speed selection of controller trainees and improve their success rate, as well as to expand and strengthen the training program. **Feb 4: CORN contract**—FAA awarded a \$508 million Computer Resources Nucleus (CORN) contract to Electronic Data Systems (EDS). The Texas firm will provide automated data processing services for the next ten years to support applications such as safety analysis and payroll. **Feb 6: Military C-130 crash**—A Kentucky Air National Guard C-130 on a "touch and go" training mission crashed into a restaurant and motel near Evansville, IN, Regional Airport, killing all five crew members and 11 persons on the ground. FAA made the tower tapes public on March 9.

Feb 7: Executives appointed—Acting FAA Administrator Barry Harris announced that Stanley Rivers will become director of the Systems Maintenance Service, while James Haight will replace Rivers as Central's Regional Administrator. FAA Academy superintendent Robert S. "Bart" Bartanowicz will take Haight's place as Deputy Regional Administrator in New England. **Feb 7: Notice on rules**—DOT published a request for public comments on rules that may be outdated, too costly, or impede economic growth. The action was a response to President Bush's Jan 28 State of the Union speech declaring a 90-day rulemaking moratorium and a review of regulations.

Feb 10: LA noise agreement—The mayor of Los Angeles announced an agreement with FAA to phase in Stage 3 aircraft at Los Angeles International and Ontario airports according to a schedule that conforms to Federal legislation and policy. **Feb 10: Proposed security**—FAA proposed rulemaking to require background investigations, including criminal record checks, for airport and airline employees with access to security-sensitive areas.

Feb 13: Runway expansion—A U.S. Court of Appeals upheld FAA's approval of runway expansion at Standiford Field, Louisville, KY. The court rejected arguments that FAA should consider single-

event noise data in addition to day-night average noise. **Feb 13: Malibu restrictions end**—FAA lifted operating restrictions—that began March 21, 1991, and were modified April 19—on Piper's Malibu and Mirage aircraft. It found no major design flaws that could be linked to a series of Malibu accidents and stressed the need for more pilot training. On July 21, NTSB ruled that the seven Piper Malibu and Mirage crashes that occurred between January 1991 and March 1992 were due primarily to pilot, not mechanical error. Most had occurred at altitude, in instrument conditions, involved pilot loss of control, and ended with structural failure.

Feb 24: Chicago airport site—A selection commission chose a site in the Lake Calumet area of southeast Chicago as the location of the city's new jetport. (See July 1.) **Feb 24: New DOT chief**—Andrew H. Card, Jr., took the oath as Secretary of



Andrew H. Card, Jr., becomes Secretary of Transportation

Transportation. A public swearing-in ceremony was held on March 11. A former member of the Massachusetts legislature, the new Secretary had been deputy Chief of Staff under Bush and served the Reagan White House as deputy assistant to the President and director of the Intergovernmental Affairs Office. Card was nominated on Jan 22 and confirmed by the Senate on Feb 21.

MARCH

March 4: Airlines to get ASD data—Deputy Secretary of Transportation Bussey

announced a cooperative agreement under which radar information from FAA's Aircraft Situation Display will be provided to the Air Transport Association for use by the airlines. **March 4: Anti-drug information**—DOT announced opening of a new Anti-Drug Information Center at the Department's Transportation Safety Institute. The Center will provide information and/or documents on drug testing policy and regulations covering transportation workers. **March 4: Reauthorization proposed**—Transportation Secretary Card sent Congress the proposed Aviation Safety and Capacity Expansion Act Amendments of 1992. The legislation would fund FAA for FY93-95 at a level 25 percent higher than during the previous three years. (See Oct 31.)

March 9: New TCAs—FAA announced that it is beginning the cooperative process of developing proposals for terminal control areas at three airports: Nashville, Raleigh/Durham, and Cincinnati/Northern Kentucky. **March 11: Stafford building**—Dedication ceremonies at the Aeronautical Center marked the full opening of the General Thomas P. Stafford Building, an air traffic control training facility. The building's tower cab simulation labora-



Stafford building

tory had been dedicated on Jan 25, 1991. **March 12: NY/NJ proposal**—In a preliminary assessment of proposed restrictions by the Port Authority of New York and New Jersey on Stage 2 aircraft at three major airports, FAA stated that the plan would have potentially severe economic and operational effects and might well be found deficient under the Airport Noise

and Capacity Act of 1990.

March 13: Buenos Aires security—Transportation Secretary Card announced that Ezeiza International Airport in Buenos Aires, Argentina, did not maintain effective security measures. Card ordered that the public be notified of this determination, in accordance with the International Security and Development Cooperation Act of 1985. On June 22, 1992, the DOT announced that the airport now had acceptable security in place. **March 13: LINCIS**—FAA announced award of an estimated \$558 million contract to MCI Telecommunications Corp. for the Leased Interfacility National Airspace Communications System (LINCIS) to replace and improve the existing telephone network linking agency facilities.

March 17: GPWS rule—FAA issued a rule requiring that all turbo-prop aircraft with 10 or more seats be equipped with a Ground Proximity Warning System within two years of its effective date. The new rule primarily affected commuter aircraft. On May 27, the National Transportation Safety Board announced that it had removed a recommendation for such a rule from its "Most Wanted" list of safety actions. **March 17: Weather system**—A ceremony at the Salt Lake City ARTCC marked the last installation of Meteorologist Weather Processors (MWP's) at 21 en route centers and the central flow control facility in Washington. The project completed the first phase of a nationwide weather information upgrade.

March 19: Revision on cargo door—The National Transportation Safety Board revised its report on the Feb 24, 1989, decompression accident due to failure of a cargo door on a United 747 flying over the Pacific. The revision was based on examination of the door, recovered by the Navy in 1990. The new report listed electrical malfunction as the probable cause, absolved United from a causal role, and criticized FAA and Boeing. **March 22: Crash at LaGuardia**—A USAir Fokker F-28 4000 jet with 51 persons aboard crashed at New York's LaGuardia Airport while taking off

during a snowstorm, killing 27 of the 51 persons aboard. Reported theories as to the cause included ice on the wings. **March 23-31: International routes**—DOT granted United Air Lines authority to serve a new route linking Washington, DC, with Rome and Milan, and tentative approval to buy Pan American's Los Angeles/Mexico City route. The Department also gave final approval of transfer from America West Airlines to Northwest Airlines of a route between Honolulu and Nagoya, Japan. On March 24, DOT announced tentative approval for transfer to USAir of Trans World Airlines' routes linking Philadelphia and Baltimore with London Gatwick. On March 31, the Department tentatively approved the transfer to Delta of Pan American's former Detroit-London route.

March 31: Richards nomination—President Bush announced the nomination of retired Air Force General Thomas C. Richards to be FAA Administrator. Previous nominee Gen. Jerry R. Curry had withdrawn his name on March 20. Richards was formally nominated on May 5. (See June 27.) **March 31: 'Open skies'**—DOT announced that the United States will explore "open skies" aviation agreements with all European countries willing to allow free access to their markets. In the past, the nation had offered such agreements to only a few of its largest aviation partners. (See Aug 5.) **March 31: Vote on Libya**—The United Nations Security Council voted to impose sanctions on Libya, including an air embargo, if it refused to surrender two suspects in the Pan American Flight 103 bombing.



James Busey

APRIL

April 8: Busey resigns—DOT announced the resignation of James Busey as Deputy Secretary of Transportation. Busey will head the Armed Forces Communica-

tions and Electronics Association, beginning Sept 1, 1992. The effective date of Busey's resignation was not announced. **April 8: Self-audits**—FAA announced a new self-audit program for aviation manufacturers. The firms are encouraged to identify their own violations of safety regulations, and the agency will not take enforcement action for infringements voluntarily reported and corrected. FAA had unveiled a similar program for airlines in March 1990.

April 9: Fare cuts—American Airlines announced a simplified and generally lower fare structure, setting off a round of air carrier fare reductions. (See Oct 8.)

April 15: Actions on icing—FAA announced an International Conference on Airplane Ground Deicing to be held in Reston, VA, May 28-29. The agency had on April 1 stated its intention to hold such a conference. On April 16, FAA told Congress of its intention to issue new rules, to be effective Oct 1, on the conditions under which pilots can take off in icy or snowy weather. (See May 28 and July 23.) **April 15: PRM contract**—FAA announced award of a contract to the Bendix Division of Allied-Signal Aerospace Co. for five Precision Runway Monitoring radars. Prototypes of PRM, which will assist simultaneous approaches to closely spaced parallel runways, have been evaluated at Memphis and Raleigh/Durham airports.

