



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

FAAWorld

April 1994

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Updating FAA World

Two kinds of survey concerning *FAA World* are in the works. Soon, a notice will be circulated throughout the agency to **update current distribution lists**. In that way, each FAA unit can receive the number of copies necessary for employees without waste or shortages. The goal is to make magazine distribution more cost effective and flexible.

Also, be on the lookout for an **opinion survey** requesting information about *FAA World's* content and look. By responding, readers—and potential readers—will be able to register their comments and communicate their likes, dislikes, and ideas.

More on cabin safety

Our February cover photo showed a woman emerging from a smoke-filled aircraft cabin onto an evacuation slide. Taken during an experiment run by the **FAA's Cabin Safety Research Section** at the Civil Aeromedical Institute (CAMI) in Oklahoma City, this picture, although not of the British testing, helped to introduce a story about FAA-funded evacuation tests to be conducted at the **Cranfield Institute of Technology** in England. CAMI, which performs research for the FAA on issues concerning emergency evacuation, worked with the British in developing the study at Cranfield.

An article detailing how cabin safety has been improved through FAA research is planned for an upcoming issue of *World*.

Brown bag lunches

The first in a series of monthly brown bag **lunches** with **FAA Administrator David Hinson** is scheduled for Tuesday, May 3, from 12 noon until 1 p.m. in Headquarters conference room 9ABC.

Employees interested in attending can drop a business or a 3"x5" card—with their name, title, organization, and telephone number—in the box set up in the FAA Headquarters lobby. Regional employees who plan to be in Washington that day and FAAers located outside the main building may submit the information to Briar Haggett, APA-340. The cut-off date for submissions is Friday, April 22, when 20 names will be randomly selected. Those selected will be notified prior to the date.

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FAA World

April 1994 Vol. 24, No. 4

FAA WORLD, the official FAA employee publication, is prepared by the Employee Communications Branch (APA-340) of the Public and Employee Communications Division, FAA Office of Public Affairs, 800 Independence Avenue SW, Washington, DC 20591.

Secretary of Transportation
Federico F. Peña

FAA Administrator
David R. Hinson

Assistant Administrator—
Public Affairs
Sandra Allen

Manager—Public & Employee
Communications Division
Paul Steucke, Sr.

Manager—Employee
Communications Branch
Diane Spitaliere

Editor
Pat Tomasetti
(202) 267-3448

Art Director
Michael A. Malden

Articles and photos for *FAA WORLD* can be submitted directly to APA-340 or to regional FAA public affairs officers:

John Clabes—Aeronautical Center
Joette Storm—Alaskan Region
Sandra Campbell—Central Region
Bob Fulton—Eastern Region
Morton Edelstein—Great Lakes Region
Tony Willett—New England Region
Tim Pile—Northwest Mountain Region
Kathleen Bergen—Southern Region
Henry Christiansen—Southwest Region
Holly Baker—Technical Center
Elly Brekke—Western-Pacific Region

Competing in a Global Environment

A Corporate FAA To Increase Safety, Efficiency

"Piecemeal reforms just won't work," Secretary of Transportation **Federico Peña** told more than 500 members of the aviation industry last month. Internal reforms—at least two dozen of them—have already been tried, he pointed out at the agency's 19th Commercial Aviation Forecast Conference. The answer, he said, is "fundamental reform"—the creation of a corporate FAA with federal oversight to manage air traffic control. "Safety will remain paramount," he said, only "it will be enhanced through better technology."

Growth environment

As forecast figures show, aviation is a growth environment. Related technology is burgeoning, and projections are calling for a gradual increase in services. Peña also made clear how this administration's philosophy aims to lend federal support to the U.S. aviation industry at home and abroad.

Federal corporation key

Central to taking full advantage of this support, he said, is the creation of a federal corporation to run the air traffic control system even more safely and a lot more efficiently. "Let me assure you," Peña said, corporatization is a high priority. It is a "cornerstone of the effort to make government work better and cost less."

Safety as first priority

Addressing some common misconceptions, Peña explained that the idea is not to "privatize" air traffic control services: a public corporation is not a public stock offering. Also, he added, there will be "no compromising safety, no crippling fees for general aviation, no turn to favoritism for airlines at the expense of passengers."

For the FAA to deal with future challenges, reform must be brought about in at least three areas—procurement, finance and budget, and personnel. Existing flaws are a burden that can no longer be tolerated, the Secretary said. A corporate FAA could best close the technological lag at the agency, free the system from its present and projected budgetary straitjacket, and

change the mix of employees to meet needs as they arise. A corporate structure, chartered federally and funded by users' fees, would also allow for workers to be shifted more easily, management to be more businesslike, and key employees to be paid more.

Meeting the future

The quick modernization of the air traffic system a corporation could accomplish would increase safety by getting advanced technology into the system faster. It could also lower customers' costs by allowing for more direct routes and fewer delays to save time and fuel.

The present system is "too slow, too creaky, too inefficient" for future needs, Peña said. Rules designed in the 1950s are still being used to meet the needs of the 1990s. To illustrate, Peña quoted one air traffic controller as saying: "I was born in 1961. When I turn up for work, I am using the exact same equipment used in 1961—when it works."

Peña gave tribute to FAA employees "whose sheer dedication has allowed that system to work so well in spite of its limitations."

FAA Administrator **David Hinson** also spoke at the Forecast Conference about the value of running the FAA as a government corporation. "This corporation isn't about lowering our safety standards," but about raising them, he said. It's also about creating capacity and making it less expensive for all users of the airspace, he explained.

