U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA World

November 1992

Dangerous Mission

FAA Investigators Face Jungle Ordeal

By Pat Cariseo



Above left: Cal Walbert, an explosives expert, jumps to the ground from a helicopter on the first day of FAA's investigation into the fate of COPA Flight 201.

Above: Sambu, the nearest village to the crash site, is surrounded by the dense jungles of Panama.

They guzzled gallons of water a day to cope with scorching heat and humidity that hung in the air like smoke.

Poisonous snakes, lethal insects, and rugged terrain made it a treacherous ordeal—one that several FAA aircraft accident investigators say was their toughest assignment.

"Even when the water was hot, it tasted great," remembers Bud Donner of those exhausting and sweltering days in the dense jungles of Panama trying to solve the mystery of why a 737 fell out of the sky.

The ill-fated passenger jet broke up in the air on June 6 on a flight from Panama City to Cali, Colombia.

Aircraft parts showered down on one of the darkest triple-canopy forests in the world—a stretch of isolated and mountainous terrain near the Colombian border. Often the hiding place for drug smugglers and bandits, the area has no roads, 150-foot-tall trees, and just a few footpaths.

"Practically everything could kill you," says Donner, assistant manager of FAA Headquarters Accident Investigation Division. "It's just about the most hostile jungle in the world."

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FYI our information . . .

FAA's Southern Region is getting ready for summer—summer 1996, that is. They have a big job ahead to prepare for the influx of air traffic expected for the 1996 **Olympics in Atlanta.** Estimates call for over 700,000 visitors to the event.

Heading up a quality management board to oversee preparations is Jim Wright, the region's Air Traffic Division manager, whose "to do" list is growing exponentially.

For example, the planning and bidding process for airport improvements will require many months of preparation. Helicopter, security, air traffic management, and resource and information management quality action teams have been chartered and are getting down to work.

Also quality board members will soon begin meeting with Olympics officials, state aviation officers, and airport operators to determine exact needs.



In late November 1963—29 years ago this month—FAA's Washington Headquarters staff began moving into the newly completed **Federal Office Building 10A.**

The building's nearest neighbors were the General Services Administration to the south across the railroad tracks, the National Air and Space Administration building to the east, and the Smithsonian "castle" to the north. Acres and acres of parking lots were still part of the surrounding landscape. Photo is at left.

The second full year of **drug testing** of employees in, and applicants for, safety-sensitive or security-related positions in the aviation industry has yielded the following results: During 1991 aviation employers, including airlines, as well as aviation repair facilities and contractors, conducted 279,881 drug tests. Of these, less than one percent (2,673 or .96 percent) were positive.

The overall industry positive rate in 1991 was higher than the 1990 test results (.42 percent). The positive rate for employees and job applicants of airlines of all sizes

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U.S. Department of Transportation
Federal Aviation Administration

FAA World

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For Safety's Sake

Aircraft Certification Launches New Program

By Diane M. Spitaliere

The FAA is launching a new program to boost the quality of aircraft parts, increase safety and keep the United States aviation industry a global leader.

The new standardized way of complying with aviation regulations is part of the Aircraft Certification Service's emphasis on quality.

After two years of program development, 21 Aircraft Certification Service engineers and aviation safety inspectors from across the country completed the first Aircraft Certification Systems Evaluation Program training course—called ACSEP for short.

As soon as the course ended, the group began conducting evaluations at U.S.-based aviation manufacturing facilities—including Bell Helicopter, Honeywell, and MRC Bearing.

During the next year, 250 Aircraft Certification employees, including flight test pilots, will be trained to implement this new program.

"ACSEP is part of the service's number one priority—continued operational safety," said Craig Beard, the service's director. "It will have a significant impact on aircraft certification in the near future."

The program's goal is to ensure that aircraft and parts manufacturers are complying with federal aviation regulations. It applies standardized evaluation techniques to ensure the continued integrity of manufacturers' design data—subsequent to initial approval by the FAA or an FAA-designated representative—and production activities.

Together with industry representatives, Aircraft Certification directorates have come up with criteria for all evaluations. Six major systems have been identified as common to all manufacturers. These are broken down into 18 subsystems for conducting efficient evaluations.

Areas where cooperation between government and industry are an integral part of the newly implemented program include:

Industry input. Cooperation with industry began during the program's design. Approximately 85% of the evaluation criteria were proposed by industry. The program also encourages manufacturing facilities to provide feedback after each evaluation.

Positive comments. FAA evaluators are encouraged to report any positive observations uncovered during evaluations. Manufacturers are required, of course, to take corrective action on findings.



Twenty-one Aircraft Certification FAAers received certificates for completion of the first Aircraft Certification Systems Evaluation Program training course.

Team approach. Aviation safety inspectors, engineers, flight test pilots, principal inspectors, and project engineers will be involved in the evaluations. This allows each team member to draw on the experience and expertise of others.

This new way of ensuring regulatory compliance goes far beyond typical auditing practices. It provides FAA with opportunities to evaluate established practices and new technologies.

The data gathered aids in planning new training requirements and assists in timely, responsive regulatory and policy deployment. This is accomplished by increasing compliance partnership with industry and driving out the fear associated with the word "audit."

Critical to the effectiveness of the program is the continuous improvement process where evaluation data is put into a national database to predict future trends.

"The service-wide status of ACSEP will ensure the collection of evaluation data for use in improving various aspects of the certification management process," said Beard.

The program was jointly developed by the Aircraft Engineering Division, AIR-100, and the Aircraft Manufacturing Division, AIR-200, working with industry and Aircraft Certification directorates.

Phil Akers, Aircraft Engineering Program manager, and Bob Tessier and Rob Robino, both of the Aircraft Manufacturing Division, were instrumental in putting the program together. Additional support was provided by Systems Surveillance and Analysis Division, AIR-300, and the Planning and Program Management Division, AIR-500.

At the end of the two-week training course Beard presented certificates to all 21 of the students attending the ACSEP training course. ✲

Diane Spitaliere is Headquarters *Intercom* Editor.

Up-to-the-Minute with Aviation Research Grants

By Sharon Moore

Satellite technology, aircraft skin corrosion fatigue and fracture analysis, engine ingestion, airborne hazards, explosives detection, human factors in air traffic control—what do these FAA programs have in common? For one thing, more is being learned about them through the agency's new aviation research grants program.

So far FAA has received 68 grant proposals from institutions across the nation and Canada. Several million dollars in funds have already been awarded.

Why grants?

This is the first year for the agency's aviation research grants and centers of excellence programs, managed by the FAA Technical Center's Office of Research and Technology Applications, ACL.

Considered the most effective, flexible way to acquire basic and applied research from academia, grants can channel up-to-the-minute research and technology to the agency from colleges, universities, and research institutions.

Knowledge gained in the process spills over to other agency research, engineering, and developmental programs where it provides insight for the future.

Legislative mandates

Under the Federal Aviation Act of 1958, which established the FAA, the agency had no authority to award research grants. In 1990 two statutes created three programs for grants and two for centers of excellence.

