



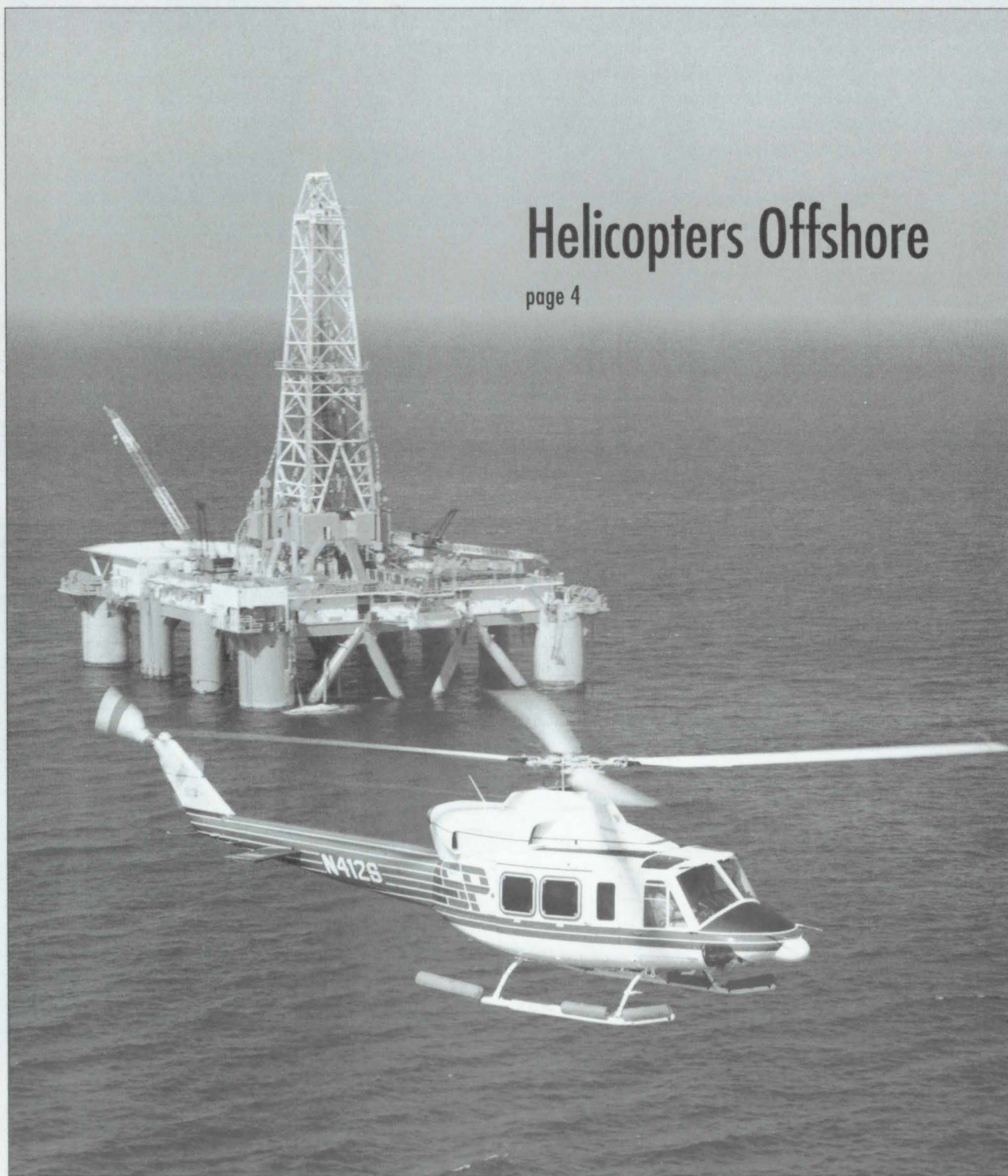
U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA World

March 1994

Helicopters Offshore

page 4



F or Y our I nformation . . .

To meet the anticipated rush of requests for retirement estimates by those eligible for early-outs and buy-outs, employees will be able to receive **personalized retirement estimates** starting this month. Scheduled to begin no later than March 15, many FAAers can phone **800-888-4412** to receive a written retirement estimate, which will be mailed within one work day to their home addresses.

The system will be available 24 hours a day, seven days a week, including holidays. Callers need to identify themselves by giving their Social Security number; they should also have a copy of their current pay statement so that sick leave can be computed accurately.

During the first phase of development, estimates will be available for Civil Service Retirement System (CSRS) eligibles, air traffic controllers eligible under Public Law 92-297, retired military, and CSRS employees subject to annuity offset. Later, employees eligible under the FERS retirement will also be able to use the system.

Developed to assist FAAers in their retirement planning, the new phone system—described as an interactive telephonic voice response system—will permit requests for two different retirement dates through December 31, 1999. The written estimates received should also be helpful to bring when further counseling from retirement officers is necessary.

A public meeting was held at the end of last month to hear comments from interested parties on the Clinton Administration initiative to restructure FAA's air traffic control system into a **separate government corporation**.

In response to recommendations of the National Commission to Ensure a Strong Competitive Airline Industry and the National Performance Review, an interagency committee has been developing detailed proposals for the corporation. Options being considered for a corporate structure would assure system safety, streamline procurement, simplify the personnel process, provide funding stability, and give continuity of leadership.

The executive oversight committee has been seeking the views and concerns of airspace system users, industry, labor, related experts, and other interested parties before developing its recommendations. Chaired by Frank Kruesi, DOT's Assistant Secretary for Transportation Policy, it includes senior officials from the

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FAA World

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Leaving the Laboratory

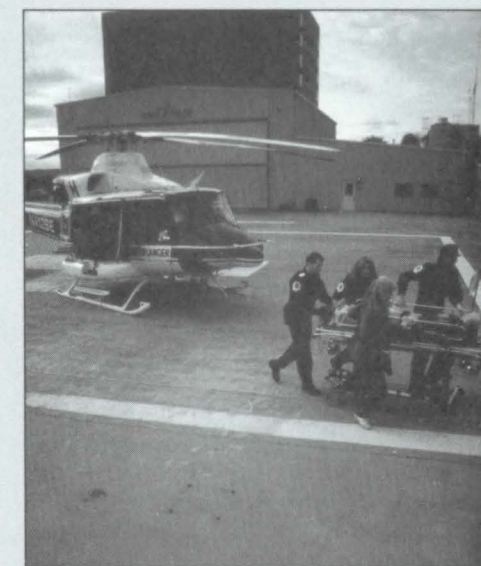
FAA Joins Helicopter Operators in Testing GPS Approaches

By Diane Spitaliere

The FAA and four civilian helicopter operators have joined forces to flight test Global Positioning System (GPS) nonprecision approaches, a procedure that will greatly improve a helicopter's ability to land in low visibility conditions and result in saved fuel costs and shorter flight times.

At a ceremony marking the joint effort, the Helicopter Association International presented the Vertical Flight Program Office with a meritorious service award in recognition and appreciation of "outstanding service to the civil helicopter industry."