Flux in the industry

"As an agency," Hinson said, "it is essential that we learn to quickly accommodate the rapidly shifting needs of an industry that is in transition. . . . Such agility does not come easily to a bureaucracy," he said, "but we've got to master the art of keeping in step with our partners—our customers—even when the band keeps changing the tune." As presently structured, the FAA is finding it more and more difficult to exploit new technology or to sustain the new growth neces-



Federico Peña

sary to meet future demands, Hinson said.

Reduced costs, delays

"We are burdened by federal laws and regulations that can take us up to five years to award a contract for a new piece of equipment. By the time we get it fielded, that system may have been overtaken by a new technology," he related.

According to Hinson, the cost overruns and delays associated with the Advanced Automation Program are classic examples of why the FAA needs to change how it does business, particularly in procurement and management.

Aiming for a corporate structure

"Our aim," he said, "is to create a corporation unhampered by cumbersome rules governing procurement, financing, and personnel. This new, business-like organization will allow us to upgrade equipment much faster . . . to hire people when we need them . . . and to put them where we need them."

The corporation will be "subject to the same strict regulatory oversight the FAA has long exercised over aircraft manufacturers and airlines in the private sector," said Hinson. In that way, he noted, the FAA can regulate, "just as effectively, the safety

performance of controllers who are going to continue to be employees of a government corporation."

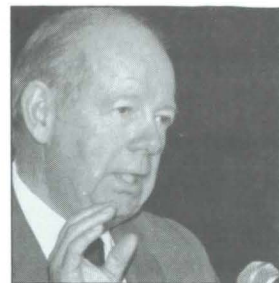
Making history

Hinson described the year that just ended as "historic for aviation in many respects." Many new air carriers entered the market, airlines experimented with radical restructuring, international competition was fierce, and overall forecasts were encouraging. "For the first time in this decade," he said, the major carriers may see the beginnings of a return to profits.

He said the FAA has examined the best ways to reduce regulatory burdens, while maintaining safety and security; promoted international trade through harmonizing standards for aircraft certification and operation; and used capital investments to improve airports and introduce new technology into the system.

Hinson explained how the FAA's merging of several key technologies—the Global Positioning System, digital data link, and automation, as a prime example—could vastly improve the future air traffic control

system. But, he believes, the agency needs a corporate structure to take full advantage of this new technology. *



David Hinson

'A corporate FAA isn't about lowering our safety standards, but about raising them.'

A Look at the Numbers

The Annual Aviation Forecast Conference has been called a premier aviation conference. It is the best attended of any FAA-sponsored event.

"When it comes to accuracy, our forecasts rank among the very best," said FAA Administrator David Hinson. FAA forecasting combines powerful statistical models with the most current economic and industry assumptions, a data base that reflects 35 years in the business, and informed judgments about what may happen in the future.

Astonishing accuracy

Hinson also said, "Ten years ago, we predicted that between 1982 and 1993, U.S. domestic enplanements would grow by 59.3 percent, reaching a total of 462 million passengers." The actual growth was 60.4 percent—a variance of only eight

tenths of one percent (0.8). "That's astonishingly accurate for a 10-year period," Hinson noted.

For the future

The forecast for domestic enplanements for U.S. carriers is to increase by 3.2 percent in 1994, rise by four percent in 1995, and average a 3.5 percent growth over the 12-year forecast period.

International enplanements will increase by an average of 6.5 percent a year throughout the forecast period. That's up from 4.6 percent in 1993. With Western Europe and Japan still in relative recession, most of this growth will be driven by demand in the Latin American and Pacific Rim markets.

Regional and commuter airline activity will con-

continued on page 13

General Aviation Action Plan

Aiming To Re-Energize Industry

The FAA, in partnership with industry, is seeking to boost growth in general aviation and reverse a more than 10-year decline. Technology to support such growth can best be provided through a federal corporation for air traffic control, FAA's Deputy Administrator Linda Daschle said at last month's General Aviation Forecast Conference in San Antonio, Texas.

Daschle also explained how the FAA's revised General Aviation Action Plan is designed to keep up the momentum that's just beginning to re-energize the industry. The plan "we are releasing today is markedly different from our earlier efforts," she said. Termed a comprehensive, coordinated partnership between government and industry, its five fundamental objectives are to:

• Protect and im-

prove on recent gains in safety. Since the majority of accidents are caused by human error, the FAA will expand its voluntary compliance program and redouble efforts to provide pilots with high-quality information. Also, it will have accident prevention program manager positions filled more quickly and implement other recommendations of the general aviation coalition.

• Lower the cost of flying.

To eliminate the "double

standard" that has been so costly to manufacturers, the agency is preparing harmonized regulations for small airplanes certified in the United States and Europe. It is also taking steps to protect customers from unilateral actions of other agencies, such as red dye in fuel, said Daschle.

• Develop advanced fuel, engine, and cockpit technologies.

The FAA and the National Aeronautics and Space Administration have agreed to combine technical resources and increase investments in research and development for general aviation. Low-cost fuel, affordable data link, quieter propulsion systems, improved manufacturing techniques are all being researched. And, said Daschle, "few technologies have so captured our imagination

as satellite-based navigation—GPS."

• Provide fair and equal access to airways and airports.

"With GPS," Daschle noted, "we will sharply reduce the cost of modernizing old airports and building new ones." Also, with more efficient use of existing facilities due to GPS, "general aviation can depend on the continued accessibility to the nation's airspace and to our airports."

continued on page 13



Linda Daschle

'Few technologies have so captured our imagination as satellite-based navigation—GPS'

Industry Trends

In 1993 the nationwide pilot population declined by more than 9,000. The size of the GA fleet and the number of hours flown also declined, a trend that is expected to continue throughout much of the forecast period.