- The Omnibus Budget Reconciliation Act (Public Law 101-508) set up the aviation research grants program and catastrophic failure prevention research grants program.

It requires the FAA to seek proposals from historically black and other minority academic institutions and to provide an equitable geographic distribution of awards.

Also provided for were centers of excellence, which enable educational institutions to have a long-term research commitment to the FAA.

"Centers of excellence are new and exciting ways for the FAA to reach out to colleges and universities to address aviation's growing needs," says Dorothy Buckanin, the manager of the program.

"The centers form a close relationship with academic institutions, providing a body of researchers in specific areas of aviation and allowing the FAA to tap into their powerful resources and talents."

- The Aviation Security Improvement Act (Public Law 101-604) provided for aviation security research grants. It expands eligible recipients to include for-profit institutions.

Directive in place

Bill Reilly, director of ACL, led an interdisciplinary team in developing an agency directive that would provide a viable administrative process for research grants. The result was the *Research Grants Handbook*, FAA Order 9550.7, signed by the Administrator on April 8, 1992.

"The research grants program gives outstanding access to research and technology. As it matures, the program will improve the agency's R&D activities," says Reilly.

Jim Remer, FAA's first research grants officer, adds, "The research grants legislation gives the agency unique capabilities and authorities it never had before."

Remer participates in all aspects of the grants program. He primarily helps implement the new legislation and serves as a key link between the agency and the academic community.

What sponsors say

Program sponsors at the FAA Technical Center and within ASD—the Associate Administrator for System Engineering and Development—have good things to say about the new research grants progam.

"The research grants program provides the Engineering, Research, and Development Service with an ideal vehicle to have universities conduct research in broad areas of interest to the agency," says Bruce Singer, ACD deputy service director.

"The research supports our safety and system enhancement activities. It is a particularly effective way to conduct the long-range research committed to in the Aviation Safety Act of 1988."

Two of the research grants sponsored by ACD relate to the use of water sprays in aircraft cabin fires and the ingestion of rain and hail mixtures into engines.

Other ACD-sponsored programs range from corrosion fatigue of airframe materials to human performance factors.

The Aviation Security Research and Development Service, ACA, is sponsoring a grant for selective surfaces for explosives detection.

"The research grants program is the perfect way to have access to front-end research in aviation security," comments Paul Polski, ACA service director.

Steve Zaidman, service director of the Research and Development Service, ARD, says that the research grants program has worked out extremely well, exceeding expectations.

"It's a terrific way to supplement contractual access to research," says Zaidman. "I'm very satisfied with the research grants process and hope the funding will support our research efforts. I'm looking forward to the results."

Developing integrated systems for resolving hazard alerts in future air traffic control operations is one ARD-sponsored research grant. ✲



Aviation research grants program staff, seated from left, Barbara Fuller, Jim Remer, and jennelle Derrickson; standing, Deanna Super, Cathy Snellbaker, Keith Buch, Damaris Cancel. Not pictured, Dorothy Buckanin.



Bill Reilly, director of the Office of Research and Technology Applications, ACL, with Judith Huggard, ACL secretary.

Sharon Moore is a program analyst in the FAA Technical Center's Office of Research and Technology Applications.

Awards Process

The director of the Office of Research and Technology Applications is delegated authority to award aviation research grants. Awards are determined through solicitation, review, and evaluation.



Bruce Singer, ACD deputy service director, reviewing a research proposal.

In soliciting bids, the agency explains how candidates should prepare and submit a research proposal and provides details on how they are processed, reviewed, and evaluated.

The research grants program staff reviews each proposal submitted, verifying that it complies with conditions of the grants legislation and FAA grant order, conforms to requirements of form and content, and falls within FAA's grant authority.

Proposals that pass review go to a peer evaluation team. This technical team evaluates proposals for intrinsic value, relevance to the FAA mission, technical soundness, and research performance criteria. The team then provides a rating and recommendation to the grants office.

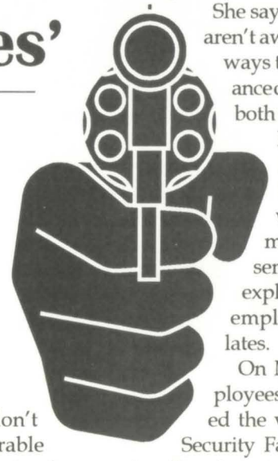
After award, an expert in the sponsoring research organization—a technical monitor—oversees the specialized aspects of the grant. The ACL staff guides evaluation teams, assists in grant administration, and serves as liaison between those who have submitted proposals and the FAA.

To obtain more information about the aviation research grants program, or any other ACL program—technology transfer, small business innovative research, independent research and development, and joint university programs—contact the Office of Research and Technology Applications at (609) 484-5777.

An Attack on Holiday 'Surprises'

Security Fair Gives Real Picture on Crime, Misinformation

By Betty Davis and Samye Young



Many times people don't know how vulnerable they are until it is too late. During last year's holiday season, for instance, the home of Doris Turner, a civil engineer in Airway Facilities, Southwest Region, was burglarized. This occurred just two weeks after she was denied a loan for a new car due to some adverse information erroneously appearing in her credit history.

Because these traumatic events were so unpleasant, Turner decided to find a way to help others avoid similar "surprises." Her mind was made up to turn a sow's ear into a silk purse.

Turner approached the region's FA Club, Human Relations Committee, and Medical and Security divisions to get sponsors and recruit volunteers for a crime-fighting idea. The goal was to have several nonprofit agencies show FAA employees ways to prevent adversity in three important areas of their lives—physical, financial, and emotional.

Turner cautions, "It's too late to increase your insurance coverage after a theft; it's too late to check your Social Security earnings when you are ready to retire; it's usually too late to get your money back from some scam artist."

Asked why she was willing to devote her time and effort to educating others about crime, Turner replies, "I think we have all felt some pang of sorrow or fear whenever a friend or acquaintance has had to deal with a preventable problem, especially when that same problem could become our own."

She says, "most citizens just aren't aware of the many safe ways to reduce their insurance coverage expenses for both car and home. Since I care about my FAA family and couldn't talk to everyone, a way to get the information out was to assemble some experts to explain to regional office employees," Turner relates.

On May 12 and 13, employees attended the very first Security Fair at regional headquarters in Fort Worth, Texas. It may have been the first seminar of its kind within the FAA, organizers say.

Represented were the U.S. Postal Inspection Service, Social Security Administration, Consumer Products Safety Commission, Fort Worth Fire and Police departments, Texas Department of Insurance, Texas Department of Public Safety, Food and Drug Administration, Federal Trade Commission, Consumer Credit Counseling Service, CSC Credit Services, TRW, and Tarrant County Women's Center.

Although unable to send representatives, the Texas Attorney General's Office, Child Support Division, and the Securities and Exchange Commission provided brochures about legal matters and financial security.