The Erlanger Medical Center Life Force Helicopter in Chattanooga, Tennessee, will be the first operator to test the GPS approach.



Erlanger Medical Center Life Force Helicopter in Chattanooga, Tennessee, is one of four operations that will be testing GPS nonprecision approaches.

We're taking research and development out of the laboratory, designing a program based on real operational needs," said acting Southern Regional Deputy Administrator Naomi Saunders at the Erlanger ceremony. "And we are doing it at minimal cost to the

government since the operators are donating their helicopters, pilot time, and fuel." Other participants of this industry-sponsored "test bed" include the Mayo Clinic, Rochester, Minnesota, along with their contracted helicopter operator, Omniflight Helicopter, Dallas, Texas; Petroleum Helicopters, Inc., Lafayette, Louisiana; and University of Wisconsin Hospital, Madison, and their contracted helicopter operator Corporate Jets, Inc., West Mifflin, Pennsylvania.

Testing—scheduled to begin this spring—is being jointly conducted by the Office of Aviation System Standards, Oklahoma City, and the Vertical Flight Program Office in Washington, DC, with the support of the Satellite Program Office.

During the tests, each of the four instrument flight rules (IFR) certified helicopters will be equipped with GPS receivers and data gathering equipment. All flights will be conducted under visual flight rules (VFR) high-visibility conditions, with only the FAA-designated safety/project pilot and data technician onboard. For the test, pilots will wear vision-limiting devices to simulate actual instrument flight rule conditions.

Each test crew will fly 50 steep-angle approaches to the heliport during a period of about two weeks. Data gathered from test flights will serve as the basis for new GPS, nonprecision approach criteria unique to helicopters. It will also demonstrate and establish low-altitude helicopter IFR enroute capabilities.

"It is feasible the helicopter industry could become the greatest single beneficiary of FAA nonprecision GPS initiatives," said Steve Hickok, the agency's program manager for the project. Pointing out that similar initiatives have been accomplished for fixed-wing aircraft and airports, he said that this is a "critical" step in solving several of the obstacles that have historically plagued helicopter IFR operations. *

Diane Spitaliere is manager of the Employee Communications Branch, APA-340.



Bill Wallace, manager of the Vertical Flight Program Office, accepts meritorious service award from Helicopter Association International representative Pam Charles.

government since the operators are donating their helicopters, pilot time, and fuel."

Other participants of this industry-sponsored "test bed" include the Mayo Clinic, Rochester, Minnesota, along with their contracted helicopter operator,

Offshore Helicopter Operations—Gulf of Mexico

By Henry Christiansen

Offshore from the Louisiana and Texas coasts, the Gulf of Mexico covers a vast, resource-rich area that helicopter transportation makes accessible to oil and gas exploration and production workers. There the FAA's Southwest Region provides aviation services for communications, navigation, weather, and potential surveillance. FAA operations result in improved flight safety for some 30,000 offshore oil industry workers, whose movement over great expanses of water translates into servicing millions of helicopter passengers annually.

A look at the territory

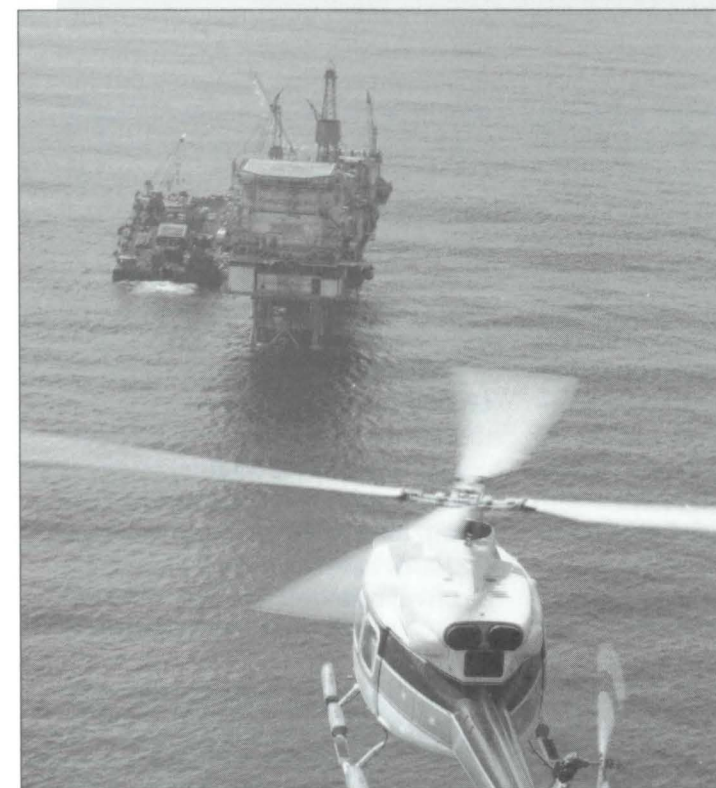
The Gulf of Mexico is the site of a multitude of oil and gas exploration and production activities. The areas of work extend from many points along

the Louisiana and Texas coastlines and reach out to 200 miles offshore. Included are about 2,000 landing pads on platforms, which support over 16,000 producing wells. Of the 30,000-plus workers involved in the production activities, half are at work in seven-day shifts out in the Gulf, and the other half are on home leave. These constant crew changes, which transport 15,000 workers out over the water and 15,000 back to land every week, result in over 3.5 million annual passenger movements. To accomplish this exchange, over 650 helicopters are in constant operation.

Variety of customers

Aviation in the Gulf of Mexico services helicopter operators under Federal Aviation Regulations (FAR) Part 135—that is, companies owning heli-

Opposite page: In the background is a depiction of Shell Oil Company's "Mars" tension-leg platform showing its height as compared to downtown Houston. The Mars platform will be installed in 1996 in 2,933 feet of water in the Gulf of Mexico, 130 miles southeast of New Orleans.



Helicopter transportation makes the Gulf of Mexico accessible to oil and gas explorations and production workers.

copters for hire; Part 91 oil company operators—those who own their own helicopters; a number of drilling contractors; dozens of fixed-wing, low-altitude fish spotters; various general aviation aircraft flying between coastal points; and offshore military training flights.

Gulf operations are extremely important to the U.S. economy. In recent years, federal royalties for Outer Continental Shelf (OCS) oil and gas have reached into the billions of dollars, with Louisiana accounting for most of the national total. Also, sales of new leases result in additional billions in bonus payments that flow into the U.S. Treasury.

As an example, last October Shell Oil Company announced that it will spend \$1.2 billion to bring into

tional specifications for FAR Part 135 operators. These routes, controlled by Houston Air Route Traffic Control Center's "Gulf Sector," are essential to safe flying during the frequent fog and adverse weather conditions. Also, Loran C is used for IFR navigation, providing a navigational signal network in the Gulf without the investment of millions in installation and maintenance costs for such ground-based navigational aid stations as VOR-DME sites constructed on rigs.