But buoyed by a strengthening economy, Daschle said, the FAA is forecasting modest gains in the sale of turbine-powered aircraft and steady increases in the number of instrument-rated pilots.

The success of airplane kits, along with strong

sales in the used aircraft market, also show there is much creativity and resilience in the industry, she noted.

General aviation continues to be a dominant force in the aviation industry. It includes all segments of the industry except commercial air carriers and the military and covers a range of activities from training new pilots to crop dusting. GA aircraft can be anything from a one-seat single-engine plane to a long-range corporate jet. *

Memories of an Era

By Roland Herwig

An agency work horse, the adaptable DC-9 has flown its final mission for the FAA. The plane began its service at the FAA Academy more than 25 years ago, when the dash-10 model was purchased from Swissair. First as N119, then N29, the former airliner served the FAA well for many miles.

Flying without accident or incident, the professional aviators who piloted the aircraft for over 20,000 mostly training hours and never put a scratch

antihijacking trials.

There were more noise tests in Yuma, Arizona, and Fresno, California. Academy crews also supported the National Aeronautics and Space Administration at Edwards Air Force Flight Test Center for separation distance and turbulence tests behind the B-747, which would later be modified to haul the space shuttles. In addition, the aircraft served as a test bed for aircraft components and operational procedures now taken for granted in the industry. In fact, the first ground proximity warning devices and the airborne doppler weather radars were tested aboard N29, Reid noted.

Its several crew members could tell interesting details about the flight into Hurricane Hugo-ravaged St. Thomas and St. Croix to bring in emergency supplies and evacuate FAA families.



Reid and Wade westbound to Clinton-Sherman.

Photos by Mike Harvey

"Ours was the first aircraft to land on St. Thomas after the storm," recalls Reid. "There were no air traffic facilities, and the airport was closed."

Another landmark flight was transporting the security team for Nelson Mandela's 1990 visit to the United States.

The aircraft's final FAA Academy mission last September 30 was short and sweet—a flight in beautiful weather to Clinton-Sherman Air Force Base. Soon it was all over, except for the pictures and the fond farewells. *

Roland Herwig is editor of the Aeronautical Center's *Intercom*.



Crew after N29's final flight—John Reid, Jim Wade, and Mike Cantley—all of the Aeronautical Center's Air Carrier Aircraft Pilot Certification and Standardization Branch.

on it were applauded by John Reid, former DC-9 section manager.

"Few people realize that—in addition to FAA Academy certification training—'Doug-29' and the pilots who flew it have contributed greatly to the standard of excellence enjoyed by the U.S. airline industry today," Reid added as he listed some of the DC-9's special missions.

In the '70s there were brake testing projects, noise abatement testing for departures at Washington's National Airport, medical evacuation missions, and standby duty for

FAA's National Diversity Team

Here's an introduction to the FAA's National Diversity Team, AHD-4, in the Office of Human Resource Development.

Standing, from left, are Gail Sankey-Reed, Michaline Dobrzeniecki, Alfreda Miller, Jeri DiMaggio, and Duke Taylor. Seated is manager Gwen Jones. This group is an available resource for all FAA organizations on issues pertaining to diversity. The team can be contacted on (202) 366-5374.



Q&As about diversity will appear in an upcoming *FAA World*. *

FAA World

Discussions about early outs, buyouts, and reductions-in-force have become a permanent part of federal employees' conversations, it seems. Here's an overview of what's happening at the FAA.

Early outs—technically named Voluntary Early Retirement Authorities, or VERAs—are used to avoid RIFs, furloughs, and other agency actions to reduce budgets

or cut employment levels. They increase the number of employees eligible to retire by reducing the length of service and age requirements to do so.

FAA's window for early outs opened March 14 and is expected to last for the rest of this fiscal year. To be eligible, you must meet age and service requirements—20 years of service at age 50, or 25 years of service at any age—and be in a position for which early outs are offered.

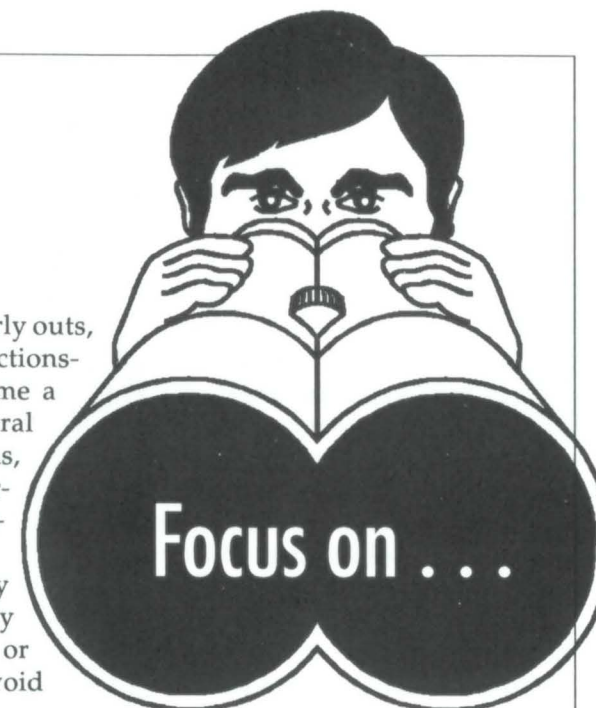
Civil Service Retirement System employees who take an early out, however, will receive an annuity permanently reduced by 2 percent per year for each year they are under age 55. Employees with only FERS service will not have their annuities reduced. Your retirement specialist can give you more details, or call 800-888-4412 from any touch-tone phone for a written estimate of your retirement annuity.