Fair goers could also learn about mail fraud, fire extinguisher safety, smoke detectors, self-defense, cardiopulmonary resuscitation, prevention of choking, the local poison control center, social security earnings, and credit history.

A special demonstration focused on the Fort Worth Police Department's program "Operation Identification," which prevents car thieves from selling certain parts stripped from stolen cars. At no cost, fair goers could have a vehicle identification number etched on all car windows. The etching was so popular additional opportunities to have it done were scheduled.

Some 33 percent of the regional office's personnel attended the two-day security fair. According to a survey, they found the fair extremely worthwhile and educational. The fire department video, which documented the incredible speed of a spreading fire, impressed viewers, and many commented on what they had learned about the importance of home smoke detectors.

The fair, which supporters hope will become an annual event, has provided information that could save lives, prevent needless loss of money, and ensure happier holidays for those who have learned to protect themselves. ✲



All windows of the car are etched with an ID.

Betty Davis is a airport program specialist in ASW-640F.

Samye Young is a medical records technican in ASW-310A.

Firsts

Spotlight on Aviation Maintenance Technicians

Aviation safety depends on keeping aircraft in tip-top flying condition. To recognize the vital contributions of some of the people who do that, last month the FAA kicked off its Aviation Maintenance Technician Awards Program—the first nationwide awards program for aircraft technicians and employers.

The program is designed as an incentive for training and a recognition.

Awards are given in two categories, one for technicians and another for employers, and in one of five phases. A technician who is awarded receives an "FAA Certificate of Training" and a lapel pin. Employers recognized receive a "Certificate of Excellence."

The five phases for both technicians' and employers' awards are bronze, silver, gold, ruby, and diamond. Requirements for the award must be completed within a single calendar year running from October 1 to September 30.

Copies of AC 65-25, the advisory circular outlining all the details for participation, can be ordered from:

Department of Transportation
M-443.2
Utilization and Storage Section
Washington, DC 20590

FAA's Aircraft Maintenance Division, AFS-300, in the Flight Standards Service, heads up this incentive program, which encourages members of the maintenance profession to keep current in their field.

The logo of the new Aviation Maintenance Technician Awards Program was selected from 11 designs submitted in response to an article in *Aviation Equipment Magazine*'s September 1990 issue. Over 300 mechanics who attended maintenance seminars in Lafayette, Louisiana, Pittsburgh, Pennsylvania, and Trenton, New Jersey, voted for the most representative.

Here's the key to understanding the logo:

- Its hexagon shape is similar to standard hardware. The hexagon represents strength in maintaining a common model of integrity and trust.
- The two inner circles show the continuing cycle of maintenance and inspection. They must be unbroken and perfect every day to ensure aviation safety.
- "Knowledge + Professionalism = Safety" is the formula the aviation maintenance industry and its members adhere to in maintaining aircraft.
- The 1903 Wright Flyer represents a proud past. Charles Taylor, who worked with the Wright brothers as the first aircraft mechanic, was involved in aviation's beginnings.
- The space plane of 2001 with its technological advancements and low orbit capability stands for the bright future of the maintenance profession.

The program's logo has been incorporated into the pin awarded to technicians who have worked hard to earn it and can wear it with pride. ✲

Photo Credit

New England Region recently held its fourth annual Awards Ceremony for Achievement and Excellence.

Among the honors given were the Regional Administrator's Award, which goes to the employee or employees who have distinguished themselves and created a positive reflection for the Federal Aviation Administration.

This year, New England Regional Administrator Arlene Feldman presented the award to Central Regional Administrator Jim Haight, who was formerly Deputy Regional Administrator of the New England Region.

The photo was taken by Bill Kelley, a projects engineer in the New England Region Airports Division.



From the left are Arlene Feldman, Jim Haight, and wife Susan Haight.

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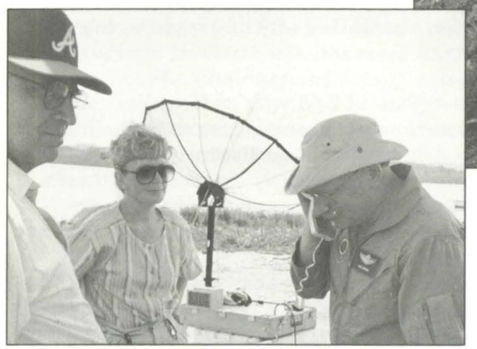
How hostile? In the first hours after the crash, Panamanian firefighters and rescue workers who rushed to the scene to search for survivors—all 47 aboard perished—racked up a frightening list of horror stories. Members of the group survived eight snakebites, three broken legs, and a heart attack.

FAA's investigative team of Donner, Tom Carmody, and Cal Walbert, along with communications experts Kristi Totten-Mackey and Jim Campbell, both emergency operations staffers, managed to avoid injuries.

Greg Phillips, a National Transportation Safety Board investigator, wasn't as lucky. He became seriously ill and was flown back to the United States, where he found out he had been stung by a scorpion.

He was treated, and undaunted, he returned to the crash site in July for another week of investigating. "Didn't see any scorpions that time," Phillips says.

The FAAers' first two-week foray into a different culture in Panama's remote Darien jungle started shortly after the crash when the Panamanian government asked for help in probing the accident's cause. The FAA and NTSB formed a 10-member team that headed south just two days after COPA Flight 201 disappeared from radar screens.

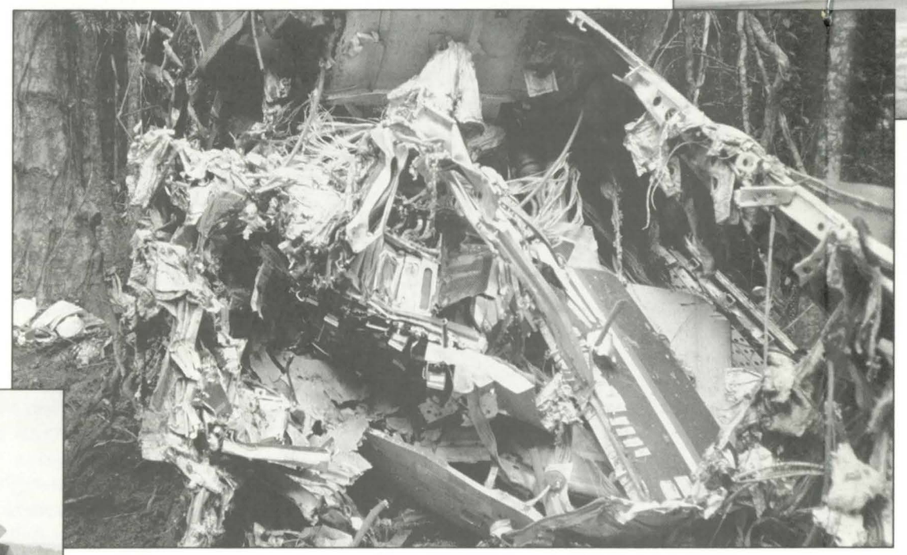


Bud Donner, Kristi Totten-Mackey, and Jim Campbell "phone home" using a sophisticated satellite hookup.