Airborne radar approaches have been approved so that helicopters can use shipboard weather radar to approach and land on offshore helipads. Another aid to navigation is a Visual Flight Rules (VFR) Aeronautical Chart developed for the offshore area. It identifies all rigs, the Department of Interior network of leases, IFR routes, high-activity helicopter flight areas,

production a giant field of 500 million barrels of oil, located 130 miles out in the Gulf, southeast of New Orleans. The company is installing a tension-leg platform in 2,933 feet of water, which is 200 feet more than New York's two World Trade Center Towers stacked on top of each other.

An evolving system

Twenty-five Instrument Flight Rules (IFR) routes have been established in the Gulf area that meet opera-

and the like.

To improve the safety of military training operating in low-altitude helicopter areas, military flight operations/procedures and communications via automated flight service stations and VORTACs were established. Also, helicopter routes have been tunneled through some warning areas, providing sterile corridors for helicopter operations. Communications outlets at five offshore sites are used to communicate with Houston center and with DeRidder, Louisiana, and Montgomery County, Texas, automated flight service stations.

Forecast for growth with GPS

The outlook is for further aviation growth in the Gulf. Its aviation network continues to evolve, providing the infrastructure to improve safety in this vast offshore area for millions of passengers.

The Department of Interior continues to sell multibillion dollar leases there, while drilling and production has expanded out to 300 miles offshore and in water depths of over 3,000 feet. Therefore, increases in the number of workers, helicopters needed for transport, and IFR helicopter services are assured.

As funds become available, additional offshore communications outlets will be implemented. Loran Flight Following (LOFF)—already tested in the Gulf—proved the Automatic Dependent Surveillance (ADS) concept. Now that the groundwork has been done, operators can look forward to the day when the Global Positioning System will increase the ease and safety of area navigation. *

Henry Christiansen is public affairs officer for the FAA's Southwest Region.



Linda Zamer

Airway Facilities 'Builds the Tools for Change'

It is time for a new customer service contract with the American people, a new guarantee of effective, efficient, and

responsive government. Much is being done about moving from red tape to results and to create a government that works better and costs less. We in the Airway Facilities organization are taking action to put things in order.

National Performance Review

The linear world has been overwhelmed by change from every direction and source, and no institution will be immune. Organizations and people who cannot adapt and assimilate the constant flow of new ideas, technologies, and values will see themselves being left further and fur-

ther behind. Survivors must embrace change and find prosperity in using it to their advantage. Those mired in the past will stumble.

Recognizing these realities, Airway Facilities began strategic planning over two years ago, allowing the organization to make a systematic examination of its present and potential futures. Consequently, the future AF will not resemble the current organization in structure, operations, work force, or employee roles. Gone will be today's traditional hierarchical organizational structure with a supervisor for every five to seven people. Its tomorrow will see a flatter, leaner, faster-acting organization where self-managed work teams make decisions that affect themselves including many that affect pay, performance appraisal, training, selection, and awards.

Beyond a model

Moving beyond the model construct, last October a team of employees in Airway Facilities produced a document entitled "Creating our Future by Managing Change." The AF team suggested changes in specific functional areas, along with recommended actions for AF nationwide. It also provided a historical perspective to give the reader a context for this whole initiative. Timelines and milestones were produced in January. Called "Building the Tools for Change," this step may be viewed as the second point in an on-going process to describe AF's future business model and transition strategy in more detail. It is also the medium by which the work in seven critical team areas is conveyed in collaboration with our

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Aviation Talks With Palau

Civil aviation development is a critical element in the future of the Republic of Palau. Tourism and exports of fresh fish, industries that rely heavily on a safe and secure civil aviation system, are key economic components to the country's development of true autonomy.

A three-person FAA delegation recently met with the Republic's President and other senior government officials who affirmed their desire to continue working with the FAA to enhance aviation safety and security in the Micronesia Region. At present, FAA technical assistance to Palau includes a reimbursable agreement that provides routine maintenance and supply support for the air navigation system at Koror International Airport, a study of ways to upgrade the present air navigation system, and maintenance technician training. Additionally, personnel from

Western-Pacific Region's Civil Aviation Security Division, AWP-700, are working with Palauan counterparts to develop a civil aviation security/catastrophic event master plan.

During an earlier trip to Palau, Robert Baddy, Office of International Aviation, John Gordon, Western-Pacific Regional Administrator's representative, and DeWitte Lawson, Western-Pacific's assistant chief counsel, met with government officials to discuss international technical assistance and training. Stressed was the need for a commonality of equipment and systems in order to maximize potential technical cooperation and training between the two countries. An informal request was made for the FAA to assist in developing the infrastructure for Palau's civil aviation authority, particularly in establishing the government's aviation regulations. Other areas of future FAA assistance include:

- development of a national air-

space system and administrative infrastructure that meets FAA and International Civil Aviation Organization standards.

- construction of a new Koror International Airport.
- assistance in the development of the regulatory infrastructure to support a national airline.

The results of a national plebiscite in Palau favored a change in its political status from a U.S. Trust Territory to an independent nation. In its first comprehensive national economic development plan, the government aims to incorporate the current and future demands of its Civil Aviation Directorate infrastructure and airspace system. Vice President Tommy Remengesau said that another critical element of Palau's policy will be to manage and control growth and development while preserving the country's culture and ecology. *

After the Flood—A New Perspective

By Susan Kupferer

On the evening of July 30, 1993, the Monarch Levee gave way to the swollen waters of the Missouri River, and life at the Spirit of St. Louis Airport changed dramatically.

Conversations took on a new flavor as flood stages, water levels, and rainfall became primary topics of discussion. Those with knowledge of boats and rivers hauled out their chest waders and became instant gurus.

National Guard troops staffed "checkpoints" through which area residents passed, waving from their mud-encrusted vehicles. Lots of learning also took place—how to drive through two feet of water by revving the engine and riding the

just past Blayney's, or you'll get stuck," they might shout.

The opportunities abounded for doing things that hadn't been done before—things like speeding down runway 8R in a motorboat during a rainstorm and hosing out inches of mud from the air traffic control tower with a firehose.

Even though the Chesterfield Valley is restored, images of how things were will last: sloshing in chest waders through the darkness of what had been the flight service station as a

flashlight's beam catches the movements of countless tiny toads; the eerie sight of silent computers dangling by their cords in muddy water; and the bizarre look of fish caught in the recesses of high-tech equipment.

As with all disasters, there were some lighter moments. Who could help but laugh at how we looked while wearing respirator masks.

Although we resembled the "ant people" from the cast of a B-grade movie, the masks were necessary to keep out the unbearable stench of rotting garbage.

And, as with all disasters, heroes emerged. I was fortunate to work with many of them daily. Many rose to the occasion, displaying extraordinary ingenuity, perseverance, and



Spirit of St. Louis Air Traffic Control Tower as the water recedes.

leadership, not to mention a sense of humor.

New grass will soon cover any mud that remains and leave few visible clues to hint at what happened in the region. Eventually even the water stains marking the road signs will fade. What will persist, though, is a new awareness and admiration for the special talents demonstrated by the people caught in the flood. *

Susan Kupferer is supervisor, St. Louis Airway Facilities Environmental Support Unit. Her article was first printed in Central Region *Intercom*.