April 15: Sanctions against Libya—United Nations sanctions, including a cut-off of air transportation links, went into effect against Libya. In response, President Bush signed an order prohibiting any aircraft on a flight to or from Libya from taking off from, landing in, or overflying the United States. On April 16, FAA issued a special regulation implementing the President's order. Since commercial air links with Libya had been prohibited since 1986, the action expanded the ban to business and private aircraft and to overflights of U.S. territory.

April 16: Relocated tower—At Manassas, VA, FAA dedicated its first "recycled" tower. The 60-foot structure had been moved from Englewood, CO, where it was

no longer being used.

April 22: Sky divers crash—A de Havilland DHC-6 Twin Otter carrying sky divers crashed on takeoff at Perris, CA, killing 16 of the 22 persons aboard. Press reports raised such issues as fuel contamination, mechanical defects, pilot training, and non-use of safety belts. **April 22: VFR routes**—FAA announced expansion of the Terminal Area VFR Routes program, which helps pilots using visual flight rules to avoid penetrating controlled airspace. Evaluated in the Los Angeles area in 1988-89, the concept will be applied at eight other locations. **April 22: Austin PFC denial**—DOT announced denial of an application by Austin, TX, to collect Passenger Facility Charges. Unresolved issues in regard to the site of Austin's new airport were cited.

April 24: Hearings on access—FAA announced three public hearings on the rulemaking proposal concerning employment investigations and criminal history checks for airline/airport employees with access to secured areas at airports. The hearings were scheduled for Los Angeles, April 28; Ft. Worth, April 30; and Washington, DC, May 12.

April 27: Computer network—FAA announced the opening of a direct computer line to answer the aviation community's questions about regulations and procedures. Initially limited to CompuServe's Aviation Forum, the service will be expanded to other personal computer networks. **April 27: U.S./Gatwick routes**—DOT gave final approval for Trans World Airlines to transfer to USAir its routes linking Philadelphia and Baltimore with London Gatwick. The two airlines had agreed on the sale in Dec 1991, and had received tentative DOT approval on March 24, 1992.

April 28: Crash finding—The National Transportation Safety Board issued its finding on the April 5, 1991, crash of an Embraer 120 that killed former Senator John Tower (R-TX) and 22 others in Georgia. The Board cited failure of the aircraft's left propeller control unit, due to a worn com-

ponent, as the probable cause. Contributory factors were listed as Hamilton Standard's design of the control unit and FAA's approval of the design. **April 29: Denver PFC**—FAA announced that Denver's Stapleton International Airport can collect passenger facility charges, starting July 1, to help finance construction of the new Denver airport. The action brought the total of airports with approved PFC programs to ten.

April 30: MD-12 plans—McDonnell Douglas announced plans to build the MD-12 aircraft by 1997. The four-engine, double-deck transport would be capable of carrying over 500 people, or over 600 in a stretched version. (See June 15.) **April 30: Privatization**—President Bush signed an order directing federal agencies to modify their procedures in order to facilitate the privatization of airports and other public assets built with Federal assistance. **April 30: Riots close towers**—FAA temporarily closed its towers at Santa Monica and Tor-



Los Angeles International Airport

rance, and the tower and flight service station at Hawthorne, due to rioting in the Los Angeles area. The disorders also hampered operations at Los Angeles International where smoke from burning buildings created IFR conditions.

MAY

May 1: Regulatory review—Secretary

Card announced that a regulatory review had identified over 300 administrative or legislative changes in DOT regulations that would help the nation's economy. DOT began the review after President Bush announced a 90 day moratorium on Federal regulatory actions. **May 5: Treaty renounced**—France renounced its bilateral air transport treaty with the United States; the pact becomes void at the end of 12 months. The action was part of a French drive to limit the level of U.S. airline service to and from their country. At the same time, however, the two nations agreed to a 30 percent increase in U.S. airline capacity on U.S./French routes this summer. **May 6: Exits**—To facilitate emergency evacuations, FAA issued a rule requiring wider distances between rows of seats near over-wing exits on airlines: a 20-inch clear path for three-seat exit rows, and a 10-inch clear path for two-seat exit rows. As an alternative, airlines can remove one seat next to each over-wing exit and provide two paths six inches wide. **May 11: Grants**—DOT invited states to submit proposals for development of intermodal transportation plans under a new grant program authorized by the Intermodal Surface Transportation Efficiency Act of 1991. The plans may include aviation as well as surface modes.

May 12: GPS demo—DOT held a demonstration of the Global Positioning System as part of ceremonies in Washington marking the 25th anniversary of the department, which began operations on April 1, 1967. Secretary Card stated that satellite systems such as GPS would find increased use in transportation. **May 12: Panel on pilots/mechanics**—An FAA-sponsored blue ribbon panel on shortages of pilots and aircraft mechanics held its first session at agency Headquarters.

May 15: Gulls—At the request of the Port Authority of New York and New Jersey, the Agriculture Department began shooting laughing gulls in an effort to prevent bird strikes at LaGuardia airport. Agriculture had conducted a similar program in 1991. **May 15: UAL routes**—DOT

tentatively approved United Air Lines' acquisition of Latin American routes formerly operated by Pan American World Airways.

May 18: Taiwan offer—Taiwan Aerospace Corp. stated that it no longer favors buying 40 percent of McDonnell Douglas' commercial aircraft operation, as called for in a tentative agreement announced Nov 19, 1991. Instead, Taiwan offered a package deal including a loan, an order for the new MD-12, and partial production of that aircraft. **May 20: Landings denied**—Acting at the request of the State Department, DOT halted the U.S. landing rights of Yugoslav Airlines, which had operated three weekly flights to New York and Chicago. The sanction responded to Yugoslavia's failure to guarantee that Sarajevo Airport would be reopened for humanitarian relief flights and to guarantee removal of Serbian troops from the airport and its vicinity. On June 15, DOT banned all transactions relating to air transportation between the United States and Yugoslavia. **May 21: Noise experiment ends**—FAA and Senator Alfonse D'Amato (R-NY) announced the end of an experiment, begun in December 1991, in which some flights from LaGuardia airport had been routed away from the borough of Queens. The experiment had increased noise in Great Neck and King's Point without giving significant relief to Queens residents. **May 27: ODAPS**—The Oceanic Display and Planning System achieved initial operating capability at the New York Air Route Traffic Control Center. The first ODAPS was dedicated at the Oakland ARTCC in January 1990. **May 28-29: Deicing conference**—Over 700 persons attended an International Conference on Airplane Ground Deicing, convened by FAA in Reston, VA, and made a series of recommendations for combating the icing threat. (See July 23.) **May 29: Mode S**—FAA published a notice of proposed rulemaking to exempt general aviation from the requirement that any transponder newly installed in an aircraft after July 1, 1992, be a Mode S transponder. (See July 30.)

JUNE

June 8: Drug tests—FAA reported that drug testing of employees in, and applicants for, safety/security jobs in the aviation industry showed a positive rate of 1.05 percent for the first half of 1991, an increase from 0.42 percent for calendar 1990.

June 15: MD aircraft—Having received no orders for its projected MD-12, McDonnell Douglas announced that the start of the program will be delayed until 1993. On June 29, however, the company received a boost when the Peoples Republic of China placed an order for 40 aircraft, MD-80s and -90s, valued at over \$1 billion. The planes will be partly produced in China. **June 15: MLS awards**—FAA awarded contracts totalling \$148 million, including options, to design and develop advanced versions of the Microwave Landing System. The contractors, the Wilcox and Raytheon corporations, will each produce six test systems within 46 months.

June 15: Grand Canyon rule—Effective this date, FAA extended for three years temporary procedures for aircraft operating up to an altitude of 14,500 feet in the vicinity of the Grand Canyon, to allow the National Park Service to complete studies on the effects of canyon overflights. The special flight restrictions for the area were first issued on June 5, 1987, then modified in a rule issued on May 27, 1988.