According to one source, more than 11,000 employees of the Department of Transportation's work force of 67,000 have the age and service to qualify for early outs.

Buyouts—Voluntary Separation Incentive Payments, or VSIPs—are one-time, lump-sum payments to employees who voluntarily retire or resign. Their dollar amount is the lesser of \$25,000 or the severance pay you would get for an involuntary separation. Severance pay formula is one week's basic pay for each of the first 10 years of civilian service, plus two weeks' basic pay for each year over 10 years. An age adjustment allowance of 10 percent is added for each year you are over 40.

The agency's buyout window opened March 31 and will run through May 3, 1994. Buyouts are being offered in conjunction with early outs; this is a one-time offer that will not be repeated. No limit has been placed on the number of buyouts that will be paid to employees who retire or resign during the window.

Contact your human resource management division for assistance in computations, additional information, counseling, and forms. *



...Early Outs, Buyouts

At Headquarters, regional offices, the Aeronautical Center, and Technical Center, the following employees are excluded from the early out or a buyout offer.

Aviation Standards: doctors
Flight Standards and Aircraft Certification: nonsupervisory field employees assigned to or collocated with Headquarters or a regional office and nonsupervisory employees in series 801, 850, 855, 861, 1701, 1801, 1825, 2181

Air Traffic: nonsupervisory controller work force employees in the Air Traffic Control System Command Center

Airway Facilities: nonsupervisory F&E-funded employees located in regional offices and responsible for new NAS equipment installation and nonsupervisory technical employees in the Operation Support Service in the series listed below for field facilities

In all other FAA field facilities, employees not offered early outs or buyouts are as follows.

Flight Standards and Aircraft Certification: nonsupervisory employees including those abroad

Air Traffic: nonsupervisory controller work force employees in level II and above towers and en route centers

Airway Facilities: nonsupervisory technical employees—those in series 332, 334, 391, 801, 802, 808, 810, 819, 830, 850, 854, 855, 856, 1550, 2805, 2810, 4742, 4749, 5716

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Record Setters

A hot air balloon, a racer, and a sailplane were among the aircraft tapped as last year's pacesetters. Recently the National Aeronautic Association included them in its annual selection of the ten most memorable record flights of 1993, chosen from more than 125 aviation records certified during the year. Here's a look at the winning ten.

- Answering to the call sign *Frigid Skyquest II*, Bill Bussey piloted his Thunder and Colt AX-8 hot air balloon from Amarillo, Texas, to Milbank, South Dakota—covering 755 miles in 29 hours and 14 minutes and setting records for distance and duration.

- In front of thousands of spectators at the Experimental Aircraft Association annual convention in Oshkosh, Wisconsin, Jon Sharp flew his 100-horse power, Formula One racer *Nemesis* at speeds averaging 277 miles per hour and setting a record for speed over a 3 kilometer course.

- After declaring his destination, Ron Williamson flew his Bell UH-1H helicopter nonstop from Oxnard,

California, to Marietta, Georgia—a distance of 1,976 miles.

- Soaring along the ridges of the Allegheny Mountains in Pennsylvania and West Virginia, Thomas Knauff flew his Schempp-Hirth Discus B sailplane a total of 866 miles without landing.

- Stuart Goldberg flew his Beechcraft Bonanza V35B from New York to Los Angeles and back to New York, completing the trip in 24 hours, 55 minutes, at an average speed of 198 miles per hour. He set a record for speed over a recognized, round-trip course.

- Shown in flight on this month's cover, Gary Hertzler piloted his homebuilt VariEze nonstop between Chandler, Arizona, and Perris, California, four times—a distance of 2,490 miles.

- Proving the performance capabilities of their twin-turboprop, Marsh S-2F3T Turbotracker, shown below, William Walker and Wyatt Ingram set records for speed—282 miles per hour; time to climb to 3,000



meters—3 minutes, 40 seconds; and altitude—35,735 feet.

- Pictured above, Patrick and Juanita Curley visited all 128 public airports in their home state of Michigan within 1 day, 12 hours, and 5 minutes. Their vehicle was a Piper PA-28-181.

- To test the auxiliary fuel tanks of their new, extended-range McDonnell Douglas MD-83, Robert Siman and Hassan Al-Kandry flew nonstop from Washington, DC, to Rome, Italy—a distance of 4,472 miles.

- Outperforming all other aircraft in his class, Henry Bouley flew his homebuilt Questair Venture from Chicago to Boston in 2 hours, 9 minutes, at an average speed of 401.79 mph.

Pacesetters and other world-class competitors were honored late last month at NAA's annual awards ceremony held at the National Air and Space Museum in Washington.

The National Aeronautic Association is the National Aero Club of the United States and the U.S. representative of the Fédération Aéronautique Internationale, the 87-nation organization that oversees all aviation and space records throughout the world. *



'Distance Learning' Comes to FAA

Not long ago, the Office of Training and Higher Education (AHT) assessed various distance learning delivery technologies to bring the best available training to the agency. Aims were to find the most effective ways of delivering "interactive" courses. An important part of this was to learn from others' experiences, so contacts were made with government agencies and private companies to find out what had worked for them.

Each of the six alternatives examined could provide the FAA with an interactive video-training network permitting an instructor to teach a course to students at multiple locations across the country. Along with being cost-effective, it was decided that the system chosen for the FAA must also allow students to interact

with the instructor in "real-time."

Systems with one-way video/two-way audio would allow students to see and hear the instructor, but the instructor would only be able to hear the students; systems that incorporate two-way video/two-way audio allow the instructor and the students to see and hear one another. Also researched were the advantages and disadvantages of using analog and digital compressed signals.