Ken Eaker, program support manager, St. Louis Airway Facilities Sector Office, and Mike Delaney, electronics technician, Chesterfield Airway Facilities Sector Office, help with cleanup at the St. Louis Automated Flight Service Station.

brakes, for instance, and memorizing the low and high spots of Chesterfield Valley as the water rose and fell again and again.

With water covering everything, roads were invisible. Drivers called out the day's navigational references through open truck windows as they passed. "Stay to the left of the chair sticking out of the water



With water covering familiar landmarks, activities at airports, as elsewhere, changed dramatically.

Curious about Quimby?

By Theresa Kraus

There probably is no better time to remember the mysterious and tragic life of Harriet Quimby, one of America's first celebrated female pilots, than during Women's History Month. Although most aviation buffs know that Quimby was the first American woman to earn a pilot's license and the first woman to make a solo flight across the English Channel, little else is known about her or

grow up in Arroya Grande in a poor rural family, many presumed her to be from a wealthy family and well-educated in the United States and France. Beautiful and well-poised, Quimby aptly carried out the charade. Encouraged by her mother to believe that she could succeed in almost any endeavor, she relied on her talents and wit to accomplish what few women of her time even dared to dream about. An anomaly for her

career in a field few women entered at that time, she stood out among her peers for a variety of reasons. For example, according to one biographer, while working in California, she was one of the first journalists anywhere to use a typewriter. She also often could be seen driving her yellow car around town, a unique sight since automobiles were still a rarity at the turn of the century. In 1903, she moved to New York where she joined the staff of *Leslie's Illustrated Weekly* as a drama critic and editor of the women's page. Unwilling to remain content with these tasks, the ambitious Quimby soon began writing feature articles for the magazine.

The young journalist's love of aviation was born in October 1910, when she attended an international aviation meet at Belmont Park, New York. She quickly

became intrigued by both the airplanes and by John Moisant, the pilot who successfully

won the race, beating his competition in the course around the Statue of Liberty. Quimby asked Moisant to teach her to fly. However, before she could begin lessons at the Moisant Aviation School on Long Island, John Moisant died when his plane crashed at an air meet in New Orleans. Undaunted, Quimby began lessons with John's brother Alfred. While at the school, she met and quickly befriended fellow student and Moisant sister, Matilde.

Quimby quickly discovered a passion for flying, and on August 2, 1911,

after four months and thirty-three lessons, she applied for and won her pilot's license by performing two test flights. This made her the first American woman and the second female ever to receive a pilot's license from the Federation Aeronautique Internationale in France, which had begun offering licenses through the Aero Club of America. Matilde Moisant became the second American woman to earn such a license.

With license in hand, the "Dresden China Aviatrix," or "China Doll," as the press dubbed her because of her petite stature and fair skin, moved to capitalize on her new notoriety. Americans loved flying, and pilots could earn as much as \$1,000 per performance; prize money for a race could

go as high as \$10,000 or more. Quimby joined the Moisant International Aviators, an exhibition team, and made her professional debut, earning \$1,500, in a night flight over Staten Island before a crowd of almost 20,000 spectators.

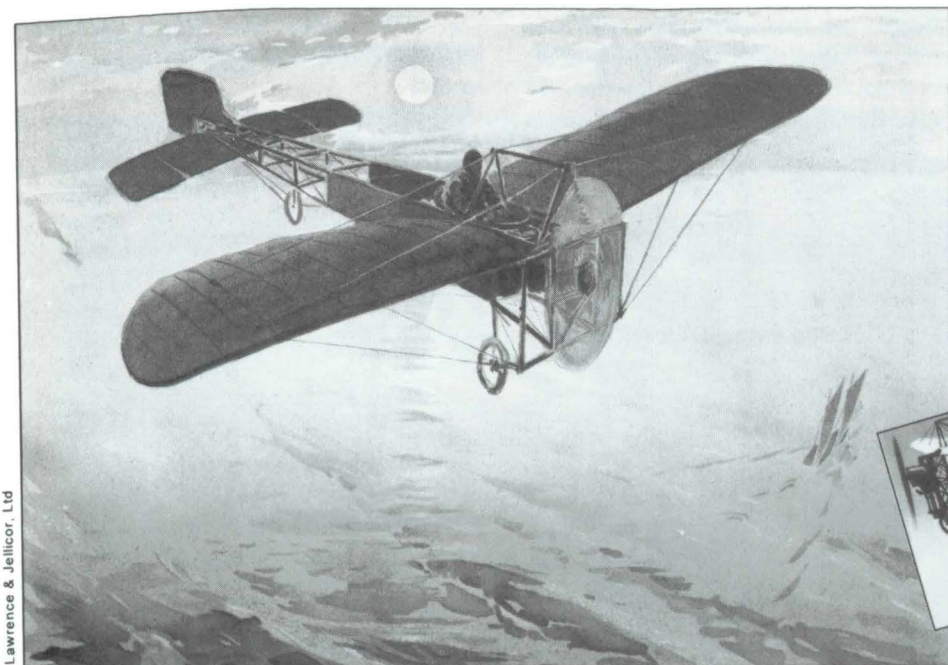
As one of the country's few female pilots, she capitalized on her femininity by wearing trousers tucked into high lace boots accentuated by a plum-colored satin blouse, necklace, and antique bracelet. She drew crowds whenever she competed in cross-country meets and races. As part of the exhibition team, she showcased her talents around the United States and even went to Mexico City at the end of 1911 to participate in aviation activities held in honor of the inaugu-

ration of President Francisco Madero.

While touring with the airshow, she continued writing for *Leslie's*, and recounted her adventures in a series of articles on such topics as how she learned to fly and earned her pilot's license, and on the dangers of flying. Totally committed to her new passion, the dedicated journalist and aviator avidly promoted the economic potential of commercial aviation and touted flying as an ideal sport for women.

Hoping to earn a global reputation with its incumbent fame and fortune, Quimby decided to attempt a channel crossing from England to France in late 1911. The feat had been first accomplished by Louis Bleriot in 1909

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Stamp Design © U.S. Postal Service

Quimby's last flight was in a Bleriot monoplane, similar to that shown above. Now available, a 50-cent airmail stamp commemorates Harriet Quimby's contributions to aviation.

her short career as an aviator. Perhaps her life remains a mystery because she publicly flew for less than a year and she intentionally created an aura of intrigue about her early life.

Born in Coldwater, Michigan, in 1875, Quimby led people to believe she was born in Arroya Grande, California, in 1874. Although she did

time, Quimby willingly disregarded societal convention, opting for a career rather than marriage.

Harriet Quimby's public life began in 1902, when she began writing for the *San Francisco Dramatic Review* and also contributed to the Sunday editions of the *San Francisco Chronicle* and *San Francisco Call*. Pursuing a

National Women's History Month

March is National Women's History Month. This year's theme is "In Every Generation Action Frees Our Dreams."