June 17: U.S.-Russia MOU—DOT Secretary Card and Russia's foreign minister signed a memorandum of understanding

on airspace use, air navigation, and air traffic control. Features included joint cooperation in opening shorter Far Eastern routes and FAA assistance in establishing a joint civil-military air traffic system for Russia.

June 19: Canyon crash—Ten persons died when a Cessna 402 operated by Adventure Airlines crashed shortly after take-off from a runway near the Grand Canyon. The latest in a series of fatal air accidents in the canyon's vicinity, the mishap focused attention on flight safety issues in the area. **June 19: DOT officials**—Arthur J. Rothkopf, who had been DOT's General Counsel since October 1991, became Deputy Secretary of Transportation. On June 23, Walter B. McCormick, Jr., succeeded Rothkopf as General Counsel.

June 24: Rotor noise tests—FAA proposed a rule to allow manufacturers of light helicopters to use less costly procedures to determine if their craft meet noise certification standards, while making the standards themselves more stringent by two decibels. **June 26: Airport solicitation**—The Supreme Court ruled that airports are not a public forum, so airport authorities may place reasonable restrictions on speech. Such regulation might include a ban on soliciting donations and limits on the time, place, and manner of distributing literature. **June 27: New Administrator**—Thomas C. Richards, a retired

Administrator. **June 29: AIP grants**—FAA recommended to Congress that all states be allowed to administer Airport Improvement Program block grants. In a pilot project, three states had proved successful in administering grants mandated by the Airport and Airway Safety and Capacity Expansion Act of 1987.

JULY

July 1: Airport blocked?—Chicago's Mayor Richard Daley reportedly said that he had given up hope for a new third airport for his city at Lake Calumet as the issue stalled in the state legislature. **July 1: New airlines**—Reno Air began service linking Reno with Seattle, San Diego, Los Angeles, and Portland, Oregon. On Sept 21 Kiwi International Airlines began service linking Newark with Chicago Midway, Atlanta, and Orlando, and linking Atlanta and Orlando. It employs over 200 people, many of whom worked at airlines that collapsed in recent years such as Pan American, Eastern, and Midway. On Sept 30, another new airline, Skybus, Inc., began service linking Ft. Lauderdale with Newark. Based in Dania, FL, Skybus hopes to add Chicago, Atlanta, Orlando, and Tampa to its system.

July 2: Intermodal office—Secretary Card announced that he will appoint Dr. Robert E. Martinez director of DOT's new Office of Intermodalism established as a result of the Intermodal Surface Transportation Efficiency Act of 1991. **July 2: Braniff ceases operations**—Braniff International Airlines ceased operations, blaming the recent round of fare cutting in the industry. The small Part 121 carrier was the third to use the Braniff name since 1928.

July 10: Pan American liable—A Federal jury in New York held that Pan American World Airways was guilty of "willful misconduct" for allowing a bomb to be smuggled aboard the jet that exploded over Lockerbie, Scotland, in 1988. That decision made Pan American liable for damages on the grounds that its security procedures failed to protect passengers. In

two separate damage awards, on July 23 and 30, federal grand juries in New York awarded the family members of two of the victims \$9.23 million and \$9 million. **July 10: NTSB chair**—Carl Vogt became the new chairman of the National Transportation Safety Board. Vogt replaces former chair James Kolstad.

July 13: Aaronson resigns—Robert Aaronson resigned as president of the Air Transport Association, effective Aug 7. James E. Landry will serve as interim president. **July 17: Treaty**—After six years of negotiations, the United States and the European Economic Community signed the General Agreement on Tariffs and Trade. The pact limits both direct and indirect subsidies on civil air transports of more than 100 seats and limits funds advanced by governments to 33 percent of total development costs. Indirect support is limited to 4 percent of the annual sales of a company. The agreement also prohibits certain preferential practices by governments. **July 20: Tiltrotor crash**—A Marine Corps prototype of the V-22 Osprey tiltrotor crashed in the Potomac River killing all seven people aboard. This was the second crash of one of the five prototypes. The first crash occurred last summer in Delaware, injuring no one. On Sept 29, the Navy Mishap Board publicly stated that mechanical failure in the plane's right engine caused the accident. **July 21: Merger plan**—British Airways and USAir announced plans to form the world's largest airline partnership, with the British carrier investing \$750 million to buy as much as 44 percent of USAir. (See Dec 22.)

July 23: Deicing rule—FAA published a notice of proposed rulemaking which would require all part 121 air carrier certificate holders to develop an FAA-approved ground deicing/anti-icing program. The proposals, which have a 15-day comment period, stem from a March 22 crash at La Guardia. (See Sept 25.) **July 23: NY PFCs**—FAA approved a \$3 passenger tax at Kennedy, La Guardia, and Newark airports to help finance a road and rail system to speed travel to and from the

airports. PFCs can be collected beginning Oct 1, 1992; the approval expires Aug 1, 1995. The decision will enable the Port Authority of New York and New Jersey to collect up to \$282 million over the next three years.

July 30: L-1011 fire—A Trans World Airlines L-1011 jumbo jet bound for San Francisco aborted its takeoff at Kennedy International Airport. The 291 passengers and crew were swiftly evacuated from the plane which had caught on fire, and at least 24 people were reported injured. **July 30: Mode S change**—Effective this date, FAA rescinded the rule that aircraft operating under Part 91 be included in the requirement that all transponders installed after July 1, 1992, be Mode S transponders.

AUGUST

Aug 4: Pan American auction—The remainder of Pan American's assets went on sale at a four-day auction at Miami International Airport. Included were industrial and office equipment, machine tools, ground equipment, vans, forklifts, computers, furniture, and office supplies. **Aug 5: 'Open skies' defined**—DOT established a definition of open skies to use in negotiating aviation agreements with European countries. The department arrived at the definition after seeking and receiving public comment. As defined, an open skies agreement consists of: (1) open entry on all routes; (2) unrestricted capacity and frequency on all routes; (3) flexibility in setting fares; (4) liberal charter arrangements; (5) liberal cargo arrangements; (6) open code-sharing opportunities; (7) a commitment for nondiscriminatory operation of and access to computer reservations systems; (8) the ability of carriers to enter freely into commercial transactions related to their flight operations; (9) the right of a carrier to perform its own ground handling in the other country; (10) the ability of carriers to convert earnings into hard currency and return those earnings to their homelands without restriction; and (11) the right to operate between any point in

the United States and any point in the European country without restriction. **Aug 7: Kentucky crash**—A Kentucky National Guard helicopter carrying Gov. Brereton Jones (D) crashed into the side of a ravine, injuring all six people on board. Jones sustained a back injury, and no one suffered life-threatening injuries. **Aug 10: McDonnell Douglas consolidates**—McDonnell Douglas Corp. announced that it planned to consolidate six defense and aerospace divisions into two and that it might auction the unit that makes the U.S. Army's Apache helicopter. The company said its commercial aircraft operations would not be affected. **Aug 11: Simulators**—FAA published a notice of proposed rulemaking for the certification of independent simulator flight training centers. The proposed rule would make training available to a wider range of pilots at a significantly reduced cost. It would also allow for training to be tailored to specific airports and local conditions. **Aug 12: Slot rule**—FAA revised the high-density slot rule. First imposed in 1969, the high-density rule limited the number of slots available at New York's LaGuardia and John F. Kennedy, Chicago's O'Hare, and Washington National airports. The current revision requires airlines holding slots to use them 80 percent, as opposed to 65 percent, of the time within a two-month period or face the possibility of losing them. Also, airlines that want to start operating at one or more of the high-density airports, and airlines that have fewer than 12 slots at one or more of those airports, have higher priority in obtaining slots that become available. **Aug 13: Boeing center in Moscow**—Boeing announced that it had signed a joint communique with Anatoly Bratukhin, director general of the Aviation Department of the Ministry of Industry for the Russian Federation, agreeing to Boeing's establishment of a technical research center in the Moscow area. **Aug 14: Systems move**—In a two-day move, Electronic Data Systems Corp. transferred mainframe systems from FAA's data center at the Aeronautical Center in Okla-



U.S.-Russian aviation work group



Administrator Thomas C. Richards sworn in

Air Force four-star general, took the oath as FAA's twelfth Administrator in a private ceremony. Then on July 17, Richards was publicly sworn in as the agency's



Mainframe systems moved

homa City to an EDS data center in Plano, TX—a milestone for the Computer Resources Nucleus (CORN) project.