The training method selected for the FAA delivers one-way video combined with two-way audio. The instructor broadcasts video and audio over a satellite network through a digital compressed signal. Return student audio comes over standard tele-



phone circuits. Also added on will be the Viewer Response Systems to facilitate interaction, testing, and polling in the classes.

Those who would like more information about the Distance Learning Program can contact Meryl Evans, AHT-200, at (202) 366-7035. *

This article is part 2 of 3 in a series relating to the FAA Distance Learning Program. Part 1, which appeared in the February World, explained goals for 1994-97 and implementation of the program at the agency.

International Team

New FAA Reps in London, Riyadh, and Singapore

FAA has made tentative selections, pending clearances, for three FAA Senior Representatives: Carl Burleson for London, Dennis Beres for Riyadh, and David Knudson for Singapore. As the agency's senior official for the many countries in their assigned geographical areas, the representatives coordinate and manage a broad range of activities and provide high-level liaison between FAA organizations, foreign civil aviation authorities, industry, and international organizations. They promote and gain support for U.S. standards, policies, and procedures and provide advice and assistance to foreign governments.

Since joining FAA in 1989, Burleson has played a major role in the dramatic expansion of FAA's

overseas operations. Most recently, he has managed the International Operations Branch, which develops international aviation objectives, policies, programs, and plans for the agency. He has provided information, advice, and guidance to all elements of FAA, other U.S. agencies, foreign aviation authorities, and U.S. industry regarding international aviation matters. Prior to joining the FAA, Burleson had extensive experience in the research and analysis of international equity investments.

Beres joined the FAA in 1978 as an air traffic control instructor at the Aeronautical Center. Since then, he has held several positions related to air traffic control, gaining extensive experience in both training and operations. In his current position as International Training Section super-

visor at the Aeronautical Center, he has developed and directed international training programs in air traffic control.

Knudson began his FAA career as a federal air marshal in 1985. He has served in security positions in several foreign locations, including Brussels, London, Manama and, Singapore. He was the FAA's first civil aviation security liaison officer to be posted overseas. He was also the first FAA officer assigned to Manama and the first manager of the Singapore Civil Aviation Security International Field Office. He has extensive experience dealing with high-level officials of foreign aviation authorities, air carriers, and the Department of State. *

Civil Aviation in Madagascar

By Richard Conley

Recently, a comprehensive assessment of Madagascar's civil aviation system was completed, marking the FAA's first substantial technical assistance project with the island republic and former French colony located off the coast of East Africa. The FAA evaluation aimed at determining the current status of flight standards, air traffic control procedures, and airport facilities, as well as future requirements in light of in-

Guttery, Southwest Region; and Nancy Cullen, Wichita Airport. Bob Baddy, Office of International Aviation, coordinated the three-week temporary duty assignment for the team, which developed out of a visit to FAA Headquarters by Aimé Rakotondrainibe, Madagascar's Minister of Transportation and Meteorology. The assessment was funded in part by the U.S. Agency for International Development, with

tions during the team's stay on the island.

John Hancock, AIA's deputy director, presented the team's findings to the country's new Minister of Transportation and Meteorology, Daniel Ramaromisa.

The Madagascar civil aviation assessment reflects FAA's continuing mission to build rapport with developing nations. The Office of International Aviation can successfully formulate flexible agreements with foreign civil aviation authorities, locate sources of funding, coordinate programs with other U.S. government agencies, and provide valuable technical assistance activities to promote worldwide aviation safety and encourage the sale of U.S. aeronautical products and engineering technology abroad.

Similar in-country technical assistance projects have been carried out in various countries in Latin America, the Caribbean, South America, Asia, and Africa where the Office of International Aviation hopes to facilitate future technical assistance projects. *

Richard Conley works in the Technical Assistance Branch, Office of International Aviation.



Airport rescue and fire fighting equipment stand by near the Ivato control tower and terminal at the capital city's airport, Antananarivo.

creased economic development and tourism. It also helped advance the sale of U.S. aviation products and demonstrate the high quality of U.S. technology.

Robert Shelton, air carrier operations specialist, Denver Flight Standards District Office, headed up the team of technical experts involved, including Taye Yemeru, Portland Flight Standards District Office; Ben

Air Madagascar providing the FAA team with transportation from Paris to the Malagasy capital, Antananarivo. The government of Madagascar furnished in-country ground transportation and accommoda-



The FAA team, shown above with the U.S. Ambassador, U.S. Embassy economic officer, and Madagascar Ministry of Transport, Air Madagascar, and Aéroports de Madagascar officials.

Historically Black Colleges and Universities

Seeking Ways To Increase Opportunities

The FAA, along with all other federal departments and agencies, has received a Presidential directive to increase its support of Historically Black Colleges and Universities (HBCUs). Managers and key staff are urged to examine their programs and services to find the best ways to do this.

For over 130 years, President Clinton said, historically black colleges and universities have been "beacons of hope and opportunity for Americans for whom no other options existed."

An executive order now directs each agency to set an annual goal for grants, contracts, and cooperative agreements awarded to these pioneering institutions of higher education for minority students. The goal for each fiscal year should exceed that of the previous

year, and each agency must develop an annual plan to meet requirements. Agencies must also provide technical assistance to the schools in preparing applications and proposals for grants and contracts.

The FAA's Office of Civil Rights can provide information and guidance about the award of grants, contracts, and cooperative agreements to historically black schools. Civil Rights will soon issue a brochure to inform the colleges and universities about related FAA programs and potential funding opportunities. The publication will also help FAA officials identify ways to increase the involvement of HBCUs in agency-sponsored programs.