The National Federal Women's Program (FWP) invites you to celebrate the rich history and contributions of women. Contact your local FWP manager for activities in your area:

National Civil Rights Office, Alrita (Rita) Simons, (202) 267-5794 (voice) • (202) 267-9730 (TDD)
Aeronautical Center, Janet Newby, (405) 954-4381
Alaskan Region, Concetta Cron, (907) 271-5291
Central Region, Mildred Strickland, (816) 426-5006
Eastern Region, Maria Crisi, (718) 553-1129
Great Lakes Region, Lynnea Nash, (708) 294-7180
New England Region, Catherine Mitrano, (617) 238-7043
Northwest Mountain Region, Diane Bedehoft, (206) 227-2095
Southern Region, Dagmar Gomez, (404) 305-5250
Southwest Region, Randy Williams, (817) 222-5009

Technical Center, Sharon Campanella, (609) 485-6841
Washington Headquarters, Naite (Tina) Stephens, acting, (202) 267-3253
Western-Pacific Region, Barbara Keller, (310) 297-1443

Major initiatives with which the FWP will be involved in 1994 are the National Prevention of Sexual Harassment Action Plan and on-site evaluation teams; National Affirmative Action Work Force analysis briefings with managers; National FWP "Glass Ceiling" Mentoring Program; Civil Rights Glass Ceiling Analysis Study; National FWP Resource Directory; National FWP newsletter and electronic Civil Rights bulletin board; and the annual FWP training conference.

Also, of note, Dawna Smith, president of the Professional Women Controllers, will be speaking on women's issues at the World Aviation, Safety & Education Congress in Bombay, India, March 14 to 19. *

People Helping People

On January 17, President Clinton declared Southern California a major disaster area. This proclamation triggered the release of fed-



Chester Chang, center, registers a FEMA applicant.

eral disaster funds to provide emergency assistance to individuals and local governments affected by the powerful 6.7 Northridge earthquake and the aftershocks that followed. The presidential order also sought 1,000 volunteers from other federal governmental agencies to support FEMA—Federal Emergency Management Agency—assistance to all individuals, families, businesses, and local governments affected by

FAAers are often 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

the earthquake.

On January 21, FAA's Western-Pacific Region requested volunteers to help in disaster aid. The next day more than 78 people from various FAA offices reported to the Pasadena High School auditorium, serving as a FEMA disaster field office.

Chester Chang, an inspector in Western-Pacific's Flight Standards Division, was among these volunteers. He was assigned to the Santa Monica Disaster Application Center, one of 17 sites located throughout

Los Angeles County. At these centers, eligibility information was gathered for Small Business Administration loans, California/Dap aid, Internal Revenue Service help, Red Cross assistance, and many other forms of disaster relief.

At the Santa Monica Center, Chang was one of 20 registrars who processed up to 30 applicants per day. The people he helped came from all walks of life and cultural backgrounds. Many were earthquake victims from the Korean community who spoke little English and had suffered severe losses. Chang was able to communicate with these people in their native lan-

guage and hear them express publicly, for the first time, much of their grief and anguish.

Their anger at having lost homes, income, and business to the quake was sometimes expressed directly at him, as a type of post-traumatic stress reaction to an event in which, with no warning, they suddenly found themselves helpless and dependent. Chang reported that beyond the critical and language assistance he provided, simply his presence as a sounding board seemed to relieve some of the emotional tension people had accumulated during the disaster.

The FAA can be proud of Chang and all their volunteers. They reached out to fellow human beings at a time of extreme need and offered not only important knowledge and advice, but also empathy and understanding. In this sense, both the victims of the disaster and those who gave their assistance benefited from the interaction. *

Thanks to Western-Pacific Region Intercom.



The damaged Masonic Building in Fillmore, California, after the quake.

FYI from page 2

Department of Transportation, Department of Defense, Office of Management and Budget, Council of Economic Advisers, the National Performance Review, and other agencies.

At last month's public meeting, the committee sought comment on specific issues including:

- How a restructured air traffic control system should be organized, operated, and maintained to best guarantee safety.
- What budget and financial approaches should be considered (such as the source of revenues for the corporation).
- The procurement authority the corporation should have, and the parts of the current procurement process that should be retained.
- How the functions and placement of FAA employees should be handled, and what personnel rules should apply to a new corporation.
- How an air traffic control corporation should be governed and made accountable to the public and Congress.

An "Info Line" (800-333-4260) concerning Federal Managers' Financial Integrity Act (FMFIA) requirements begins operation this month. Available 24 hours a day, the new telephone line was set up by Accounting's Financial Programs Staff, AAA-60. Managers in the Washington, DC, area can call locally on (202) 267-8644.

Info Line aims to make critical and often time-sensitive information easily available to FAAers in all time zones and during travel. By law, federal managers must protect the resources entrusted to them through effective management controls. Under the FMFIA program, FAA managers are charged with certain reporting requirements.

Info Line callers get a recorded message that details program objectives and gives guidance on "hot" reporting requirements and deadlines. Available training is also noted. Callers are able to interrupt the recording, which is updated regularly, and talk to staff members during business hours; mes-

sages can also be left.

To learn more about the new Info Line, call Mickey Hostetler, (202) 267-3089.

The International Civil Aviation Organization is again **seeking applicants**. Initial appointments are for three years. The following are available:

In Montreal—

PC-93/23/P-5

Chief, Interpretation Section

PC-93/24/P-4

Language Officer

(Translator/Reviser)

PC-93/26/P-4

Air Transport Officer

PC-93/28/P-4

Chief, Cartographic Unit

In Bangkok—

PC-93/25/P-3

Technical Officer, Rules of the Air, Air Traffic Services and Search and Rescue

In Cairo—

PC-93/27/P-4

Air Transport Officer

Applications for the positions are due in API-19 by April 15. Contact your personnel office or API-19, (202) 267-9085, for information about salary, qualifications, applications, and benefits. Government employees accepting assignments with the International Civil Aviation Organization are entitled to reemployment rights.

April 13 is the date for the next Software Engineering Forum, scheduled from 9 a.m. to noon in the Headquarters auditorium. Addressing the topic "Software Evaluation," panel discussions will be held on software capability evaluations, software process assessments, and acquisition self-assessments. Contact Shirley Ginwright, ASE-600, (202) 287-2643, for more information.

Before the new **Denver International Airport's** opening, slated for May, its occupants are scheduled for a massive move from Stapleton, culminating in a military-style, 18-hour operation called "Push Night." That involves moving more than 28,000 pieces of airport equipment, from baggage carts to 6,000

rental cars. The fully automated baggage system, with a capability of delivering bags directly from plane-side conveyor to carousels within 8 minutes at about 19 miles per hour, also needs testing.

Last month, Secretary of Transportation Federico Peña announced final rules requiring **alcohol testing programs and extension of drug testing programs** for more than 7.4 million employees who perform safety-sensitive functions in transportation industries.

In addition to the alcohol regulations, the department amended its current drug testing procedures and proposed to lower the random rate for drug testing to 25 percent for those industries where the positive rate for random testing has been less than 1.0 percent for two consecutive years. The present random drug testing rate is 50 percent.

Copies of the rules may be obtained from the DOT Office of Drug Enforcement and Program Compliance, (202) 366-3784, or by writing to Department of Transportation, Room 9404, 400 7th Street SW, Washington, DC 20590.