Aug 17: Stafford airport—FAA approved funding for the construction of a general aviation airport in Stafford County, VA. It agreed to pay for 90 percent of the \$50 million project over three years to help relieve crowded facilities that handle private and corporate aircraft at Washington National and Dulles International airports. **Aug 17: Ban lifted**—President Bush lifted a ban on U.S. air cargo flights to Lebanon because of improved security conditions in that country. The ban was imposed in 1985.

Aug 18: Power loss—The Jacksonville en route traffic control center lost power at 10:08 a.m. EDT. The center was handling approximately 190 planes at the time. At 10:15 a.m., partial radio power was restored, allowing some communication between controllers and pilots. Two minutes later, the backup radar came on. Normal operations resumed at 12:00 p.m. The outage may have been caused by tests being run on a generator. **Aug 18: Volcano closes airport**—Anchorage Airport closed after Mt. Spurr erupted, depositing almost a quarter inch of volcanic ash on runways and airplanes. One of the airport's two runways reopened the following afternoon; the second reopened Aug 20.

Aug 20: Tiltrotor crash—A tiltrotor plane crashed during a training flight at Arlington, TX, Municipal Airport. The aircraft, the XV-15, is a smaller, two-seat version of the controversial military V-22 Osprey. Two V-22s have crashed, and the remaining three were grounded. **Aug 24: Hurricane Andrew**—Hurricane Andrew swept through south Florida causing flight cancellations, damaging airports, and knocking out some FAA air traffic control facilities. After the hurricane hit, the Miami ARTCC was operating on engine generator power; the Miami tower had received minor damage, but was operational; the VOR in Biscayne Bay was lost; Key West lost all communications lines and power; the Miami Automated International Flight



Destruction from Hurricane Andrew

Service Station received major damage and was out of service; the Tamiami Tower received major damage and was out of service; the Richmond Long Range Radar site was completely destroyed; and the VOR at Naples was shut down. The Gainesville AFSS handled all international flight plans. By the following day, Miami, Key West, West Palm Beach, and Ft. Lauderdale Executive airports reopened. The hurricane moved into Louisiana on August 26. During the height of the storm, most FAA facilities in the Louisiana storm area shut down or were placed on standby status. Several airports in the New Orleans and Lafayette area temporarily closed but were operational again before the end of the 26th. **Aug 28: Typhoon Omar**—Typhoon Omar struck Guam with winds

of up to 150 miles an hour, causing major damage to an estimated 75 to 90 percent of all buildings. The island lost all power. By Aug 30 the airport had reopened, but only for VFR/daylight operations. Electricity was not scheduled to be returned to FAA housing area until mid-September. No FAA families were injured, although the housing area was in a shambles. **Aug 30: Pilot deviation**—Two USAir jetliners carrying more than 200 passengers came within a half mile of each other over the Richmond area. A Boeing 767 carrying 138 passengers and a DC-9 with 79 passengers were both flying north. According to a USAir spokesman, the pilot of the 767 descended to about the same altitude as the DC-9 after receiving instructions from its onboard TCAS. Based on information from the pilot, however, FAA's TCAS Program Office has made a preliminary determination that the descent was initiated based on visual acquisition of the other aircraft, not on a TCAS advisory.

SEPTEMBER

Sept 3: X-30's demise?—In remarks made at the NASA Ames-Dryden Flight Research Facility, NASA Administrator Daniel S. Goldin appeared ready to abandon seven years of research on the X-30 National Aero-Space Plane program with its goal of constructing a single-stage-to-orbit air-breathing vehicle. The X-30 is a hypersonic plane designed to take off from a regular airport, fly into orbit, and then land again. Test flights have been postponed from next year to the year 2000. Goldin seemed to favor the research underway at the Ames-Dryden Facility, which is currently working on both a manned, Mach 10-class reusable test aircraft, and on an unmanned platform launched atop a rocket to explore the physical phenomena at speeds approaching Mach 25. **Sept 4: Netherlands and 'open skies'**—DOT announced that the U.S. and the Netherlands will open their international aviation markets to each other's airlines. The agreement is the first under the

department's open skies initiative published last month.

Sept 9: Northwest and KLM—Northwest Airlines and KLM Royal Dutch Airlines agreed to create "a unified global airline system" under the open skies pact of Sept 7. Although KLM already has a 20 percent stake in Northwest, if approved by DOT the new agreement would enable the two carriers to integrate their operations worldwide. (See Nov 16.) **Sept 9: Small air-planes**—FAA published a new regulation establishing a new category of small airplanes designed for personal use. The new "primary aircraft" category provides for small, single-engine aircraft with maximum gross weights of 2,700 pounds. The planes must have unpressurized cabins and hold no more than four people.

Sept 10: New charter regulations—DOT affirmed earlier findings that lengthy annual allocation proceedings were no longer necessary for the award of cargo and passenger charters in the U.S.-Japan and U.S.-Brazil markets. Under new procedures, DOT will award charter authority to carriers based on an average of their operations during the previous two years. The balance of the flights will be retained in a charter pool available to other carriers on a first-come, first-served basis. **Sept 11: Hurricane Iniki**—Hurricane Iniki hit parts of the state of Hawaii, killing one person on the island of Oahu and three on Kauai, which suffered most of the damage.



Aftermath of Iniki

Sept 14: Child seats—FAA issued a final rule requiring airlines to allow the use of approved child restraint systems on their aircraft. The agency declined to mandate

use of the restraint systems for children under two years of age, who are allowed to fly free when carried on an adult's lap. **Sept 14: Pilots blamed**—NTSB released its report on the August 1990 helicopter crash near Elkhorn, WI, that killed blues guitarist Stevie Ray Vaughn, citing pilot error as the probable cause of the accident. In a separate report, the board primarily blamed the pilot for the March 16, 1991, crash of a plane near San Diego that killed 10 people, including members of Reba McEntire's band.

Sept 16: Computer reservations—DOT issued the final revised rule on computer reservations systems which will become effective in 75 days. The rule extends CRS regulations through 1997 and strengthens existing rules in effect since 1984. Revisions enable travel agents to use equipment and software obtained from suppliers other than a CRS vendor; reduce the maximum subscriber contract term from five to three years; prohibit a vendor from requiring its subscribers to make a specified minimum number of bookings on its equipment monthly or limiting the number of terminals leased by subscribers; and readopt the requirement that information be organized in an objective and unbiased manner and that participation in a CRS be open to all carriers on a nondiscriminatory basis. **Sept 16: Charter operations**—DOT issued a proposed rule that would overhaul regulations for charter flights to foster competition and promote low-cost air transportation. Currently charter operators must file a prospectus for each flight detailing the proposed service. DOT proposes a simple annual registration. The rule would allow for an annual registration, simplify financial security requirements, remove bonding and escrow requirements, and eliminate regulation of specific terms of contracts between operators and passengers.

Sept 17: Regulations eased—FAA gave manufacturers of light helicopters an alternative procedure to determine whether their products meet noise requirements.

The new procedure, which is expected to cut certification costs for noise rules by 90 percent, reduces from three to one the number of microphones used in noise certification, and reduces from three to one the number of test flights required. **Sept 25: Deicing rule**—FAA issued an interim final rule requiring Part 121 airlines that carry passengers and cargo to have an approved ground deicing/anti-icing program in place by Nov 1.

OCTOBER

Oct 1: New terminal—Allegheny County, PA, Department of Aviation opened its new 2.3 million-square-foot, \$750 million



Pittsburgh International Airport

midfield terminal at Pittsburgh International Airport. The terminal features "AirMall," a retail development made up of more than 60 concessionaires. **Oct 4: Amsterdam crash**—After two right engines caught on fire, an El Al Boeing 747 cargo plane carrying three crewmembers and one passenger crashed into two suburban buildings outside of Amsterdam, killing all on the plane and approximately 250 people on the ground. The flight originated at John F. Kennedy International Airport and was en route to Israel. This accident appeared similar in nature to a Dec 2, 1991, crash of an Air China 747 freighter, in which both right-wing engines separated from the plane without warning. On Oct 9, as a direct result of the Amsterdam accident, FAA ordered inspection of the pins that hold the engines to the

wings of most Boeing 747s. On Nov 13 FAA ordered all U.S. 747 operators to remove old-style engine fuse pins and to replace them with a newer design within 30 days after an initial investigation showed more than the expected number of cases of corrosion or cracking, particularly on the older pins. **Oct 5: USAir strike**—Approximately 8,300 USAir machinists went on strike. The union members had been working since March 1990 without a contract. This is the first time a major U.S. airline had been hit with a strike since a work stoppage shut down Eastern Airlines in March 1989. After ratifying a new contract, union members returned to work on Oct 12. **Oct 7: National Guard crash**—A National Guard C-130E turboprop from Martinsburg, WV, crashed into a house in nearby Berkeley Springs, killing the six crewmembers. **Oct 8: Value pricing ends**—*Aviation Daily* reported that American Airlines had dropped its Value Pricing Plan. In a recent interview in London, American's chairman Robert Crandall stated the airline had "abandoned" its four-tiered fare structure, adopted on April 9.

