Department of Transportation
Federal Aviation Administration
September 2003

FAA Intercom

Turning to Alaska for Leadership

Marion Blakey's inaugural trip to Alaska as FAA administrator couldn't have begun more appropriately. Seated in the jump seat of an Alaska Airlines Boeing 737, Blakey observed a required navigation procedures approach using new technology that helps aircraft approaches into Juneau, the mountain-ringed capital of Alaska.

It was the beginning of a world wind trip that Regional Administrator Pat Poe said provided an overview of flying conditions often experienced in the region, and a sampling of the technologies that the agency is developing for use there and in the Continental United States.

While in Juneau, the group toured Gastineau Channel in a Capstone-equipped Piper Seneca. The second phase of Capstone is being deployed in Southeast Alaska communities where the combination of the Wide Area Augmentation System and Automatic Dependent Surveillance-Broadcast technology open up new airspace in response to the community's request for a usable instrument flight infrastructure.

It also responds to recommendations made in the National Transportation Safety Board's 1995 safety study of that part of the state.

The administrator answered

continued on back page

Blackout 2003: All's Quiet in the Eastern Skies

As major metropolitan areas struggled in the aftermath of the now infamous power outage of Aug. 14, the operative word in the FAA's air traffic control system was control.

The FAA's contingency plans and experienced workforce transformed what could have been a major disaster into what might have appeared to the outside world as a nonevent, aviation-wise. National and local news media, especially TV and radio, were quick to note the efforts of the FAA and transmitted the general calm felt in the system across the airwaves to the general public.

A tremendous amount of work and worry went into employee efforts to control the situation. Dave Canoles, director of emergency operations and communications, commiserated with controllers who had to deal with disruptions as backup power systems engaged. "Even momentary disruptions are frightening," he noted. "Sound, on the spot decisions kept those disruptions from becoming calamitous," he added.

"We thought ATC did a fine job of keeping the system running and coordinating with the carriers during the power outage," said John Hotard, spokesman for American

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Editor's Note: Due to a computer upgrade and program incompatability, the text in this edition uses a different font from prior issues. Things should be back to normal next month.

Page 3. Remembering Sept. 11, 2001.

Page 6-7. Learn from the interns.

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Page 14-15. Scenes from Oshkosh.

News in Brief

Kudos to Two Towers

The Houston Intercontinental Tower completed a full year without committing an operational error. Controllers handled 464,729 takeoffs, landings, and taxiing operations without allowing aircraft to get closer to one another than strict separation standards permit.

Also, the New Orleans Moisant Tower achieved the milestone of three years without an operational error. This equates to 1.3 million error-free operations.

New Airman Certificate Unveiled

The FAA is issuing new airman certificates to the nation's 650,000 active pilots.

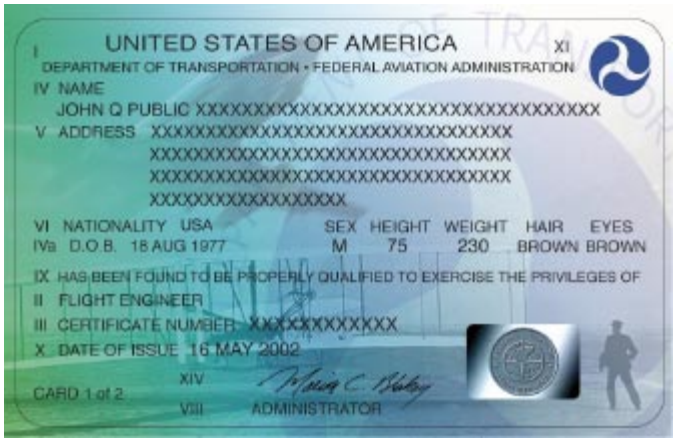
The credit card-sized certificates are made from high-quality composite card stock and incorporate new security features, such as a hologram of the FAA seal. They will replace the existing paper certificates that can be easily damaged.

"The new certificate's durability and features will further protect pilot identities and add one more element of security to our aviation system," said Administrator Marion Blakey, who unveiled the new certificate at the Experimental Aircraft Association AirVenture.

The certificate will be issued to all new and existing airmen as they achieve higher levels or additional ratings. It will replace certificates that have been lost or damaged.

In keeping with this year's Centennial of Flight celebration, the new certificate features graphics of the Wright Brothers, 1902 Wright Glider, 1903 Wright Flyer, Boeing jet aircraft, and the DOT seal. The new certificate was designed by the FAA's Civil Aviation Registry, part of the agency's Flight Standards Service.

The FAA's new airman's certificate replaces a paper version that was easily damaged.