Donner, Carmody, Walbert, and Totten-Mackey flew to Atlanta on an agency plane where they picked up Campbell, along with sophisticated satellite communications gear, and headed for Panama City.

A military plane took them from Panama City to LaPalma, a provincial capital which had a partially paved runway so full of potholes that pilots routinely dodge them on takeoff and landing.

Then they boarded a small twin-engine plane and went on to the tiny village of Sambu. The town of about 200 has an airstrip of grass, gravel, and mud.



Dense jungle smothers the twisted wreckage of a Panamanian 737 passenger jet.

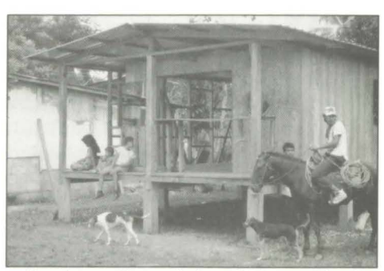
At a sleepy bend in a river where you can pay the doctor with chickens, Sambu has no roads. Running water is a luxury available only during the rainy season, and electrical generators shut down at 10 p.m. for 12 hours. Although the villagers didn't speak English, they were friendly and curious.

Totten-Mackey, the only woman on the FAA team, piqued the interest of some Indian women. They approached her one day when she was on a mountain ridge and presented her with a handwoven basket.

From Sambu, the group flew by helicopter to the crash area—about 15 miles from Sambu and 22 miles from the Colombian border.

Before adequate areas were cleared, helicopters hovered about six feet over an area burned by the crash, and investigators jumped to the ground.

Cases of mineral water were flown in for the group. On the first day, Walbert, an explosives and security expert, remembers shelling out $18 for bottled water and stuffing it in his jumpsuit pockets. Local water is so harmful to outsiders that even using purification tablets isn't enough to make it safe to drink.



Sambu, a village of about 200, provides few luxuries.



With no hotels or inns, FAA's investigative team bedded down on cots in a classroom provided by Sambu's Catholic nuns.

Every morning before heading back into the jungle, each investigator was loaded down with at least a gallon of water to help survive temperatures between 95 and 100 degrees and drenching humidity.

Late in the afternoon, helicopters ferried them back to Sambu, which they used as a base camp.

With just a small general store, no restaurant, and no hotel, they depended on the charity of two Catholic nuns who set up cots in a school classroom. If there was a nightlife, the FAA group didn't care. "We were so exhausted we went to bed early," Donner says.

"We had to kind of scrounge for food," recalls Carmody, an air safety investigator.

The group of FAAers couldn't acquire a taste for military MREs—"meals ready to eat"—which were flown in. They were cautioned against eating fish to avoid cholera.

They got lucky when the nuns, who offered the sheetless cots, also volunteered to cook evening meals.

The village's typical fare was rice and meat or soup. The meat, Campbell said, was a mystery. "The locals called it jungle chicken. Whatever it was, it was obvious that it had led a very hard life. It was tough, but tasty."

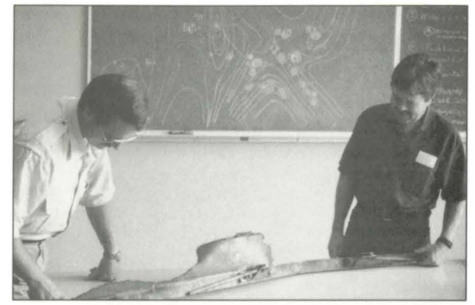
Despite the austere living conditions, the FAA team frequently talked to officials in Panama City and FAA Headquarters in Washington with a state-of-the-art satellite telephone hookup.

"The connections were perfect," recalls Donner of the satellite apparatus they carried to Sambu in a 96-pound suitcase. The antenna disk was aimed at a satellite, and the equipment was run by a small gas generator.

Every few days the team flew back to Panama City where they used a school classroom to analyze data and reconstruct the accident sequence.

Once back on their home turf, FAA team members recall their unique adventure. Totten-Mackey summed up the feelings of most. "I wouldn't have traded the experience for anything," she says. ✲

Pat Cariseo manages the Public Affairs Employee Communications Branch.



Cal Walbert and Tom Carmody probe a piece of the 737's overhead bin. A temporary lab was set up in a Panama City classroom.

The Mysterious Crash of COPA Flight 201

As *FAA World* went to press, the investigation into the crash of COPA Flight 201, a Panamanian 737 passenger jet, was continuing and Panama's government had not released its probable cause.

FAA's investigating team said the mystery is compounded because everyone onboard, including seven crewmembers, was killed. There were only a few eyewitnesses, and the plane's cockpit voice recorder had malfunctioned several days before the accident so it contained no useful information.

The flight data recorder, which was flown to NTSB labs in Washington for analysis, showed the plane was at about 25,000 feet when it started a series of maneuvers that led to a rapid descent.

Investigators say it plunged toward the ground at an 80 degree angle, nose down, traveling at a speed of 486 knots. Then it broke up with parts of the plane showering the jungle.

The 737-200, which originated in Mexico City with a stop in Panama City, apparently deviated to avoid thunderstorms and had just reported turning back toward its planned track when radar contact was lost. ✲



A local eyewitness tells investigators he saw the plane break up in the air.

Education

Spreading the Word

Partners in Education

By Kim Curry

It started out slowly—a one-time, one-hour presentation to a group of second graders in 1989—just trying to give my son's class a little variety. Soon, though, the word spread that the FAA had something extraordinary to offer that really held the students' attention.



Barbara Hutchinson, Columbia AFSS air traffic control specialist, "flies" an airplane desk built for the Blue Ridge Elementary School by fellow specialist Steve Glynn.

When contacted, Jim Jones, manager, Columbia, Missouri, Automated Flight Service Station, and members of the Columbia Chapter of the National Black Coalition of FAA Employees (NBCFE) pledged their support for an aviation education partnership with the Blue Ridge Elementary School.

The collective goal of the participating air traffic controllers was to take an active part in our community as positive role models for youth.

During individual class presentations, we were at first somewhat nervous, but the students helped us relax. Questions such as "Are you married?" and "How much money do you make?" tend to be great icebreakers.

Some classes were studying aeronautics, and we were able to tie into their curriculum. Pamphlets, films, posters, and additional ideas were obtained from the public affairs office.

All presentations concluded with students making their own candy airplanes. This was always the last activity of the day—to be taken home.

In addition to aviation information, the NBCFAE contacted a professional African American storyteller to give a presentation for Black History Month.

The largest event was "A Day at the Airport" for all 420 students in grades two to six. The Air National Guard, Highway Patrol, remote control airplane club, Columbia Airport's rescue and fire fighters, Columbia AFSS, private pilots, and many others helped make it a very successful field trip.