Oct 14: GNSS report—A task force, chartered by FAA in November 1991, released its report on the Global Navigation Satellite System. The study, which focused on satellite-based navigation for civil aircraft, concluded that implementation of GNSS offers the "greatest opportunity to enhance aviation system capacity efficiency and safety since the introduction of radios and radio-based navigation." FAA believed the report will help clear the way for its certification early next year of cockpit receivers for non-precision approaches. FAA Administrator Thomas Richards strongly endorsed satellite navigation, and called the FAA's MLS development program a backup to the satellite system. **Oct 14: Liability case**—*Aviation Daily* reported that for the first time FAA intervened in a product liability case through an amicus brief filed by the Justice Department at the 10th Circuit Court of Appeals in Denver.

Oct 16: Outage—A computer glitch at the New York Air Route Traffic Control

Center forced delays of up to 90 minutes for departing aircraft in the New York region. The computer problem deprived controllers of flight data strips for departing aircraft and the ability to identify arriving flights. **Oct 21: U.S.-British negotiations**—Secretary of Transportation Andrew Card met with John MacGregor, British secretary of state for transportation, in London to discuss a more liberal bilateral aviation agreement between the two countries. Such an agreement could speed approval of the British Airways proposal to invest \$750 million in USAir in return for a 44 percent stake in that company. **Oct 27: Exit row seating**—Effective this date, FAA amended the exit row seating rule. The new rule prohibits a passenger from sitting in an exit seat if that passenger cannot read, speak, or understand the primary language of the crew, and prohibits taxi or pushback until a crewmember has verified that no exit is occupied by a person determined unable to perform the required emergency functions. **Oct 31: Funding**—President Bush signed legislation reauthorizing FAA programs including: the Airport Improvement Program through Sept 30, 1993; operations and facilities and equipment accounts through Sept 30, 1995; and research, engineering and development through Sept 30, 1994. The law also extended the aviation war risk insurance program through FY 1997.

NOVEMBER

Nov 12: NJ noise actions—FAA released a draft environmental impact statement (EIS) on air traffic patterns over New Jersey. The EIS represented a preliminary step to mitigate aircraft noise. On Nov 20, FAA presented an "aviation noise mitigation review" (ANMR) to Congress for certain areas in New York, Connecticut, and New Jersey in connection with the Expanded East Coast Plan. The agency announced changes in flight patterns as well as other steps planned to reduce aircraft noise in the New York metropolitan area. Among the identified actions was dispersal

departure headings for runways at New York Kennedy. (See Dec 17.)

Nov 18: Merger—DOT tentatively approved a proposed plan by Northwest Airlines and KLM Royal Dutch Airlines to combine their services and issued a show cause order. The public had 21 days to comment. **Nov 16: Avianca liability**—In its first public acknowledgment of any liability for the Avianca Airlines crash in New York that killed 73 people on Jan 25, 1990, the federal government joined Avianca in a preliminary out-of-court settlement intended to apportion financial responsibility. The crash of Avianca Flight 52 occurred in snowy weather when the plane ran out of fuel while waiting to land at Kennedy. NTSB largely blamed the pilots, but also said FAA had contributed to the accident by allowing the traffic to build up so much that delays were inevitable.

Nov 18: PFC judgment—FAA Chief Counsel Kenneth Quinn issued a legal interpretation concluding that airlines were obliged to collect PFCs from frequent flyer award travelers at airports where PFC collections were approved prior to Oct 6, 1992. **Nov 18: New union**—A group of Delta Air Lines pilots announced that they had formed a new union to oust the Air Line Pilots Association (ALPA) from the nation's third-largest carrier. Delta has approximately 9,300 pilots, and just over half would have to join the new Professional Pilots Alliance to bring about an ALPA ouster.

Nov 23: GE downsizes—General Electric announced that it had sold its aerospace division to Martin Marietta. That division included the unit that produces satellites, simulators, and radars, but not the aircraft engine division. **Nov 24: China crash**—All 141 passengers and crew on a Chinese Boeing 737 were killed when the plane crashed into a mountain in south-east China. It was the largest recorded loss of life in the country's civil aviation history. Although the cause of the accident was not immediately known, a government tourist official reported that airport officials said the control tower had warned

the plane it was descending too fast. **Nov 25: Penalty against Delta**—FAA announced a \$2 million civil penalty settlement against Delta Air Lines for violations of safety rules and regulations, primarily in the area of aircraft maintenance. FAA accepted payment of \$1.5 million and suspended the remaining \$500,000 pending Delta's compliance with the terms of the order.

Nov 30: ATA downsizes—The Air Transport Association announced cuts in managerial and administrative positions and closure of four of six regional offices to help trim its budget by 25 percent. **Nov 30: ISSS Contract**—FAA gave notice to IBM that unless it provided a plan to remedy deficiencies to the Initial Sector Suite System (ISSS) within 10 calendar days, the government would withhold progress payments under the contract. Originally, the contract stipulated that IBM would deliver the ISSS for factory system qualification testing on Nov 1, 1992. During its November Advanced Automation System Program Review, IBM announced that because of both software and hardware problems in the development of the ISSS, it would not deliver the system until approximately Sept 1994. On Dec 10, IBM submitted to FAA a plan to correct software problems in the \$4 billion contract.

DECEMBER

Dec 1: CMD contract—FAA awarded a \$3.03 million contract to Florida Aviation Management Development Association for instructional services at CMD. If a five-year extension clause is exercised, the con-



Center for Management Development, Palm Beach, Florida

tract would be worth up to \$15.6 million. **Dec 8: Colorado crash report**—The National Transportation Safety Board, after an exhaustive investigation effort, reported that it could not identify conclusive evidence to explain the crash of United Airlines Flight 585 in Colorado on March 3, 1991, which killed 75 people.

Dec 10: TSO for GPS—FAA released a technical standard order (TSO-C129) for airborne supplemental navigation equipment using the Global Positioning System. The TSO created a new classification for equipment, Class C, catering to carriers and to certain business aircraft that have expensive flight management systems. **Dec 10: Northwest carries troops**—Northwest became the first commercial airline to carry troops to Somalia with a flight that left from March Air Force Base in California. Approximately 20 volunteer crewmembers transported the Marines and their equipment. **Dec 10: Alcohol-related rules**—DOT proposed rules that would require alcohol breath testing and education programs for transportation workers with safety-related duties. Such testing programs were mandated by the Omnibus Transportation Employee Testing Act of 1991.

Dec 17: New Jersey noise hearings—FAA scheduled seven public hearings in New Jersey, and one on Staten Island, NY, to gather comments on its draft environmental impact statement for New Jersey released Nov 12. **Dec 21: Antitrust suit**—The Justice Department filed a civil antitrust suit against eight airlines charging them with fixing prices through their computerized fare system. USAir and United signed consent decrees agreeing to avoid the fare practices but denied any wrongdoing. Alaska, American, Continental, Trans World, and Delta Airlines face court action. The suit ends a three-year probe into ticket pricing between 1988 and 1990.

Dec 22: BA/USAir merger off—Facing disapproval by DOT, British Airways withdrew its proposed \$750 million investment in USAir. **Dec 22: Libyan crash**—A Libyan Boeing 727 crashed near Tripoli, killing all 157 persons aboard. **Dec 22:**

Crash in Portugal—A chartered Dutch DC-10 with 340 people aboard crashed in Faro, Portugal, killing 54.