The 22nd edition of the *National Transportation Statistics*—a 1993 annual report and historical compendium for 1960-92—has been released by the DOT's Bureau of Transportation Statistics.

It is a comprehensive 272-page document that addresses each mode of transportation. It includes data on operating revenues and expenses; number of vehicles and employees; vehicle miles and passenger miles; passenger and freight operations; accidents; fatalities; economics; and energy consumption, intensiveness, transport, and supply and demand. Safety data are presented for each mode of transportation as well as for multimodal transportation of hazardous materials.

Produced by the Research and Special Programs Administration's Volpe National Transportation Systems Center, a paper copy of the report or a 3.5-inch diskette in Excel or Lotus can be obtained from Patricia Harrington, RSPA/Volpe Center, (617) 494-2450. The fax is (617) 494-3633. *

The problem of late receiving reports, the number one cause of late payments, has some new remedies thanks to the Quality Action Team of AWP-28. Team sponsor Mike Medina notes, "Frequently, the payment process is delayed or hindered by field facilities not submitting timely receiving reports."



Accounting technicians Jim Nugent, Jerri Parker, Mike Suazo, Shirlene Younker, and Dick Whiteside—experts who experience the problems daily—volunteered for service.

The QAT, representing both the Western-Pacific and Northwest Mountain Regions, met for regularly scheduled weekly sessions and also when the accounting system was down. Each meeting was spent evaluating problems and developing recommendations.

During the evaluation phase, some members performed statistical analyses involving additional hours at home and on weekends, while others visited selected field facilities for interviews and information. At the same time, they maintained their regular workloads.

Field trips revealed that procurement requests were incorrectly completed, receiving reports misunderstood, and personnel unfamiliar with the whole process. The analyses indicated that of a sample 500 receiving reports, 67 percent were delayed and 33 percent were late

enough to lose discounts, accrue interest, and reduce customer service.

After a presentation to Frank Cantrell, manager of Western-Pacific Region's Accounting Division, and Kerry Klegman of the region's Quality and Environmental Staff, a standardized receiving report form was adopted. The single form, usable by mail or fax machine, covers all the document types affected. Also developed with the assistance of Evelyn Mosquera and Marilyn Ramsey, AWP-40, was a brochure that explains how to use receiving

reports.

Team members say that working as a QAT was exciting and rewarding in spite of the extra effort and dedication required. While pursuing a common goal, they became experienced in establishing priorities and balancing existing workloads. According to those in Western-Pacific Region's Accounting Division, a better way of doing business was the result.

Shown from left are Jim Nugent, Dick Whiteside, Shirlene Younker, Mike Medina, Jerri Parker, and Mike Suazo. *

The FAA was a winner at the annual Government-Industry Data Exchange Program (GIDEP) awards ceremony held in Charleston, South Carolina, and attended by over 250 people representing a wide cross-section of government and industry.

GIDEP—a Department of Defense joint logistics commanders chartered cooperative activity between government and industry participants—seeks to cut costs by making maximum use of existing information. The program enhances communications among agencies, helping eliminate instances where individual agencies or their contractors acquire products and materials previously identified as nonconforming by other agencies.

During the last reporting period, FAA contractors alone saved over \$400,000 using information contained in the GIDEP computerized shared data base. The FAA requires contractors to participate in GIDEP on level III major system acquisitions, NAS-related construction projects of \$2 million or more, and NAS-related office procurements where the contract amount is \$1 million or more or any amount when deemed necessary.

The FAA was awarded for outstanding accomplishments in exchanging data with government and industry organizations. The accolade came about through contributions by quality assurance specialists assigned to the Associate Administrator for Contracting and Quality Assurance, as well as Air-



craft Certification Service employees, in conjunction with the FAA/Dallas Flight Standards District, who provided information on suspected nonconforming parts.

Accepting the award for the FAA were Yvonne Evans, GIDEP coordinator, and Alphonso Barr, GIDEP representative. At right are Capt. P. T. Smiley, U.S. Navy, and Allan Burman, Office of Management and Budget. *

FAA Remembers

James H. Murdock died on December 31 at age 60. Mr. Murdock was the supervisor of the Eugene, Oregon, RAD/COM Sector Field Office, Portland Airway Facilities Sector at the time of his retirement in 1988.

Raymond L. Powell, 57, died on December 14. He retired from the FAA in November as an electronics technician at the Medford, Oregon, NAV/COM Sector Field Office, Portland Airway Facilities Sector. Mr. Powell had 38 years of federal service.

Joann Sloan died on February 11 of cancer. She was 63. Ms. Sloan, a native Californian, had lived in the Washington, DC, area for many years. She retired in 1993 from the Headquarters Office of Public Affairs where she had worked for 10 years as a spokesperson for the agency. Earlier in her career she was a European correspondent and Washington reporter for United Press International.

Tools for Change from page 6

Professional Airways Systems Specialists union (PASS).

Teams and the AF executives leading them include: National Realignment Program Office, Larry Reid; Empowerment/Culture, Marcos Costilla; Selection, Charlie Hoch; Training and Development, George Terrell; Performance Appraisal, Dick Lockhart; Awards, Chuck Stith; Com-

pensation/Classification, Duane Mason; and Structure, Wayne Rogers.

The main purpose, however, is to convince others that AF is well on its way towards answering "yes" to the challenges of technology, our customers, and achieving the cultural change necessary to move beyond the linear into the 360 degrees of the future.

For more information, contact the program manager, Belinda Zamer at (202) 267-3989. *

Quimby from page 9

and subsequently by other pilots, but never by a woman. In March 1912 she sailed for England to begin preparations for her daring flight. English pilot Gustav Hamel helped her plan the trip. In thickening fog on the morning of April 16, 1912, the adventure-some pilot began her flight from Dover to Calais in a Bleriot monoplane. As she later recounted, "in an instant I was beyond the cliff and over the Channel." As visibility decreased in the dense fog, Quimby recalled, "I could not see ahead of me at all, nor could I see the water below... there was only one thing for me to do, and that was to keep my eyes fixed on my compass"—a compass Hamel had recently taught her how to use.

Quimby successfully crossed the channel, landing at Hardelot, approximately 25 miles south of her original destination. Her hopes for front page headlines never materialized, however, and her achievement went largely unnoticed in the next days' papers. Quimby's daring feat had been overshadowed in the press by the sinking of the *Titanic* two days earlier.

Despite disappointment that worldwide fame had eluded her, Quimby loved to fly and continued competing in air meets. Unfortunately, her career was short-lived. On July 1, 1912, less than three months after her channel crossing, she made her tragic last flight. While performing at the Harvard-Boston aviation meet in her new 70-horsepower Bleriot monoplane, Quimby lost control of the aircraft. Both she

Airworthiness from a Global Vantage Point

Earlier this year, the Flight Standards Service and its Aircraft Maintenance Division, AFS-300, presented a day-and-a-half course on "FAA/Joint Aviation Authorities Maintenance International Standards Teams." In spite of the bad weather around the country, the course was attended by 108 FAA airworthiness inspectors. Speakers included Bill White, the service's deputy director, and Fred Leonelli, AFS-300 manager.