Rewards of the partnership experience have been many: to watch children's eyes light up with interest; to know that students have learned something important, something you had a hand in teaching; to believe in yourself and your peers enough to see such a large project through; to become a positive role model for someone who may never forget you or the time and energy you devoted to teaching.

If you are interested in sharing your aviation knowledge at the elementary level, a little patience, a few ideas, a little "elbow grease," a support system, and a dose of flexibility is all you'll need. ✲

Kim Curry is a flight service specialist and president of the Columbia Chapter of the National Black Coalition of Federal Aviation Employees.

There are lots of ways to interest youngsters in aviation and possibly a career in that field. Not only do some aviation buffs enjoy sharing their know-how with students, but they also like contributing to a better future for their specialty.

Here *FAA World* features a few of the creative methods FAAers are using to pass on their aviation knowledge.

Field Day Celebration

By Jean Mullins

In Malden, Massachusetts, some 400 students, parents, and faculty recently viewed a helicopter landing in the Linden School Yard. As an added attraction, "Air Bear" was on hand to talk about aviation.

Piloting the helicopter was New England's Flight Standards Accident Prevention program manager, George Gabriel, who later answered the students' many questions.

The region's Aviation Education Program manager Shelia Bauer and Adopt-a-School project volunteers participated in the school's field day events as part of the agency's third year of partnership with the school. FAA professionals representing a wide variety of fields tutor Linden students and add to their education.

Volunteers have also participated in monthly enrichment programs ranging from tours of Logan Airport and its jets to class presentations on airport security and safety.

Project sponsors are the region's Aviation Education Office and Airway Facilities Division.

Enrichment Program

Teaching about aviation is a family affair for New England FAAers Ken Goodsell, Flight Standards Division assistant manager, and Carol Goodsell, Resource Management Division management analyst. Recently they participated in a special enrichment program at their son Adam's school.



Ken Goodsell talks to students before they test their models.

At St. Christopher's School in Nashua, New Hampshire, the team taught 36 fourth graders elementary principles of aerodynamics. They explained airplane controls and how lift and thrust allow aircraft to become and stay airborne. The students also got a chance to make Delta Dart model planes.

FAA intern student and pilot Cindy Jeans shared her flying experiences and displayed her logbook and "solo" cut-out shirt. Traditionally, student pilots have a piece of their shirt cut out after their first solo flight.

To the delight of the fourth graders, the two-day program concluded with a schoolyard demonstration of their models.

Ken says his fascination with aviation derives to a large degree from his father's career as a military and commercial pilot. He soloed at age 16 in a Piper J-3 seaplane on the Merrimack River. At age 17 he earned his private pilot certificate.

Carol brings a background as an elementary school teacher and adult education instructor to her aviation education counseling. ✲

Thanks to Jean Mullins, ANE-5, for this report from the New England Region.

Planning for 2010

"What are the services Airway Facilities will provide in the year 2010?"

As part of its focus on strategic planning, the Airway Facilities Executive Board held a two-day session with industry representatives to discuss that question and other trends in control center technology.

Associate Administrator for Airway Facilities Arnold Aquilano told the group, "Airway Facilities is taking command of its future. We have a solid team and an equally solid purpose."

The industry session grew out of AF's soon-to-be-published strategic plan. Centered around "lines of business" and services, this was the fourth meeting of the Executive Board but the first of its kind with industry. It followed the plan's objectives to meet with external organizations to validate key assumptions and share experiences.

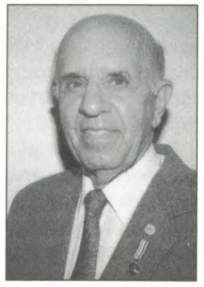
Chaired by Aquilano, the Executive Board is composed of the Airway Facilities' deputy associate administrator, special assistant, service directors, and regional division managers. It makes the policy decisions for AF's strategic planning. ✲



The Airway Facilities Executive Board met with industry representatives as part of its strategic planning.

Off Duty . ..
and in Person

'Golden' Communicator



Tony Spada

'Retirement is not my forte'

Tony Spada

Tony Spada, who works in the Headquarters Telecommunications Center, ADA-40, thinks of himself as a "golden" communicator. After all, he has been in the communications business since 1938, way over the 50 years required for a golden anniversary.

Spada began his communications venture as a messenger for Western Union. He delivered telegrams via an orange crate mounted on skate wheels. When that broke down he pounded the sidewalks to make deliveries to the folks in Rome, New York.

In addition to that job, he was a signalman for the Rome Aviation Club, which his brother had founded in 1932. He signaled aircraft via semaphore, panels, flashing light, fire, and CW—Morse Code.

By March 1942 Spada was old enough to enlist in the U.S. Marine Corps. He spent World War II in the Pacific as a radio operator in the battles of Guadalcanal, Bougainville, Guam, and Iwo Jima.

"In all those battles," he says, "we relied heavily on lateral communications, using wire and radio. We relied more on the former."

After the war, Spada decided to stay onboard with the Marines. He worked in the military communications business where his billets included message center chief, crypto chief, communications center chief, communications chief, communications officer, COMSEC custodian, and communications instructor, with service in Korea and Vietnam. He also married and had a son.

Retiring from the military in August 1964, Spada was on the lookout for a communications job with a new employer. On February 14, 1965, he signed on with the Federal Aviation Agency, which wouldn't become an administration until 1967.

He has liked his duties at the FAA a lot. "It felt like home," says Spada, but on November 1, 1988, he made the decision to sign off on FAA Form 7230-4 as retired, with 43 years and 7 months of federal service. Then on April 10, 1989, he signed back on.

"Retirement is not my forte," relates Spada. For himself, he hopes to be working in communications for a long time to come.

During his 27 years with the FAA, Spada has served in supervisory and operational positions. He has also been proud to perform some additional services. On his way to the Communications Center in March 1981, for instance, Spada helped a fellow FAAer through a medical emergency by giving him cardiopulmonary resuscitation. Spada says it was a happy moment when a little over a week later, the employee was well enough to come by the center and thank him for performing the lifesaving technique. ✲

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

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.

Aeronautical Center

Ronnie L. Baker, group supervisor, Aircraft Maintenance Section, Aircraft & Avionics Maintenance Branch, Aircraft Maintenance & Engineering Div. ... **David E. Campbell,** asst. manager, National Engineering Field Support Div. ... **Elaine A. Downey,** Storage Transportation Program manager, Storage & Transportation Div. ... **Tommy W. French,** manager, Logistics Branch, Airports, Logistics & Security Div. ... **Christine M. George,** asst. superintendent, FAA Academy, from Washington Headquarters ... **Ronald P. Koons,** supervisor, Aircraft & Avionics Maintenance Section, ACY Aircraft Services Branch, Aircraft Maintenance & Engineering Div., promotion made permanent ... **Sherry L. Leafgreen,** supervisor, Systems Management Section, Operational Systems Branch, Regulatory Support Div.