For the past 10 years, the FAA has



George Thomas, H. C. McClure, and Leon Watkins talk with Ernest Holloway (second from right), president of Oklahoma's Langston University.

conducted an HBCU Program through which agency managers could have the schools participate in funded programs and activities. While building on previous opportunities, new avenues for the schools to work with the FAA now need to be explored.

To obtain a complete copy of the executive order, or for additional information and assistance, contact George Thomas, manager of the FAA's Historically Black Colleges and Universities Program. His number is (202) 267-3267. *

Photo Credits



Tim Griffith was recently promoted to the rank of brigadier general in the Air National Guard.

Beginning his military career by direct

appointment as second lieutenant in 1965, Griffith's military positions have included radar intercept officer, aircraft maintenance officer, line pilot, flight commander, and operations officer. He was commander of the 124th Tactical Fighter Squadron before becoming air operations staff director and later chief

of staff at Headquarters, Iowa Air National Guard.

A command pilot with over 7,000 flight hours, including over 3,700 hours in the F-100, A-7, and F-16, Griffith worked 18 years for the Iowa Aeronautics Commission before joining the FAA in 1986. Since then he has been an accident prevention specialist, operations inspector, and operations supervisor. Currently he is manager, Des Moines Flight Standards District Office.

Griffith and wife Linda, who live in West Des Moines, have two daughters, Heather and Jill.

Thanks to Danny Sharp, PASS representative, Des Moines FSDO.



Manchester, New Hampshire, Tower area supervisor Archer Davis, left, and Boston Tower controller Brian Dubay, bottom right, will represent management and the National Air Traffic Controllers Association throughout the ongoing New England TRACON optimization study. With some contractor assistance, the study is scheduled to be completed by August to determine the feasibility of consolidating any or all New England TRACONs—Terminal Radar Approach Controls.



Bringing about the 'Better' Times

By Angel Molinaris

The FAA has always been a fine place to spend your working hours. Still, there are some times that are better than others. This article is about someone who helps bring about the "better" times.

The Miami area has been the home of aviation safety inspector Chuck Smith for the past 25 years. Part of the federal service for over 39 years, he has worked in jobs throughout Air Traffic, Flight Standards, training, and management. And in all those places what he makes happen causes the morale counter to go way up and off the chart. His engaging lifestyle carries over from off duty to on duty.

As one example, a special challenge was given to Chuck when he was at the Opa Locka General Aviation District Office. The office manager said, "Can you put together something that is different for the Accident Prevention Program?" Chuck only asked two questions: "Do I have a budget?" and "Do I have limitations?" The answers to both questions was "no." Yet the result of that challenge was the *Nork and Cindy* 45-minute stage show that featured every member of the GADO. The show included singing and dancing, using TV's *Mork and Mindy* format to convey the aviation safety message. It played 26 times throughout the state of Florida to over 16,000 viewers. Nothing brought the GADO together like that show did.

Chuck brings his musical talent into the workplace whenever he can to uplift spirits and provide that extra touch. He has been playing professionally since high school, and he leads a combo that performs every weekend at various clubs in the Miami area. The combo also



Chuck Smith, on the trumpet at left, and his combo play at the retirement dinner for Charles Siceloff, former manager of Miami FSDO 19.

liven up Miami Flight Standards District Office retirement parties. Chuck plays the trumpet, all the keyboard instruments, and the vibes; arranges the music; and writes tunes for special occasions.

Hurricane Andrew had a drastic effect on the employees in the Miami FSDO. In spite of continuing hardships, Chuck helped spread some cheer at holiday celebrations that year. Using his gift of getting people to pull together and make things happen, he orchestrated a dynamic program at the FSDO that included employees' performing skits and songs and a small concert of music played on specially tuned bells.

By now you get the general picture. Chuck takes the opportunity to make the work day unusual, interesting, and exciting, not that FAA work lacks excitement. But at the FSDO, we also look forward to special events, Halloween, birthdays, any excuse to be a team and family.

One side note, last year Chuck was named supervisor of the year for Flight Standards, and a bunch of FAA folks—myself included—were happy to see him honored. He earned the title. *

Angel Molinaris is an aviation safety inspector at the Miami Flight Standards District Office.

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

Vote!

What are the most memorable products of America's aircraft manufacturing industry? FAA Administrator David Hinson wants to know what you would choose as the ten U.S. civil aircraft types that have had the most positive impact on aviation's progress.

The time frame begins with the Wright brothers' first flight at Kitty Hawk and extends through the latest certification award. Any category is eligible for selection, from open-cockpit biplanes through wide-body transports. The key is the aircraft's contribution, whether in terms of innovation or successful service.

Your input will assist in the selection of a display of pictures to be hung at Headquarters, and descriptions of those chosen will be published in a forthcoming issue of *World*.

Please send us your choice of up to ten U.S.-manufactured aircraft types on the form at right. A separate sheet explaining your

selection(s) is welcome, but not required.

Mail your ballot by Monday, May 16, to:

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

Entries can also be sent through interoffice mail or cc:Mail addressed to Pat Tomasetti, APA-340.

Ballot for top U.S. civil aircraft types:

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

FAA Remembers

Alvin Hinz, former air traffic control specialist at Chicago Air Route Traffic Control Center, Joliet, Illinois, Flight Service Station, and Chicago Flight Service Station, died in February in Sparks, Nevada. He was 62. Mr. Hinz retired from the Federal Aviation Administration in 1986.