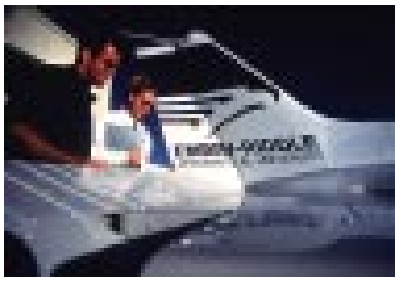


Embry-Riddle Seeks Alumni Stories

FAA employees and other individuals who attended Embry-Riddle Aeronautical University between the 1920s and 1960s are invited to participate in the school's heritage project.

Embry-Riddle is in the process of collecting and archiving the school's history as seen through the eyes of its graduates and instructors. Through these personal histories, the legacy and story of the school can be passed to future generations.

Those who would like to be interviewed should contact Dean Robert Rockett at (386) 226-6026, or via e-mail at Robert.Rockett@erau.edu.



Students and staff members at Embry-Riddle from 1926-1970 are invited to share their memories in a heritage project.

To contribute photographs or memorabilia (program booklets, posters, historic aviation gear), contact Alex Richmond at (386) 323-8093, or at Alex.Richmond@erau.edu.

For more information about the project and the special events that are planned for Embry-Riddle alumni and staff from 1926 to 1970, log on to www.erau.edu/wingsandwaves.

AIO Schedules Distinguished Lecturer's Event

Mark your calendars for Oct. 15 when Laura Pullum, Ph.D., will describe software fault tolerance as a piece of the dependability solution. The discussion will cover what software fault tolerance is, and more importantly, what it is not.

Pullum is a principal scientist at the Institute for Scientific Research, Inc., and supervises the company's systems engineering branch. She has performed and directed research and development in software dependability for 20 years.

This event is part of the chief information officer's distinguished lecturer series. It will be held in the FAA Auditorium from 9-11 a.m. The presentation is open to all government and contractor personnel. No prior registration is required. The presentation will be simulcast on http://videoontheweb.faa.gov/ and recordings will be available upon request.

For more information, contact Debra Herrmann at (202) 366-0950, or Ernie Lucier at (202) 366-0633.

Dr. Laura Pullum

Education Courses Available on-line

On-line education — or e-learning — continues to be available to FAA employees.

The FAA has licenses to more than 1,000 personal and professional development titles in the areas of office automation, business skills and information technology. These courses are designed to enhance critical business, professional and IT skills.

The FAA is counting on employees' expertise, skills and abilities to move forward into the next century of aviation. E-learning provides employees with anytime, anywhere, just-in-time training.

Explore and learn at www.academy.jccbi.gov. For assistance, call the help line at (405) 954-4568.

N34 Tour Continues

The FAA's restored DC-3 will appear at the following airports as a member of the National Air Tour. Check the local airports for approximate times N34 will be displayed.

Sept. 16: Bessemer Airport, Bessemer, Ala.
Sept. 17: Peachtree City Airport-Falcon Field, Peachtree City, Ga.
Sept. 18: Smith Reynolds Airport, Winston Salem, N.C.
Sept. 19: Dare County Regional Airport, Manteo, N.C.
Sept. 20: First Flight Airstrip, Kill Devil Hills, N.C.
Sept. 21: Frederick Municipal Airport, Frederick, Md.
Sept. 22: Allegheny County Airport, Pittsburgh, Penn.
Sept. 23: Lewis A. Jackson Regional Airport, Dayton/Greene County, Ohio
Sept. 24: Willow Run Airport, Detroit, Mich.

Web Site Details CAASD's Work

Want to find out the latest about the FAA's Development (CAASD) program management activities? Click on the new Web site at http://caasdpmo.faa.gov/index.cfm.

The Web site has been designed for use by FAA managers. This new management tool helps knowledge and information sharing between the center and the FAA, assists managers in their CAASD management activities, and improves the FAA's ability to "get the word out" to its stakeholders.

CAASD's mission is to support advanced aviation research for the modernization and development of the NAS.

For more information, contact Bob Bostiga at (202) 385-7284, or e-mail him at bob.bostiga@faa.gov.

September 11, 2001

Remembering those who lost their lives.
Honoring those who risked their lives.

Responding to the Unthinkable

Trucks loaded with shipping containers filled with radioactive substances are hijacked in Canada and are suspected of being transported across the border into the United States. National authorities in Canada and the United States are notified and an emergency is declared.

The scenario could have come right out of an action film over the last few decades. After Sept. 11, 2001, the scenario appears all too possible. Gone are the days when the Federal Emergency Management Agency (FEMA) had to worry just about natural disasters. FEMA now must be ready to respond to terrorist scenarios in any part of the country in a coordinated effort involving numerous emergency support functions, including transportation, communications and logistics.