Alaskan Region

Robert M. Clark, asst. manager for technical support, North Alaska AFS, Fairbanks, promotion made permanent ... **William Comer,** area supervisor, Anchorage ARTCC, promotion made permanent ... **Kristine A. Conquergood,** branch manager, Employee Relations Staff, Airway Facilities Div. ... **Kent D. Peterson,** area supervisor, Anchorage TRACON, from Merrill ATCT, Anchorage ... **Wesley R. Pollock,** unit supervisor, South Alaska AFS, Anchorage, promotion made permanent ... **John R. Young,** manager, Nome AFSFO, North Alaska AFS, Fairbanks, from Memphis, TN, ARTCC AFS.

Central Region

William K. Brune, section supervisor, Automated Information Branch, Resource Management Div. ... **Dean A. Dewey,** unit supervisor, Installation Section-North Unit, Establishment Engineering Branch, Airway Facilities Div. ... **Sherwood M. Duffin,** section supervisor, Resources & Planning Branch, Airway Facilities Div. ... **Patricia A. Hickman,** asst. manager for program support, Olathe, KS, AFS ... **Stephen M. Ratay,** manager, Cedar Rapids, IA, AFSFO, Des Moines, IA, AFS, promotion made permanent ... **Stephen J. Rethmeyer,** supervisor, ARTCC/ATCT/AFSS Section, Resources & Planning Branch, Airway Facilities Div., from Olathe, KS, AFS ... **Joe L. Walker,** unit supervisor, Installation Section-South Unit, Establishment Engineering Branch, Airway Facilities Div. ... **Utah Watkins,** area supervisor, Olathe, KS, ARTCC ... **Bernard R. Weishapl,** manager, Goodland, KS, AFSFO, Wichita, KS, AFS, promotion made permanent.

Eastern Region

Melvin T. Cooper, aviation safety inspector, Washington FSDO, Loudoun County, VA, promotion made permanent ... **James Coschignano,** area supervisor, LaGuardia ATCT, from regional office ... **George A. Dodelin,** manager, Kennedy ATCT, from regional office ... **Eddie Gibson,** unit supervisor, Washington Civil Aviation Security Field Office, Chantilly, VA, from Cape Charles, VA ... **Joseph F. Maaser,** manager, Allentown, PA, ATCT, from New England regional office ... **Harvey E. Marlar,** Remsen, NY, AFSFO, Empire AFS, promotion made permanent ... **Thomas R. Martin,** unit supervisor, Philadelphia FSDO, from Belleville, MI, FSDO ... **Louis S. Natale,** asst. manager, traffic management, New York TRACON ... **Raymond F. Nethaway,** area manager, New York ARTCC, Islip, NY ... **Thomas N. Paccione,** asst. manager, traffic management, New York TRACON ... **Robert H. Peck,** area supervisor, New York TRACON ... **Ralph Tamburro,** area supervisor, New York TRACON.

Great Lakes Region

Bernard J. Burkacki, unit supervisor, Romulus, MI, Michigan AFS, Belleville, promotion made permanent ... **Patrick M. Burke,** area supervisor, Chicago Midway ATCT ... **Russell E. Burks,** area supervisor, Minneapolis ARTCC, Farmington, MI, promotion made permanent ... **Clifford A. Curtis,** air traffic manager, Pierre, SD, FSS, promotion made permanent ... **Mark J. Dombrowski,** area supervisor, Chicago ARTCC, Aurora, IL, promotion made permanent ... **Patrick J. Garey,** area supervisor, Champaign, IL, ATCT, promotion made permanent ... **Michael A. Hagen,** unit supervisor, Farmington, MN, AFS ... **Douglas M. Haney,** asst. manager, traffic management, Cleveland, OH, ARTCC, Oberlin ... **David L. Holtorf,** area supervisor, Minneapolis ARTCC, Farmington, MN, promotion made permanent ... **Charles A. Kaufmann,** asst. manager, traffic management, Cleveland, OH, ARTCC, Oberlin ... **Richard V. Ketterman,** asst. manager, airspace & procedures, Cleveland, OH, ARTCC, Oberlin ... **Douglas E. Mark,** area supervisor, Minneapolis, MN, ARTCC, Farmington, promotion made permanent ... **Edward G. Mc Kinley,** asst. manager, quality assurance, Wold Chamberlain, Minneapolis ... **George B. Meiners,** asst. manager, programs, Terre Haute, IN, AFSS ... **Randall S. Olson,** area supervisor, Willow Run ATCT, Belleville, MI, from Detroit Metro ATCT ... **Donald E. Powell,** systems engineer, Aurora AFS ... **Robert B. Turner,** unit supervisor, Minneapolis FSDO ... **James K. Undercoffer,** area supervisor, Indianapolis ATCT, promotion made permanent ... **Vincent G. Volpe,** asst. manager, plans & programs, Chicago ARTCC, Aurora, IL.

New England Region

Allan J. Bogusz, journeyman, Nashua, NH, AFS ... **Joanne V. Botos,** area supervisor, Boston ARTCC, Nashua, NH, promotion made permanent ... **Roger J. Coutu,** journeyman, Nashua, NH, AFS ... **Howard M. Gotham,** journeyman, Nashua, NH, AFS ... **Wayne P. Hamilton,** journeyman, Nashua, NH, AFS ... **Thomas E. Joyce,** area supervisor, Bedford, MA, ATCT, from Boston ATCT ... **Edson G. McCosh,** journeyman, Nashua, NH, AFS ... **Paul F. Murphy,** journeyman, Nashua, NH, AFS ... **Theodore M. Pas,** branch manager, Windsor Locks, CT, FSDO ... **Diane S. Romanosky,** manager, Technical & Administrative Support Staff, Engine & Propeller Directorate, promotion made permanent ... **Paul A. Stcyr,** area manager, Nashua, NH, AFS ... **John W. Wagner,** journeyman, Nashua, NH,

AFS ... **Joseph A. Wozniak,** journeyman, Nashua, NH, AFS.