Robert Marx, 64, died last month at Mount Vernon Hospital in Alexandria, Virginia, after a six-month illness. He had Guillain-Barre syn-

drome. Mr. Marx had served as director of public information for the Department of Transportation for more than 10 years. Born in Munich, Germany, he grew up in Brockton, Massachusetts. During his DOT career, Mr. Marx received various awards, including the Secretary's Meritorious Achievement award in 1977, 1984, and 1992.

Mr. Marx is survived by his wife, Harriet; two sons; and two grandchildren.

Aviation Outlook

Commercial from page 4

tinue to outpace that of major carriers. Passenger enplanements for regional and commuter lines will increase by an average of 7.5 percent each year. Steady growth—about 4.9 percent a year—is also foreseen in both the size of the helicopter fleet and the number of hours flown.

Forecasts for individual towers, centers, and flight service stations are available from the Statistics and Forecast Branch, Office of Aviation Policy, Plans, and Management Analysis, phone (202) 267-3355.

All forecasts assume the continuing recovery of the U.S. economy, stable fuel prices, and modest inflation. *

General from page 5

• **Make low-cost, user-friendly services available.** GPS allows planes to land at more than 2,500 small airports during low-visibility conditions without expensive avionics or ground-based navigation facilities. "Eventually," stated Daschle, "navigation satellites and cockpit receivers will very likely replace the vast and costly array of radio and radar on which we now rely."

But to capitalize on technology's promise, air traffic control functions need to reside in "a new form of federal corporation that will be unhampered by cumbersome rules governing procurement, financing, and personnel," said Daschle. "This is a proposal that best serves the long-term interests of the entire aviation community," she said. *

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

William J. Barron, academy 3R instructor, Arts III Section, Radar Branch, Airway Facilities Div. ... **Cheryl I. Jackson**, division manager, Civil Aviation Registry ... **Michael J. Lovvorn**, manager, Operations Branch, Financial Management Staff ... **Lester K. Pitchford**, manager, Contract Div., promotion made permanent ... **Catherine S. Routon**, director, Office of Management Services, promotion made permanent ... **Scott Loren Snyder**, manager, Contract Management Branch A, Contract Management Div., promotion made permanent.

Alaskan Region

Andrew S. Billick, manager, Airway Facilities Div. (correction to February's "People") ... **Claudia E. Hoversten**, manager, Budget Branch, Resource Management Div.

Eastern Region

Donald M. Cline, asst. manager, Albany, NY, ATCT, from regional office ... **Lafayette M. Demory**, area supervisor, Albany, NY, ATCT, promotion made permanent ... **Sheldon R. Moskowitz**, unit supervisor, Resource Management Section, Resource & Planning Branch, Airway Facilities Div., promotion made permanent ... **Nancy Oussaty**, asst. manager, Laguardia ATCT, Queens, NY, from Dutchess County ATCT, Wappingers Falls, NY ... **Gary E. Preston**, principal maintenance inspector, Albany, NY, FSDO.

Great Lakes Region

Ronald W. Allendorfer, unit supervisor, Grand Rapids, MI, FSDO, Kent County ... **Lisa A. Kurtz**, area supervisor, Princeton, MN, AFSS, from St. Louis, MO, AFSS, Chesterfield ... **Richard K. Petersen**, manager, Dayton Vandalia, OH, ATCT, promotion made permanent ... **Robert J. Woodford**, unit supervisor, System Management Branch, Air Traffic Div.

New England Region

Miles R. Miller, asst. manager, Manchester, NH, ATCT, from regional office.

Northwest Mountain Region

Murry D. Hess, asst. manager, programs, Salt Lake City, UT, ATCT ... **Noel F. Keane**, asst. manager for training, Denver ATCT (DVX TRACON), Watkins, CO, from Denver ... **Stewart R. Miller**, branch manager, Transport Standards Staff, Transport Airplane Directorate ... **Michael L. Moss**, asst. manager, plans & programs, Denver ATCT (DVX TRACON), Watkins, CO, from Denver ... **Adrian E. Nichols**, unit supervisor, Seattle (HUB) AFS, Spokane, WA, promotion made permanent ... **Lawrence L. Parrent**, manager, Denver ATCT (DVX TRACON), Watkins, CO, from Denver ... **Larry J. Statham**, asst. manager, Denver ATCT (DVX TRACON), Watkins, CO, from Denver.

Southern Region

Clifford A. Armstrong, manager, Hilliard, FL, ARTCC, from Cleveland, OH, Oberlin ... **Thomas G. Carroll**, manager, Greenwood, MS, AFSS, from regional office ... **Donald K. Gallion**, area supervisor, Hilliard, FL, ARTCC ... **Anthony H. Grasso**, area supervisor, Savannah, GA, RAPCON, from San Juan, PR, CERAP ... **Cecil L. Hall**, asst. manager, traffic management, Charlotte, NC, ATCT ... **Cecil A. Hoyer**, asst. manager, Memphis, TN, ARTCC, from Washington Headquarters ... **Charles A. Scordo**, traffic management unit supervisor, Hilliard, FL, ARTCC ... **Richard C. Shrum**, area supervisor, Melbourne, FL,

ATCT, from Vero Beach, FL, ATCT ... **Larry L. Welsh**, area supervisor, Asheville, NC, ATCT, from Greenville, SC, ATCT.

Southwest Region

Frances Carrillo, asst. manager, plans & procedures, Montgomery County AFSS, Conroe, TX ... **Bernard V. Snitz**, supervisor, Obstruction & Airport Evaluation Section, System Management Branch, Air Traffic Div., from Ft. Worth, TX, ARTCC ... **Craig L. Waltjer**, area supervisor, Hooks ATCT, Tomball, TX, from Intercontinental ATCT, Houston, TX.

Technical Center

Hugh P. Bergeron, div. manager, Engineering, Research & Development Service, Hampton, VA, from Moffett Field, CA.