Dec 24: New DOT Secretary named—President-elect Bill Clinton announced Federico Peña as his choice for Secretary of Transportation.

Dec 29: Cuban defection—A Cuban pilot and some of the passengers diverted their Aero Caribbean regularly scheduled commercial airliner from Havana to Miami International Airport. All but 5 of the 53 people aboard the flight requested political asylum. **Dec 29: American/Canadian airlines merger**—AMR Corporation, the parent company of American Airlines, announced that it will buy one-third of Canadian Airlines International. As a result of the deal, Canadian will get an infusion of \$195 million, and American will get additional revenue of approximately \$100 million per year without spending much more on equipment and personnel. The deal is conditional on approval from the U.S. and Canadian governments.

Dec 30: Slots at O'Hare—FAA terminated a two-year trial period begun in Aug 1991 at Chicago's O'Hare that allowed use of aircraft with up to 110 seats in 25 percent of the slots set aside for commuter aircraft. American Airlines had requested this action.



At Chicago's O'Hare



Federico Peña

Photo Credits

Airport Director Retires



Leroy Hansen, director of Oklahoma City airports, at left in photo, receives plaque from David Carmichael, Deputy Associate Administrator for the Aeronautical Center, at retirement ceremonies for the veteran airport official.

For the last 15 years, Hansen, who has 40 years of public service, has directed activities at Will Rogers, Wiley Post, and Clarence Page airports in the Oklahoma City metropolitan area.

Aircraft Maintenance Awards

At a conference hosted by the Aircraft Maintenance Division of the Flight Standards Service, five airworthiness inspectors were presented with an FAA Special Achievement Award for designing and implementing the Aviation Maintenance Technician Awards Program.

Recognized were retired FAAers Fred Crenshaw, Chuck Mayernik, and Chuck Schaffer; Richard Mileham, West Chicago Flight Standards District Office; and Bill O'Brien, AFS-300.



The conference was the first of its kind to include maintenance representatives from both the FAA and industry. Division manager Fred Leonelli says the focus was on developing communications between FAA and the aviation maintenance industry, informing representatives about FAA's maintenance-related policies and programs, and forging an FAA-maintenance industry partnership approach to solving problems.

At left, Tony Broderick, Associate Administrator for Regulation and Certification, presents the awards for the design and implementation of the Aviation Maintenance Technician Awards Program.

With Broderick are Fred Crenshaw, Richard Mileham, Chuck Schaffer, and Chuck Mayernik.

Logan's Capacity



Ed Harris, director, Office of System Capacity and Requirements, recently presented an award to New England Region Airports Division manager Vincent Scarano for the division's work on the "Boston Logan International Airport Capacity Enhancement Plan."

The study began in 1987. Included in its six recommendations is further analysis of the airport's commuter runway, particularly with respect to environmental and operational issues.

Physically, Logan is a 2,700-acre airport, small compared to 10,000-acre Dulles or 18,000-acre Dallas. Among the 10 busiest airports in the nation, however, Logan handles almost 450,000 operations and 20 million passengers. According to projections, its passenger count may approach 40 million in the next 20 years.

In the photo are: Ralph Nicosia-Rusin, New England Region Airport Capacity Program manager; Vincent Scarano; Ed Harris; and James McMahon, acting manager, Airport Capacity Planning and Development.

NSU Joins Up

The one-year-old Norfolk State University Airway Science Program recently got a boost when the FAA recognized the school as an Airway Science Institution. More than 20 national, state, and local aviation officials attended the ceremonies.

Norfolk State is now one of the 53 institutions across the country offering Airway Science degrees. Its curriculum was carefully crafted to follow FAA guidelines.

Currently NSU's aviation program offers two bachelor of science degrees—one in electronics engineering, with emphasis on airway electronics systems, and one in computer science, with emphasis on airway computer science. For graduation, students must complete 140 and 131 credit hours, respectively.

The Airway Science Curriculum Program now has an enrollment of over 2,157 students.



Pictured from the left are, Joe Kisicki, director, Office of Training and Higher Education; Margaret Powell, manager, Airway Science Curriculum Program; Dan Peterson, Eastern Regional Administrator; Dr. Harrison Wilson, Norfolk State University president; and Darryl Stubbs, NSU's director of airway science.

Newly Degreed



Two flight service specialists from Green Bay Automated Flight Service Station have received college degrees. Henry Luxem maintained a 4.0 grade point average and received a B.S. degree from the University of Wisconsin, Green Bay. Jeff Molnar, who earned an MBA from the University of Wisconsin, Oshkosh, has recently become an instructor at the FAA Academy in Oklahoma City.

Luxem and Molnar were part of the same crew at Green Bay AFSS. They say that a supportive supervisor, flexible scheduling, and shift trades helped them attain these educational goals.

Quality Team

NAS Development's Weather and Flight Service Systems Directorate has emphasized Total Quality Management since 1990, stressing teamwork and partnership among staff, matrix teams, and production and support contractors.



Last year's winners of the Secretary's Quality Award and FAA's 1991 Quality Management Award, directorate employees say they are committed to a focus on customers and improving service.

Here Weather and Flight Service Systems Directorate employees are photographed with FAA Administrator Thomas Richards

Off Duty . . . and in Person Patented by Pat

"Necessity is the mother of invention," quotes Pat Savage, a program analyst in the Aeronautical Center's Tactical Planning Branch, Office of Information Services. Savage recently got the news that her invention, "Easy Grip," has been issued a patent. The grip is a saddle horn accessory that makes horseback riding easier.

"While training a new barrel and



Savage's patented grip fastens to saddle horn.

FAAers perform some challenging jobs, and they also share their exceptional talents after work hours are through. They may be community leaders, celebrated experts in a field, or just downright interesting people. This column introduces a few of them.

Know someone who should be highlighted in print? News about notable FAAers can be sent to:

FAA World
Office of Public Affairs, APA-340
800 Independence Avenue, SW
Washington, DC 20591



Inventor Pat Savage demonstrates "Easy Grip" attachment.

pole horse that turned the barrels with a great deal of power, I found it difficult to grip the saddle horn, stay in balance, and keep control," says Savage.

"Most saddle horns are large and hard to grasp. Usually you have to grasp with an open hand and hope your fingers can hold on," she continues. "I needed a way to get a really good grip to stay aboard." Thus the "grip" idea was born.

No easy task

Savage had several criteria for her invention. Without damaging the saddle in any way, it had to fasten securely to the saddle horn, hold its shape, but be collapsible in case a rider fell into it. Also, it had to appeal to the eye.

Easy Grip, which resembles a suitcase handle after installation, has been featured in the "new products" sections of several publications for horse lovers. With it, riders can close the entire hand, allowing them to keep in perfect position—arms and elbows

close to the body. In addition, the grip is also under evaluation at the Bluestem Therapeutic Riding Center, which is located in Bartlesville, Oklahoma.

"It provides security and confidence for all types of riders who use a western saddle," claims Savage, "but the grip cannot be used on an English-style saddle."

Big accomplishments

A resident of Newcastle, Savage has raised and trained horses since childhood. She has competed in speed horse events for 25 years and is active in riding clubs and breed associations.

Savage's riding accomplishments include: two-time Oklahoma State Roundup Club Association State Champion, Oklahoma Playday Association State Champion, and American Paint Horse Association World and National Champion.

She conducts various training clinics for 4-H groups and riding clubs, teaching horsemanship, barrel racing, and pole bending. Pole bending is a speed event that involves racing around and through six poles on a predesigned course.

A federal employee for 27 years, Savage was one of the employees promoted in the first Upward Mobility Program at the Aeronautical Center in 1977. *

Article courtesy of the Aeronautical Center Intercom

People

Information in the "People" section is extracted from the Consolidated Personnel Management Information System.

Space permitting, actions of a change of position and/or facility are published. The time lag before personnel actions appear is due to data compilation, format, and publication times.

Aeronautical Center

John E. Burleson, supervisor, Avionics Maintenance Section, A/C & Aviation Maintenance Branch, Aircraft Maintenance & Engineering Div. ... Jane F. Hays, manager, Payroll & Personnel Systems Branch, Departmental Systems Div., promotion made permanent ... Carol A. Young, manager, Inquiry & Control Branch, Payroll Operations Div.