Northwest Mountain Region

George Auer, unit supervisor, Salt Lake City ,UT, ARTCC AFS ... **Roger A. Benegar,** unit supervisor, Salt Lake City, UT, ARTCC AFS ... **Steven J. Deubler,** area supervisor, Denver ARTCC, Longmont, CO, promotion made permanent ... **Robert H. Hallman,** unit supervisor, Salt Lake City, UT, ARTCC AFS ... **Garth D. Harris,** area supervisor, Salt Lake City ARTCC, from Salt Lake City ATCT ... **Shelley D. Hartman,** area supervisor, Boeing ATCT, Seattle, from Seattle-Tacoma ATCT ... **Eugene F. Huettner,** section supervisor, Long Beach, CA, Aircraft Evaluation Office, promotion made permanent ... **Jerry D. Huffman,** manager, Lakeside, MT, AFSFO, Billings AFS ... **Edwin J. Justice,** unit supervisor, Longmont, CO, ARTCC AFS ... **Carol A. Key,** section supervisor, Seattle Airports District Office, from regional office ... **Daniel C. Kube,** unit supervisor, Longmont, CO, ARTCC AFS ... **William C. Malone,** section supervisor, Long Beach, CA, Aircraft Evaluation Office, promotion made permanent ... **James F. McDonald,** section supervisor, Seattle Aircraft Evaluation Office, Renton, WA, promotion made permanent ... **Gregory L. McMahon,** area supervisor, Seattle ARTCC, Auburn, WA ... **Loren F. Nakayama,** unit supervisor, Longmont, CO, ARTCC AFS ... **Edward A. Rigo,** asst. manager for technical support, Salt Lake City, UT, ARTCC AFS ... **Donald E. Schmeichel,** supervisor, Radar/Automation Installation Engineering Section, Establishment Branch, Airway Facilities Div. ... **George C. Sedlack,** section supervisor, Seattle Aircraft Evaluation Office ... **Jere A. Sheppard,** unit supervisor, Longmont, CO, ARTCC AFS ... **Richard L. Silva,** unit supervisor, Denver AFS ... **Joseph R. Stromberg,** unit supervisor, Salt Lake City, UT, ARTCC AFS ... **Nancy A. Trudell,** manager, Helena, MT, FSDO, from Salt Lake City FSDO ... **Robert E. Whitney,** unit supervisor, Salt Lake City, UT, ARTCC AFS ... **Jarrold A. Woodward,** unit supervisor, Salt Lake City, UT, ARTCC AFS.

Southern Region

Michael R. Barry, area supervisor, Sarasota, FL, ATCT, from St. Petersburg-Clearwater, FL, ATCT ... **Dennis L. Briggs,** group supervisor, Electronic Navaids Section, Installation Unit, Establishment Engineering Branch, Airway Facilities Div., promotion made permanent ... **William L. Davenport,** asst. manager for program support, Raleigh, NC, AFS, from Memphis, TN, ARTCC AFS ... **Joann Y. Ford,** area supervisor, St. Petersburg, FL, AFSS, promotion made permanent ... **Larry E. Freiheit,** unit supervisor, North Florida FSDO, Orlando ... **Charles B. Martin,** area supervisor, Raleigh, NC, ATCT, from Orlando, FL, ATCT ... **Steven G. Rose,** asst. manager for program support, Miami ARTCC AFS ... **William R. Rowland,** area supervisor, Pensacola, FL, ATCT, from Mobile, AL, ATCT ... **Ronald F. Singletary,** area supervisor, Craig ATCT, Jacksonville, FL, from Jacksonville ATCT ... **Willie Joe Wall,** unit supervisor, Georgia FSDO, Atlanta, promotion made permanent ... **Joseph M. Worsley,** manager, Tupelo, MS, AFSFO, Hub AFS, Memphis, from Columbia, SC, AFS.

Southwest Region

Ashley G. Blackman, unit supervisor, Dallas/Ft. Worth AFS, from Midland, TX, AFSFO ... **Anthony Brescia,** asst. manager for training, Ft. Worth ARTCC ... **Marvin C. Brynterson,** unit supervisor, Ft. Worth ARTCC AFS ... **Mary C. Dreessen,** unit supervisor, Dallas/Ft. Worth CASFO, from Houston CASFO ... **Robert A. Gardner,** unit supervisor, Houston ARTCC AFS, promotion made permanent ... **Donald J. Hall,** area supervisor, Amarillo, TX, ATCT, promotion made permanent ... **Clifton M. Harris,** manager, Monroe, LA, AFSFO, Little Rock AFS ... **William H. Johnson,** unit supervisor, Albuquerque ARTCC AFS, promotion made permanent ... **William R. Kessinger,** team supervisor, Houston FSDO, promotion made permanent ... **James R. Nausley,** manager, System Requirements Branch, Air Traffic Div. ... **Rex A. Powell,** unit supervisor, Hobby AFSFO II, Houston AFS, from Dallas/Ft. Worth AFS ... **John H. Smith,** area manager, Ft. Worth ARTCC ... **Henry G. Suggs,** journeyman, Ft. Worth ARTCC AFS ... **Jo Lea Tarrh,** unit supervisor, Enroute Electronics Engineering Section F, Establishment Engineering Branch, Airway Facilities Div.

Technical Center

Philip S. Barbagallo, manager, Weather/Primary Radar Div. ... **Louis Berman,** manager, R&D A/C & Range Facilities Div. ... **Joseph C. Brown,** manager, Automation Div. ... **Henry J. Buck,** manager, AAS Laboratory Project, Resource Management Service ... **Armando J. Gaetano,** manager, Aircraft Eng. & Modification Branch, R&D A/C & Range Facilities Div. ... **Joseph G. Martirone,** manager, Financial Management Div. ... **Rene A. Matos,** manager, NAS Facilities Operations Div. ... **Hugh D. Milligan,** manager, NAS Facilities Software Eng. Div. ... **Richard Piech,** manager, NAS Facilities Hardware Eng. Div. ... **Russell J. Spadea,** manager, Voice Switching Automation Div. ... **Laurel A. Tootell,** deputy div. manager, Voice Switching Automation Div.

Washington Headquarters

Patricia Coleman, chief, Strategic Plan, Policy & Budget Staff, Office of Training & Higher Education, promotion made permanent ... **Michael R. Dunlap,** chief, OATS Transition Staff, Special Projects Office, Information Technology ... **Martin N. Finkelstein,** manager, Accounting Systems Div., Office of Accounting ... **Jeffrey A. Jameson,** ACO manager, Office of CAS Operations, Office of Civil Aviation Security Operations ... **Veronica F. Jordan,** manager, VSCS COTR Branch, Voice Switching & Control System Div., Program Manager for Advanced Automation, promotion made permanent ... **Diane C. Kapanowski,** asst. air traffic manager, operations, Operations Branch, ATC Systems Command Center, Office of Air Traffic System Management ... **Richard Lea,** branch manager, Office of the Director, Flight Standards Service ... **Harold M. Leblanc,** team leader, Surveillance Branch, Contracts Div., Office of Acquisition Support ... **Kenneth D. MacOmber,** chief, Administrative & Evaluation Staff, Information Technology ... **William R. McAndrew,** manager, Drug Abatement Branch, Medical Specialties Div., Office of Aviation Medicine, promotion made permanent ... **Gary C. Mileski,** section supervisor, AT Advanced Automation System Requirements Branch, Advanced Systems & Facilities Div., Air Traffic Plans and Requirements Service ... **Lawrence W. Randall,** deputy div. manager, Surveillance Engineering Div., Program Director for Surveillance, promotion made permanent ... **David Clark Thomas,** section supervisor, Financial Information Div., Office of Accounting.