Washington Headquarters

Walter J. Anderson, program manager, Special Projects Div., Requirements & Life-Cycle Management Directorate, Airway Facilities ... **Richard W. Bair**, manager, Automated Operations Systems Div., NAS Operations Directorate ... **Wendie F. Chapman**, program manager, Navigation/Landing Life-Cycle Div., Requirements & Life-Cycle Management Directorate ... **Dorothy K. Combs**, program manager, Materiel Management Div., Requirements & Life-Cycle Management Directorate ... **Marcia V. Corey**, manager, Training Div., Resources Management Directorate ... **Franklin F. Corpening**, manager, Telecommunications Support & International Communications Div., NAS Operations Directorate ... **Mary Karen Cronin**, program manager, Program Management & Planning Div., Requirements & Life-Cycle Management Directorate ... **Victor E. Foose**, branch manager, Spectrum Planning & International Div., Office of Spectrum Policy & Management ... **William P. Ford**, program manager, Information Resources Div., Resources Management Directorate ... **Thomas Gassert**, program manager, Special Projects Div., Requirements & Life-Cycle Management Directorate ... **Alan L. Hanson**, program

manager, Surveillance Life-Cycle Div., Requirements & Life-Cycle Management Directorate ... **Janis E. Hooten**, program manager, Communications Life-Cycle Div., Requirements & Life-Cycle Management Directorate ... **Mark K. Hoover**, program manager, ATC Automation Life-Cycle Div., Requirements & Life-Cycle Management Directorate ... **Betty J. Jones**, program manager, Workforce Planning & Development Div., Resources Management Directorate ... **Jose E. Justiniano**, program manager, Life-Cycle Policy & Requirements Div., Requirements & Life-Cycle Management Directorate ... **Douglas W. Kay**, manager, Telecommunications Leased Communications Program Div., NAS Operations Directorate ... **David A. Lantzy**, program manager, National Operations Div., NAS Operations Directorate ... **Thomas H. Proeschel**, manager, Special Programs Div., NAS Transition and

Implementation Service ... **Elizabeth F. Rand**, program manager, NAS Planning & Support Div., NAS Transition and Implementation Service ... **John J. Reilly**, program manager, Human Resources Management Div., Resources Management Directorate ... **Pike C. Reynolds**, manager, Operations Concepts, Plan & Performance Div., NAS Operations Directorate ... **D. Marlene Thomas**, program manager, Planning & Policy Div., Resources Management Directorate ... **Michael James Upton**, program manager, Financial Management Div., Resources Management Directorate ... **Alice A. Wong**, manager, Telecommunications Network Planning & Engineering Div., NAS Operations Directorate.

Western-Pacific Region

Rosemary Baca, manager, Employee/Labor Relations Branch, Human Resource Management Div. ...

Richard C. Bischoff, manager, Ontario, CA, AFSFO (Radar/Comm/Data), San Diego, CA, AFS, from Palm Springs, CA ... **Joseph C. Foster**, asst. air traffic manager, Air Traffic Div., from Los Angeles TRACON ... **Richard D. Frank**, asst. manager-operation, McClellan Air Force Base TRACON, Sacramento, CA ... **Stephen W. Griswold**, manager, Aviation Medical Div., from LAX ARTCC, Palmdale, CA ... **Arthur Grueneberger**, asst. manager, plans & programs, McClellan Air Force Base TRACON, Sacramento, CA ... **Russell M. Johnson**, area manager, Valley II AFSFO, Los Angeles AFS ... **Evelyn A. Mosquera**, section supervisor, Planning, Appraisal, & Analysis Branch, Financial & Management Resources Div., promotion made permanent ... **James J. Upton**, asst. manager, plans & programs, Oakland, CA, AFSS.

Retirees

Aeronautical Center

Arthur M. Heath
Ernest L. Staton

Alaskan Region

Harold C. Eward
Nancy A. Lathey
Richard D. Lewis
R. Lee McCaw
Kenneth R. Moore
Joel H. Tegeler
Jimmie J. Tvrdy
Paul A. Wegrzyn

Central Region

Wendell J. Bowman
Donald D. Campbell
Donald C. Richardson
Victor F. Sokoloski
Larry W. Wilson

Eastern Region

Maurice E. Farrell
Robert W. Torrey
Donald Winterfield

Great Lakes Region

Douglas W. Ewing
Henry Parr
Barbara J. Wyatt

Northwest Mountain Region

David W. Cain
Keith L. Irey
Donald M. Wilhelms

Southern Region

John E. Garner
Robert J. Hall
Albert R. Loper
Albert B. Ross
Berman J. Watts

Southwest Region

Richard F. Corn

Technical Center

Larry W. Schafer

Washington Headquarters

James G. Cain
Joseph M. Del Balzo
Brooks C. Goldman
Frank M. Roepcke

Western-Pacific Region

John R. Mueller
Norman C. Norton
Foy W. Pulliam
Charles E. Street

Retired, but Ready for Flight

After 25 years with the FAA, the popular N29—a DC-9—is out of a job. Savings that the FAA Academy in Oklahoma City realized by having its own training aircraft were overshadowed by new technology, making simulators effective for both aircraft type-rating and recurrent training. FAA's aviation safety inspectors now get air carrier training in owned or leased simulators, with some training in leased or contracted aircraft.

Although the DC-9's final mission has been flown for the academy, N29 remains at the Aeronautical Center while it awaits disposition. At press time, the plane is still ready for flight. Recently, another agency has expressed interest in the aircraft.

Turn to page 6 for highlights of N29's eventful era at the FAA. *



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