Alaskan Region

William N. Heineck, manager, Juneau AFSSO, South Alaska AFS, Anchorage, from Mount Laguna, CA, AFSSO ... James G. Hodges, area manager, Anchorage ARTCC ... Kaye B. McLeod, asst. manager, Kenai AFSS, from Northwest Mountain Region ... Joseph Rollins, asst. manager, traffic management, Anchorage ARTCC.

Central Region

Monte W. Barcus, manager, Salina, KS, AFSSO, Wichita, KS, AFS, from Grand Island, NE, AFS ... Terry L. Dobson, area manager, Kansas City International ATCT ... Jose A. Garcia, asst. manager, airspace & procedures, Olathe, KS, ARTCC, from Miami ARTCC ... David L. Jackson, area supervisor, Wichita, KS, AFSS, from Ft. Dodge, IA, AFSS ... Charles R. Raymond, asst. manager, plans & procedures, Kansas City International ATCT.

Eastern Region

Alexander A. Argyros, section supervisor, Terminal Sub Branch, Establishment Engineering Branch, Airway Facilities Div. ... Curtis L. Brewington, area manager, NY AFSS, Islip, from regional office ... Dennis V. Damp, asst. manager for programs support, Pittsburgh AFS ... Catherine

M. Detoma, section supervisor, Services & Supplies Section, Procurement Branch, Logistics Div. ... Richard A. Englund, asst. systems engineer, Washington ARTCC AFS, Systems Operations Staff, Leesburg, VA ... Michael J. Jordan, federal air surgeon, New York ARTCC medical clinic, Islip ... Antoinette R. Roderick, unit supervisor, Program Management Staff, Aviation Medical Div. ... Joseph F. Saladino, area manager, Washington National ATCT, Arlington, VA, from Aspen ATCT ... Luis A. Santos, unit supervisor, Philadelphia AFSSO, Lester, Tri-State AFS, promotion made permanent ... Phillip W. Thieman, manager, Aviation Medical Div. ... Robert G. Trauger, unit supervisor, Washington ARTCC AFS, Systems Operations Staff, Leesburg, VA.

Great Lakes Region

David L. Baird, area supervisor, Minneapolis ARTCC, Farmington, promotion made permanent ... James R. Blumberg, area supervisor, Toledo, OH, ATCT, Swanton, from Florence, SC, ATCT ... Steven C. Bucher, maintenance inspector, Detroit FSDO, Belleville ... Denis C. Cornell, asst. manager, Minneapolis Wold Chamberlain ATCT, from Bradley TRACON, Windsor Locks, CT ... Clifford A. Curtis, manager, Pierre, SD, FSS, promotion made permanent ... Rodger A. Dean, asst. manager, Springfield, IL, ATCT, from regional office ... David R. Dunsmoor, unit supervisor, Dakota AFS, Bismarck, ND, Minot, promotion made permanent ... Boyd M. Francisco, area supervisor, Minneapolis, MN, ARTCC, promotion made permanent ... Eric Harrell, asst. manager, traffic management, Chicago O'Hare ATCT, from Seattle-Tacoma, WA, ATCT ... William S. Hensley, asst. manager, Detroit FSDO, Belleville, MI, from Southern Region headquarters ... Robert W. Himes, area manager, Cleveland, OH, ARTCC ... Ward E. Huston, asst. manager, Minneapolis ARTCC, Farmington, from Chicago ARTCC, Aurora, IL ... Richard J. Kettell, area manager, Cleveland ARTCC, Oberlin, OH ... Denise R. Mason, manager, Oshkosh, WI, ATCT, from Champaign, IL, ATCT ... William L. McDowell, asst. manager, airspace & procedures, Indianapolis,

IN, ARTCC ... Diane I. Morse, staff engineer, Michigan AFS, Belleville ... Mytrice E. Patton, area supervisor, Kankakee, IL, AFSS ... Irene R. Porter, manager, Bismarck, ND, airports field office, Minneapolis-St. Paul ADO, from Chicago ADO ... Adele L. Tate, manager, Rockford, IL, ATCT, from regional office ... Arnold E. Yeske, area supervisor, Wold Chamberlain ATCT, Minneapolis, from La Crosse, WI, ATCT.

New England Region

Charles E. Lavigne, area manager, Boston ARTCC, Nashua, NH ... Donald E. Plouffe, manager, Burlington, MA, MIDO ... William A. Rumph, asst. manager, plans & programs, Boston ARTCC, Nashua, NH ... Robert D. Turner, asst. manager, Bangor, ME, AFSS, from regional office.

Northwest Mountain Region

Paul H. Bellemore, area supervisor, McMinnville, OR, AFSS, from regional office ... Mary J. Carter-Allen, area supervisor, Seattle, Washington, AFSS, promotion made permanent ... James G. Firestone, unit supervisor, Seattle AFS ... Richard V. Freeman, manager, Establishment Branch, Airway Facilities Div. ... Howard W. Jessen, area supervisor, Great Falls, MT, AFSS, from Seattle, WA, AFSS ... Oscar J. McNeil, area manager, Denver ATCT, from Southwest Region headquarters ... Mikio J. Ogami, area manager, Seattle Washington AFSS, promotion made permanent ... Terrill L. Schomburg, asst. manager, Portland, OR, ATCT, from Washington Headquarters ... Fritz J. Urbanek, asst. manager for technical support, Salt Lake City AFS ... Vincent E. Visaya, asst. manager for program support, Denver AFS, from Seattle AFS.

Southern Region

Larry J. Ballard, unit supervisor, Atlanta ARTCC AFS, Hampton, GA ... John D. Barrett, unit supervisor, Atlanta CASFO, College Park ... Michael C. Batcha, area supervisor, Macon, GA, AFSS ... Joseph D. Belden, unit supervisor, Jacksonville ARTCC AFS, Hilliard, FL ... Kenneth Bellamy, unit supervisor, Hampton, GA,

AFSFO, Atlanta ARTCC AFS ... **Billy H. Bennett**, unit supervisor, Atlanta ARTCC AFS, Hampton ... **Perry E. Benton**, unit supervisor, Memphis, TN, AFSFO, Memphis ARTCC AFS ... **Curtis E. Brown**, unit supervisor, Miami AFSFO, Miami ARTCC AFS ... **Horace L. Cawthon**, unit supervisor, Hampton AFSFO, Atlanta ARTCC AFS ... **Jimmy R. Cisson**, unit supervisor, Hilliard, FL, AFSFO, Jacksonville ARTCC AFS ... **George W. Cole**, asst. manager, plans & procedures, Hebron, KY, ATCT ... **Eugene P. Cope**, area supervisor, Hilliard, FL, ARTCC ... **Harry L. Davis**, unit supervisor, Hilliard, FL, AFSFO, Jacksonville ARTCC AFS ... **Dennis B. Densmore**, area supervisor, Orlando, FL, ATCT, from Sanford, FL, ATCT ... **Robert M. Draughon**, traffic management unit supervisor, Hilliard, FL, ARTCC ... **Julius W. Erichsen**, unit supervisor, Miami AFSFO, Miami ARTCC AFS ... **Willie H. Estes**, asst. manager, Memphis, TN, ATCT, from Jackson, MS, ATCT ... **Donald H. Faunce**, unit supervisor, Hampton AFSFO, Atlanta ARTCC AFS ... **Harold W. Franck**, unit supervisor, Memphis AFSFO, Memphis ARTCC AFS ... **Claude E. Frazier**, area supervisor, Anderson, SC, AFSS, from Jackson, TN, AFSS ... **Philip L. Fuller**, asst. manager, West Columbia, SC, ATCT, from Key West, FL ... **John T. Givens**, unit supervisor, Hilliard, FL, AFSFO, Jacksonville ARTCC AFS, promotion made permanent ... **Harold L. Goforth**, unit supervisor, Memphis AFSFO, Memphis ARTCC AFS ... **Garry M. Greer**, manager, Meridian, MS, ATCT ... **Lamon Grier**, manager, Telecommunications & Spectrum Engineering Branch, Airway Facilities Div., from Jacksonville AFSFO ... **Raymond J. Hofmann**, unit supervisor, Miami AFSFO, Miami ARTCC AFS ... **Sheldon D. La Mountain**, unit supervisor, Hilliard, FL, AFSFO, Jacksonville ARTCC AFS ... **James A. Leslie**, unit supervisor, Hilliard, FL, AFSFO, Jacksonville ARTCC AFS ... **William H. Limer**, unit supervisor, Miami ARTCC AFS ... **James T. Madden**, unit supervisor, Miami AFSFO, Miami ARTCC AFS ... **Robert D. McElroy**, asst. manager, NAS Implementation, Hampton, GA, ARTCC ... **Robert F. Moran**, asst. manager, quality assurance, Hampton, GA,