The course gave field inspectors an overview of what is happening in the maintenance bilaterals process and how harmonization of global aviation policies is being accomplished. Instructors were Leo Weston, an FAA national resource specialist for international programs, and Bob Williams, director of maintenance for the Joint Aviation Authorities.

During discussion periods, inspectors also had a chance to contribute their perspectives on the issues. *

and a passenger were thrown out of the plane, and, in front of horrified spectators, they plummeted to their death in the shallow waters of the Boston harbor.

Not until almost eighty years after her death did Harriet Quimby receive the kind of accolades she had hoped for after her channel crossing. On April 28, 1991, the United States Post Office issued a commemorative stamp honoring her contributions to aviation. The 50-cent airmail stamp features a picture of the aviator, dressed in her purple satin blouse, superimposed over her Bleriot monoplane. The stamp simply states "Harriet Quimby: Pioneer Pilot." *

Dr. Kraus is a historian in FAA's Office of Public Affairs.

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

Jim E. Evanoff, staff officer, Plans & Programs Staff, National Airway Systems Engineering Div. ... **David W. Fleming**, manager, Radar Support Engineering Branch, National Airway Systems Engineering Div. ... **James C. Nocker**, manager, NavAids/Comm. Support Engineering Branch, National Airway Systems Engineering Div. ... **Robert G. Quirk**, asst. manager, Oklahoma City Flight Inspection Area Office, from Atlantic City, NJ, Flight Inspection Area Office ... **Barbara G. Ritz**, div. manager, Management Programs Staff, from FAA Logistics Center ... **Richard E. Russell**, program manager, Aircraft Program Div.

Alaskan Region

Christine M. Novosad, manager, Resource Management Div., promotion made permanent.

Central Region

Sandra L. Acquistapace, asst. manager, Wichita, KS, AFSS, from Oakland, CA, AFSS ... **Bradlin R. Ellis**, unit supervisor, Olathe KS, AFS, promotion made permanent.

Eastern Region

John A. Barbagallo, unit supervisor, New York IFO, Flight Standards Div., promotion made permanent ... **Bruce S. Barrett**, area manager, New York ARTCC, Islip, NY ... **Frederick J. Bolster**, area supervisor, Washington ATCT, Arlington, VA ... **Thomas M. Cassidy**, asst. manager for training, Washington ARTCC, Leesburg, VA ... **William T. Croghan**, asst. manager, traffic management/airspace & procedures, Washing-

ton ARTCC, Leesburg, VA ... **William L. Glaize**, manager, Lynchburg, VA, ATCT, from Roanoke, VA, ATCT ... **James A. Houde**, area manager, Washington ARTCC, Leesburg, VA ... **Nancy Oussaty**, asst. manager, LaGuardia ATCT, Queens, NY, from Dutchess County ATCT, Wappingers Falls, NY ... **Thomas M. Renkey**, asst. div. manager, Washington ARTCC, Leesburg, VA ... **Dennis F. Saunders**, unit supervisor, Newark, NJ, AFSFO, Tri-State/AFS, promotion made permanent.

Great Lakes Region

Michael J. Eichten, AF watch supervisor, Chicago AFS ... **James A. Janke**, asst. manager for program support, Electronics Engineering Section, Establishment Engineering Branch, Airway Facilities Div. ... **Dennis L. Schwartz**, asst. manager for program support, Establishment Engineering Branch, Airway Facilities Div. ... **Anthony C. Wimmer**, unit supervisor, Farmington, MN, AFS, promotion made permanent.

Northwest Mountain Region

James L. Beall, manager, Salt Lake City ARTCC, promotion made permanent ... **Paul D. Johnson**, manager, Information Technology Div. ... **Roma R. Montoya**, unit supervisor, Material Management Staff, Establishment Branch, Airway Facilities Div. ... **William M. Rhode**, asst. manager, programs, Denver, CO, AFSS, Arapahoe County ... **Timothy K. Saunders**, area supervisor, Denver ARTCC, Longmont, CO, promotion made permanent ... **Charles R. Torres**, area supervisor, Denver CO, AFSS ... **John W. Walker**, asst. manager, Portland, OR, FSDO, Hillsboro, OR ... **Cheri S. Zweifel**, area supervisor, Denver ARTCC, Longmont, CO, promotion made permanent.

Southern Region

Sharon B. Abhalter, manager, St. Croix, VI, ATCT, from Savannah, GA, ATCT ... **James F. Brown**, manager, St. Thomas, VI, AFSFO, San Juan, PR, AFS, from St. Croix, VI, AFSFO ... **Andrew J. Bungo**, area supervisor, Pompano Beach,

FL, ATCT, from Ft. Lauderdale International ATCT, FL ... **Michael D. Cleaver**, area supervisor, Sanford, FL, ATCT, from Orlando, FL, ATCT ... **Gene T. Crabtree**, manager, Jacksonville, FL, ARTCC AFS, Hilliard, from San Juan, PR, AFS ... **Buford B. Crawley**, area supervisor, Memphis, TN, ATCT, from Greenville, MS, ATCT ... **Adrienne L. Eagles**, area supervisor, Miami ARTCC, from Miami International ATCT ... **David H. Jones**, area supervisor, Southwest Regional ATCT, Ft. Myers, FL, from regional office ... **Gary S. Moore**, manager, Accounting Div., promotion made permanent ... **Ronald E. Nobles**, area supervisor, Hampton, GA, ARTCC, promotion made permanent ... **Lynn M. Pacetti**, area supervisor, Jacksonville, FL, ATCT, from Charlotte, NC, ATCT ... **Gregory A. Sackett**, area supervisor, Orlando, FL, ATCT ... **Robert P. Steinwedel**, area supervisor, Wilmington, NC, ATCT, from FAA Academy, Oklahoma City ... **Harold S. Wood**, area manager, Hartsfield International ATCT, Atlanta, GA.

Southwest Region

Edward N. Agnew, asst. manager, Airports Div. ... **Charlene F. Baca**, area supervisor, Beaumont, TX, ATCT ... **Jerry L. Cearley**, asst. manager, traffic management, Houston, TX, ARTCC ... **Ronald S. Moore**, asst. manager, Albuquerque, NM, ATCT, from regional office ... **Faye Sandberg Nedderman**, branch manager, Airport Development Office ... **Gary B. Roach**, supervisor, Certification Section 1, Special Certification Office, Rotorcraft Directorate ... **Dawn M. Schmidt**, area supervisor, Little Rock, AR, ATCT ... **Lens Walker**, unit supervisor, Enroute Electronics Engineering Section, Establishment Engineering Branch, Airway Facilities Div.

Technical Center

Virginia S. Gavin, branch manager, ARTS 111E/EARTS Branch, National Terminal Systems Engineering Div. ... **Carl D. Mittelhauser**, manager, Oceanic Branch, National Enroute Systems Engineering Div., from Millville AFSS ... **John A. Sensback**, manager, TAAS Branch,

National Terminal Systems Engineering Div., from Western-Pacific Regional Office.