Western-Pacific Region

Sidney R. Allen, branch manager, Air Traffic Div., from Burbank ATCT ... **Rose M. Behm,** unit supervisor, Phoenix Certificate Management Office ... **Richard E. Case,** area manager, NAS Miramar TRACON, San Diego, promotion made permanent ... **Charles A. Chamberlain,** area manager, Burbank, CA, TRACON ... **Edward L. Couch,** branch manager, Air Traffic Div. ... **Richard D. Frank,** asst. manager, plans & programs, McClellan Air Force Base TRACON, Sacramento, CA ... **Johnnie W. Garza,** area supervisor, Los Angeles ARTCC, Palmdale, CA, from High Desert TRACON, Edwards Air Force Base ... **Arthur Grueneberger,** area manager, McClellan Air Force Base TRACON, Sacramento, CA ... **Dennis S. Ham,** unit supervisor, Telecommunications Staff, Airway Facilities Div., promotion made permanent ... **James S. Itamura,** unit supervisor, Honolulu CASFO ... **Robert D. Junge,** asst. manager, programs, High Desert TRACON, Edwards Air Force Base ... **Robert J. Pease,** area manager, Los Angeles ARTCC, Palmdale, CA ... **Kenneth E. Pender,** area manager, Oakland, CA, TRACON, from Tampa, FL, ATCT ... **Deborah T. Saito,** asst. manager, Honolulu ATCT ... **Richard W. Simmons,** manager, Kona, HI, AFSFO, Hawaii-Pacific AFS, from San Antonio, TX, AFS ... **Stan K. Takehara,** unit supervisor, CSIF Program Section, Establishment Engineering Branch, Airway Facilities Div. ... **Robert L. Trout,** unit supervisor, Las Vegas, NV, FSDO, promotion made permanent ... **Vaughn A. Turner,** unit supervisor, Los Angeles AFSFS Navaids Unit, promotion made permanent.

Retirees

Aeronautical Center

Billy J. Baxter
Para A. Crow
Jimmie E. Doyle
Cornelia S. Hunter
Rodric M. Phillips
Jimmie E. Williams

Alaskan Region

Donald T. Keil
Robert L. Tarr

Central Region

Raymond J. Fernandez
Ryan A. Griffin

Eastern Region

Edward C. Bauer
Vincent P. Caricchio
Robert C. Purdy
Charles W. Stevens

Great Lakes Region

Phillip F. Dice
Philip C. Haars
Sam Pate
Vincent J. Scarpuzza
Willis K. Shirk

New England Region

Jules J. Arel
Merland E. Clark

Northwest Mountain Region

Merle M. Allton
Virgil Davidson
Richard Felsburg
Adrian Gunst
Rodney L. Hurlbert
Anthony R. Marion
David L. Paswaters
Dalton F. Sessions
Maynard Wemple

Southern Region

Margaret C. Byrne
Glenwood Coleman
Albert L. Farmer
Don W. Ferrell
Marisue C. Haigler
Jerry S. Holt
Kelvin F. MacDonald
Mary A. Roebuck
Carl Steedman
Alben B. Tackett

Southwest Region

Mary E. Brown
Jose L. Jaramillo
Franklin D. Moore
Donald L. Skinner
Charles T. Ward
Alejandro A. Zapata

Technical Center

Doris C. Brangenberg

Washington Headquarters

Billy G. Hill
William B. Lowe
Stanley E. Matthews
Carrol A. McCollough
Lawrence R. Paschich

Western-Pacific Region

Norman W. Ballard
James R. Driscoll
Jesse R. Stevenson
Roosevelt Wright

FAA Remembers. **G. Van Standifer,** 64, of Glenarden, Maryland, died September 16. Retired from FAA's Office of Management Systems in 1985, Mr. Standifer later served as town manager of Glenarden, Maryland.

To help solve the community's problems of escalating crime rates and drug-related activities, he came up with the idea of starting a late-night, summer basketball league aimed at older youth. Games bring the youngsters off the street and into the gym during the prime time of criminal activity.

The league caught on quickly, spreading across the country to encompass chapters in 34 cities. President Bush selected it as a "point of light" in the recognition of volunteer efforts to solve social problems.

Mr. Standifer's survivors include his wife, Martha; two sons, Eric and Nelson; and a grandson.

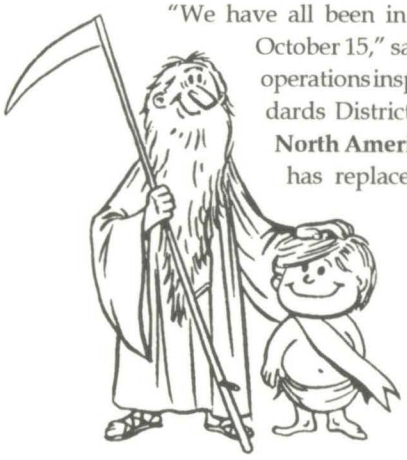
from page 2

remained about the same in 1991 (.46 percent) as 1990 (.40 percent).

In 1991, for the first time, aviation contractor personnel were tested. In addition, the frequency of random testing was increased from 25 to 50 percent, as required by FAA regulation.

FAA Administrator Thomas Richards said, "Pre-employment positives account for almost half of the positive results, demonstrating that pre-employment testing prevents applicants who test positive from being hired for aviation safety-sensitive positions."

A further breakout of 1991 test data has been published in news release FAA 42-92.



NAD 27 *NAD 83*

"We have all been in a brand-new location since October 15," says Richard Carlson, principal operations inspector, Kansas City Flight Standards District Office. Since that date, the **North American Datum of 1983** (NAD 83) has replaced NAD 27 as the basis for referencing horizontal positions.

The conversion shifted latitude and longitude coordinates on aviation and aeronautical charts up to several hundred feet, depending upon the area. Although virtually every point in the National Airspace System has been affected, the shifts in Alaska and Hawaii are the greatest for locations within the United States.

FAA eased the regulatory burden on the makers of light helicopters by giving them an alternative procedure they can use to determine whether their helicopters meet noise requirements.

"This is a move that will benefit everyone involved," FAA Administrator Thomas Richards said. "The manufacturers will save money, and **helicopter noise levels** will improve."

The alternative procedure, which is more stringent in terms of noise limits but less expensive for the manufacturer, is expected to cut the costs of certifying that the helicopters meet noise requirements by an estimated 90 percent. It was published as a final rule in the September 17 *Federal Register*.

Applicable to helicopters with certificated takeoff weights of less than 6,000 pounds, the new procedure reduces from three to one the number of microphones to be used in noise certification, reduces from three to one the number of test flights required, and increases the stringency of the standard that must be met by two decibels.

The agency has set up a **new category of small airplanes** designed for personal use that will be less expensive to build and maintain. The new primary aircraft category covers small, single-engine aircraft with maximum gross weights of 2,700 pounds. The planes also must have unpressurized cabins and hold no more than four people.

Under the new regulation, pilot-owners of primary category aircraft can perform an expanded range of special inspections and preventive maintenance, provided they successfully complete an FAA-approved maintenance training program. The aircraft cannot be used to carry persons or property for hire but can be rented provided they are maintained by an FAA-certificated mechanic or repair station.

U.S. Department
of Transportation

**Federal Aviation
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