ARTCC ... **George E. Peurifoy**, area manager, Hampton, GA, ARTCC ... **Johnny M. Phillips**, unit supervisor, Hampton, GA, AFSFO, Atlanta ARTCC AFS ... **James E. Robinson**, unit supervisor, Memphis AFSFO, Memphis ARTCC AFS ... **William F. Rodgers**, unit supervisor, Memphis AFSFO, Memphis ARTCC AFS ... **Robert W. Scoville**, area manager, San Juan CERAP, from Houston Intercontinental ATCT ... **Gary H. Spann**, unit supervisor, Hilliard, FL, AFSFO, Jacksonville ARTCC AFS ... **Ossie Stanley**, unit supervisor, Hilliard, FL, AFSFO, Jacksonville ARTCC AFS ... **William D. Sweeten**, asst. manager, Hebron, KY, ATCT ... **Fred V. Thornton**, unit supervisor, Hampton, GA, AFSFO, Atlanta ARTCC AFS ... **Angus M. Wall**, unit supervisor, Miami AFS ARTCC ... **Douglas F. Walton**, unit supervisor, Miami AFSFO, Miami ARTCC AFS ... **John H. Walton**, area manager, Hampton, GA, ARTCC ... **Edward W. Watkins**, manager, Montgomery, AL, AFS, promotion made permanent ... **Jimmie R. Watson**, unit supervisor, Memphis AFSFO, Memphis ARTCC AFS ... **Dale P. Whitfield**, unit supervisor, Memphis AFSFO, Memphis ARTCC AFS ... **Kenneth P. Wilkes**, manager, Tyndall Air Force Base, FL, AFSFO, Hub AFS, Jacksonville.

Southwest Region

Jim N. Etheridge, supervisory electronics technician, Albuquerque AFS, Farmington, NM, from New Orleans AFS, Lake Charles, LA ... **James H. Gilbert**, manager, Houston Intercontinental ATCT ... **Willie S. Harris**, asst. manager, Albuquerque ARTCC AFS, from El Paso, TX, AFS ... **Michael J. Kolysko**, manager, Albuquerque AFSFO, Albuquerque AFS, from Empire AFS, Syracuse, NY ... **Gary M. Leplatt**, manager, El Paso AFS, from Houston ARTCC AFS ... **Gilbert Mendoza**, unit supervisor, Houston ARTCC AFS, from regional office ... **Jeffrey M. Pratt**, program specialist, Aviation Drug Abatement Program Staff, Aviation Medical Div., promotion made permanent ... **J. T. Stubbs**, manager, Tulsa, OK, Riverside ATCT, from Texarkana, AR, ATCT ... **Carlos G. Trevino**, area supervisor, Midland, TX, ATCT, from Lubbock, TX, ATCT.

Technical Center

Patricia Jefferson, unit supervisor, Materiel Management Section, Materiel Branch, Logistics Div., promotion made permanent.

Washington Headquarters

Dennis B. Cooper, staff chief, International Research Program Office, Research & Development Service ... **Brenda Hawkins**, staff chief, Operations Branch, National Flight Data Center, Office of Air Traffic System Management ... **George C. Hay**, staff chief, Systems Technology Div., Research & Development Service ... **James L. Hevelone**, asst. manager, National Systems Requirements Analysis Div., Operational Support Service ... **John D. Horrocks**, asst. manager, Automation System Engineering Div., NASSystem Engineering Service ... **Robert C. Matthews**, manager, Safety Promotion & Special Projects Div., Office of Safety Information & Promotion ... **Nancy G. Shalloway**, team leader, Surveillance Branch, Contracts Div., Office of Acquisition Support ... **Dawna J. Smith**, manager, En Route Procedures Branch, Procedures Div., Air Traffic Rules & Procedures Service.

Western-Pacific Region

Robert C. Allen, area supervisor, San Jose, CA, International ATCT, promotion made permanent ... **Michael R. Bullington**, area supervisor, NAS Miramar TRACON, San Diego, from Sacramento Metropolitan ATCT ... **Sheryl A. Hammans**, manager, Airworthiness Branch, Flight Standards Div., from Long Beach, CA, PSDO ... **Siri N. Hanuman**, staff engineer, LAX AFS, Los Angeles ... **Thomas A. Lemmons**, asst. manager, plans & programs, Airworthiness Branch, Air Traffic Div. ... **Hobart Martin**, asst. sector manager, High Desert AFSFO II, Lancaster, CA, Los Angeles AFS ... **Jerry D. McCullough**, manager, McClellan Air Force Base (ARTS) AFSFO, Sierra Nevada, CA, AFS ... **Thomas Monahan**, area supervisor, Hawthorne, CA, AFSS, from Santa Barbara FSS ... **William Murphy**, area supervisor, Van Nuys ATCT, Los Angeles, from Burbank TRACON.

Retirees

Aeronautical Center

Shirley A. Boswell
James A. Brooks
H. C. Huff
Wanda L. Morgan

Alaskan Region

Roger A. Barr
Arthur L. Lenseth

Central Region

Charles W. Cody
Richard L. Sherbondy

Eastern Region

Lemuel Clark
Bobby G. Thompson

Great Lakes Region

Gerald A. Brainerd
Thomas R. Ellis
Howard B. Kehlenbeck
Ronald E. McKenzie
Robert E. Wolf

New England Region

Cary C. Miller

Northwest Mountain Region

Frank M. Baca
Monte E. Ewell
Henry A. Jenkins
James L. Snedeker

Southern Region

Robert D. Bass
Lillian L. Buller
Donald C. Clack
Freddie G. Cooper
John R. Day
Patti D. Exum
Richard B. Lawrence
Nick Leo
Keith D. Schlotterback
Richard T. Szyper
John T. White

Southwest Region

Robert H. Bennett
B. A. Bracy
George D. Conley
Randy C. Dill
George T. Graves
Harry L. Milam
David E. Moody
James P. Morton
Edward A. Smith

Technical Center

Harry L. Brown

Washington Headquarters

Paul K. Rosenwald

Western-Pacific Region

Henry R. Barbachano
Thomas D. McCort
Robert E. Turner

Pay

continued from page 3

or lower locality pay will mean payment at the locality rate appropriate for your new duty station.

• Finally, locality pay is basic pay for purposes of retirement, life insurance, and premium pay.

What about adjustments?

The present 8 percent Interim Geographic Adjustment, paid in the Los Angeles, New York, and San Francisco areas is a precursor to locality pay. It will be eliminated as locality pay equals or exceeds it.

A governmentwide "threshold figure" of \$1.8 billion for locality pay is in

the law. If locality pay cost estimates for the first year are equal to or less than \$1.8 billion, the President cannot set an alternate level of pay unless a state of war or severe economic conditions—which is defined as two consecutive quarters of negative growth in the Gross National Product—exist. Even if locality pay cost estimates exceed \$1.8 billion, that amount must be paid unless a state of war or severe economic conditions exist. *

Valerie Green-Reveyoso is a labor relations specialist on detail to APN-300.

"Festival of Trees"

Billings, Montana, Airport Traffic Control Tower employees found a way to put their decorating talents to good use for the holidays. In December they trimmed and donated a Christmas tree for a local charity auction, the seventh annual Festival of Trees.

The tower's tree was one of 65 do-



nated. Following an aviation theme, it was decked out with sky-blue flocking, poly-fluff clouds, ornamental model airplanes, and a replica of a runway circling its base.

Controllers, staff, and family members all joined together to plan the entry and cover costs. With hard work and generous financial support from employees, the tree trimming was a great success.

In fact, its designers report, the tower's tree sold for \$850 to a local family, Robert and Tancy Spence.

Proceeds from the auction went to the Billings Chapter of the National Council for the Prevention of Child Abuse. *

Left: The Spences wanted an aviation theme in their holiday decor.



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**Federal Aviation
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