Washington Headquarters

Patricia A. Beam, area supervisor, Establishment Engineering Branch, NAS Analysis Div., Office of Air Traffic System Management, promotion made permanent ... **Charles E. Keegan**, branch manager, Air Traffic Advanced Automation System Requirements Branch, Advanced Systems & Facilities Div., Air Traffic Plans & Requirements Service ... **John R. Mathewson**, manager, Operations Division, Office of Budget ... **John S. White**, asst. manager for training, Administration Branch, Air Traffic Control Systems Command Center, Office of Air Traffic System Management, promotion made permanent.

Western-Pacific Region

Wilbur S. Benner, area manager,

Southern California TRACON, from Los Angeles TRACON ... **John G. Clancy**, asst. manager, Los Angeles ARTCC, Palmdale, CA, from regional office ... **Paul D. Dempster**, asst. manager, traffic management, Southern California TRACON, from Los Angeles TRACON ... **Ronald D. Emery**, area manager, Los Angeles ARTCC, Palmdale, CA ... **Vianne G. Fowler**, manager, San Diego, CA, AFS, from Southern California TRACON AFS, Miramar Naval Air Station ... **Eddie L. Garner**, area supervisor, Southern California TRACON, from Los Angeles TRACON ... **Johnnie W. Garza**, asst. manager, traffic management, Los Angeles ARTCC, Palmdale, CA ... **Stephen W. Griswold**, manager, Aviation Medical Div., from Los Angeles International ARTCC, Palmdale, CA ... **Jimmie L. Jones**, asst. manager, quality assurance, Los Angeles ARTCC, Palmdale, CA ... **Rose L. Marino**, asst. manager, Hawthorne, CA, AFSS ...

Hobart Martin, manager, Edwards Air Force Base AFSFO, Lancaster, CA, Los Angeles AFS, from High Desert SFO II ... **Michael S. Meyers**, area supervisor, Southern California TRACON, from Los Angeles TRACON ... **Raymond T. Mizell**, area supervisor, Southern California TRACON, from Los Angeles TRACON ... **Shawn L. Moore**, area supervisor, Southern California TRACON, from Los Angeles TRACON ... **Robert M. Neher**, asst. manager, traffic management, Los Angeles ARTCC, Palmdale, CA ... **Cecil W. Short**, area supervisor, Southern California TRACON, from Los Angeles TRACON ... **Russell A. Teske**, systems engineer, Southern California TRACON AFS, from San Diego AFS ... **Steven G. Wilkins**, area supervisor, Southern California TRACON, from Los Angeles TRACON ... **Thomas P. Woehl**, area supervisor, Southern California TRACON, from Los Angeles TRACON.

Retirees

Aeronautical Center

Shirley J. Dark
Lilburn R. Grimm
Gladys J. Hermance
John B. Nix
Owen Wilson

Central Region

Donald R. Moore
Robert D. Rayfield

Eastern Region

Warren W. Benson
John J. Bonner
Betty A. Carte
Louis P. Deroose
Thomas E. Griffith
Morgan F. Hatch
Wallace G. Nelson
Robert J. Preston
Vincent G. Stolfi

Great Lakes Region

Roy L. Johnson
Bruce S. Milton

Daniel L. Mize
Cathy J. Spiegel

New England Region

Donald F. Thompson

Northwest Mountain Region

Charles C. Anthony
Pliny C. Brestel

Southern Region

Milton R. Borja
Edith C. Brooks
Wyndie J. Burris Hall
Patricia M. Young

Southwest Region

Billy J. Douglas
Rex L. Finch
Robert N. Johnson
Lydia Pleyte
Martin L. Potts
George W. Statser

Washington Headquarters

Arnold Aquilano
Alden H. Lerner
Charles E. Neff

Western-Pacific Region

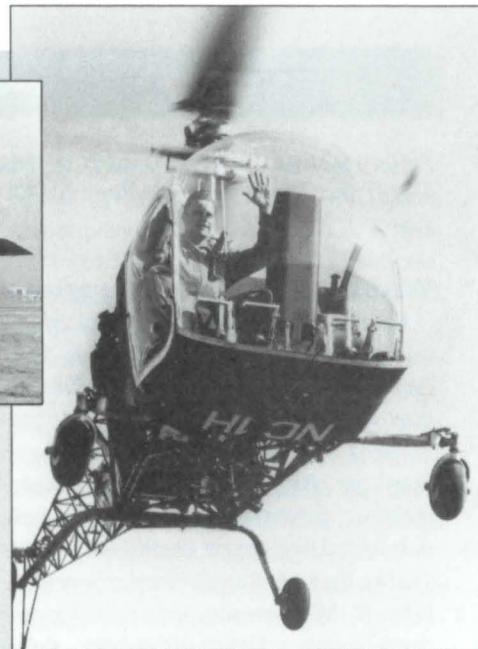
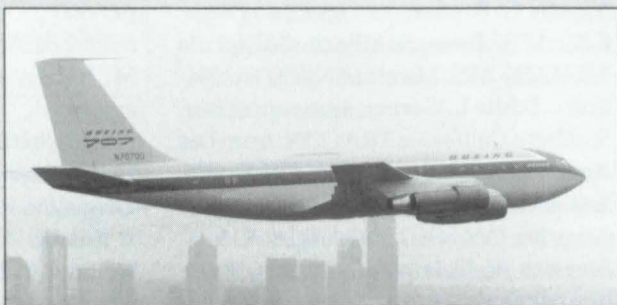
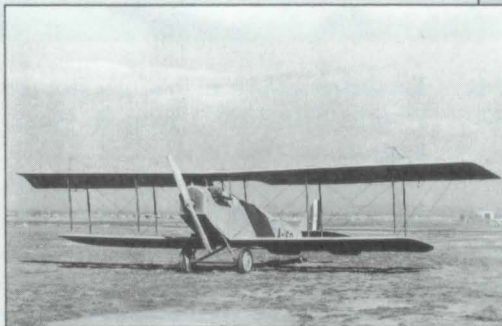
James M. Babb
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Zelda P. Hutcherson
Rhoda D. Laframboise
Frank H. McPherson
Joseph C. Popper
Frank A. Prunesti
Antonio Rivas
Louise E. Stiles
Lloyd W. Tincher
Bruce E. Troyer
Ronald A. Warren
Herbert E. Westerman

Top 10?

America's aircraft manufacturing industry is an acknowledged global leader—but what have been its most memorable products? FAA Administrator David Hinson is interested in learning your choices. A list of the ten civil aircraft types that you think have had the most positive impact on the progress of aviation will then be compiled.

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 consideration, from open-cockpit biplanes through wide-body transports. The key is the aircraft's contribution, whether in terms of innovation or successful service.

Winning aircraft will be recognized in a display of pictures to be hung at Headquarters, and the list selected will be published in a



forthcoming issue of *World*.

Please send us your choice of up to ten 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 sent through interoffice mail or cc:mail can be addressed to Pat Tomasetti, APA-340. *

Ballot for top civil aircraft types:

1. DC-3
2. Boeing-247
3. Curtis Jenny
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

Your name (optional):



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