The FAA's Alaskan Region is one of four agency regions (Southern, Southwestern and Eastern are the others) that assume responsibility for the transportation of personnel, materiel and services in their sections of the country. In this role, the Alaskan Region would contract with commercial and military carriers to provide these essential services.

To prepare for what had been unimaginable only a few years ago, the Alaskan Region recently took the lead in organizing a 3-day terrorist exercise. Nine months of planning and coordination with many national agencies concluded in a highly successful event.

Since the terrorist attacks, emergency responders have been completely reorganized, creating the Department of Homeland Defense out of existing agencies and in some cases changing the focus of those agencies. The tests "bring together disaster responders on both sides of the border to figure out what requirements they have and what assistance they can render" in terrorist situations, explained Ken Burdette, the emergency transportation representative, in the Alaskan Region.

Forty-five agencies from both countries participated in the event. The immediate difference Burdette noted in the scenario compared to previous exercises was the element of crime and who was responsible for investigating an international incident. "Terrorism is a manmade event that requires different types of responders that respond to a natural disaster," he said. In this scenario, Vancouver police, the Canadian Royal Mounted Police and the FBI all were involved.

Pat Poe, Alaskan Region administrator and regional emergency transportation coordinator, decides what FAA resources would be deployed and renders assistance from the Alaskan Region on behalf of the Department of Transportation.

To keep such a complex undertaking functioning smoothly takes practice, but one of a sort very different from the old way of responding to natural disasters. Perhaps it was the lessons learned from Sept. 11, 2001 that accounted for the enthusiasm on the part of the participants. "There was no one that didn't come without all kinds of energy," said Burdette. "You could see the dedication in the room to learn from this," he added.

People

Murphy Moves from Southwest to Northwest

Doug Murphy, Air Traffic Division manager in the Southwest Region, has been named administrator of the Northwest Mountain Region. He is due to report in early fall.

Murphy has been Air Traffic Division manager for more than eight years. He began his 32-year FAA career as an air traffic controller at the Kansas City Center. He is the senior member of the agency's air traffic management team.

Murphy replaces Larry Andriesen, who retired this year. Tom Busker has been acting administrator since then.

Doug Murphy

Freeman Returns to FAA

Darlene Freeman is the new director for Corporate Learning & Development in the Office of Human Resource Management. She replaces Paul Longanbach who retired earlier this year.

Freeman returns from a detail to the Department of Homeland Security. Before that, she was director of Safety and Special Programs. She also held associate administrator positions in Aviation Standards and Aviation Safety, and deputy associate administrator positions in Air Traffic Services, Aviation Standards, and Civil Aviation Security. As an attorney, Darlene was special counsel to the FAA administrator and regional counsel in the Eastern Region.

FAA Gets the Drop on Safety

When it comes to ensuring the safety of the flying public, the FAA doesn't drop the ball.

It drops airplanes.

The William J. Hughes Technical Center recently conducted a "drop test" on a 44-passenger ATR 42-300 to assess how the fuselage of a large, high-wing regional airplane would respond in a severe but survivable crash.

Researchers were particularly interested in how the seats and the tracks to which they're attached would handle such a significant impact.

Every category of newly type-certificated aircraft — except those in the commuter industry — are required to have dynamically tested seats that absorb a lot of energy. The more energy that seats absorb, the safer their occupants are. The FAA has long been interested in studying and eventually increasing the energy absorption rate of commuter seating.

The ATR 42, with an 81-foot wingspan and weight exceeding 35,000 pounds, was dropped 14 feet, generating a final velocity of 1,800 feet per minute. This is a very fast descent rate. "It's like a rock dropping out of the sky," said Gary Frings of the 14-foot drop. Frings is the FAA's Crashworthiness Program manager and oversaw the testing.

The simulated crash caused severe damage to the fuselage, with the wing collapsing through the roof of the plane. Although the results have yet to be analyzed, at first appearance the test seems to corroborate the FAA's concerns about the seating. "Doing these tests," said Frings, "the forces that the passengers are subjected to are much higher than they would be in a larger aircraft." Frings said that's because there's little room below most commuter airplanes' cabin floors to absorb energy. In larger jets, there's more fuselage beneath the passengers to absorb the impact.

It will take a year to analyze the drop test data and write the final report, about the same amount of time it took to set up the complex test. Everything had to be perfect because there would be no second chances if the test were not performed correctly. The cost of acquiring the aircraft alone was $250,000, so any mishap during the testing would have meant a significant financial loss for the FAA.

The results from this test, combined with those from three previous tests, will be turned over to the Office of Regulation and Certification, which will determine future standards for commuter seating.

The severity of damage in the drop test is evident in the crushed cabin.

A History of Improving Safety

The William J. Hughes Technical Center has a strong history of improving safety in the airline industry.

A good example involves the overhead bins on Boeing 737 and 757 aircraft. A few years ago during a severe landing in England, all of the overhead bins in a relatively new 737-400 came crashing down on passengers, causing many injuries, including some severe head trauma.

It was not immediately clear why this happened. So the Tech Center conducted a series of longitudinal and vertical tests, and discovered that the bin attachment design was flawed. The FAA issued an airworthiness directive that resulted in the installation of a doubler — a sort of metal patch — to strengthen the bin attachment.

"On every 737 and 757, if you look at the roof the bin, you see a little square patch," said Gary Frings. "That's our patch," he said proudly.

Interns Get a Second Education at FAA

With interns now returned to their studies, the FAA Intercom puts together a scrapbook of memories based on the experiences and recollections of our summer students.

Their work was as varied as their backgrounds. From clerical work to sophisticated analysis, FAA employees exposed students from ages 14 to 49 to real-world work experience.

Some got special treat, like the five interns who flew with Christopher Hart, assistant administrator for System Safety, on a flight check that took them over Niagara Falls and to the former Pease Air Force Base for lunch.

Shenearah Lassiter got a view from the top of the agency when she interned with Chief of Staff David Mandell.

A particular success was the Minority Serving Institutions' program that recruited about 70 students from Historically Black Colleges and Universities, Hispanic Serving Institutions, and organizations with large Asian American, Pacific Islander, Alaskan Native, and disabled student populations.

The interns attended sessions on the legislative process, mentoring, resume and KSA writing and careers in aviation. They also visited the Command and Technical Centers and were present for the recent drop test in Atlantic City (see story on page 5). For more information on the program, contact Miriam Vega at 202 267-8459.

Administrator Marion Blakey encouraged members of the management board in a recent meeting to make better use of the intern program.

FAA Intercom took a survey of interns working at the agency this summer. Following are some of their responses:

What are your thoughts about working at the FAA?

The diverse atmosphere and tasks … continue to spark interest in pursuing a future with the FAA and other government organizations.
Cecilia A. Ross, 22
Intl. Business-Mktg. and Area Studies, U. of Oklahoma at Norman
Interned with Research and Special Programs Admin. and Aeronautical Central Payroll

FAA has been my starting ground and I plan on using the tools and skills I have learned in my future jobs and I know that it will all end up helping me with my future career.
Jamillah Abdul-Haqq, 16
Medicine, College unsure
Interned with Aviation and Information office

I absolutely love it. As an international relations major, it is enormously exciting to observe and even contribute to policy implementation at the international level.
Amanda Krause, 20
International Politics and Economics, Indiana University of Pennsylvania
Interned with European Affairs Office in International Aviation

Headquarters interns gather with Administrator Blakey and DOT Secretary Norman Mineta at the debut of the FAA's N34.

What type of work did you do during your internship?

I worked on a wind shear project that focuses on exploring the data post implementation of the various initiatives started by the FAA. The work included a lot of data mining, analysis, creating graphs and charts, and preparing presentations.
Linda Lau, 20
Economics, Cornell University
Interned with ASD-400

I make certain that the project requirements are met through my review of testing results and closeout reports. I ensure the final payment is processed, and I make sure we are on track in meeting our goal of 90 closeouts by the end of the year.
Kevin Luey, 22
Civil Engineer/Environmental Engineer, U. of Colorado
Interned with Denver Airports District Office

Assisted my coworkers in flight and air traffic data, procedures regulations directly involved with safety and technical development of future aviation.
José R. Agosto, 22
Airway Science Management/ATC, InterAmerican University of Puerto Rico
Interned with Flight Standards 400

I carried out a workload analysis on the inventory managers at the FAA Logistic Center's Automation/Communications Product Division.
Eric Soza, 23
Industrial Engineering, U. of Oklahoma
Interned with FAA Logistics Center

Worked with operations inspectors doing investigations, checks and renewal of pilots.
Josh Reef, 19
Aviation Management with Flight Option, Florida Tech
Interned with Boston FSDO

I created a searchable database that can be utilized by Air Traffic personnel as resource to enhance their non-technical professional skills.
Steven E. Brown, 49
Masters in Adult Education and Training, Program Development, Seattle University
Interned with Northwest Mountain Region's Air Traffic Division.

Steven E. Brown

Hispanic students interning at the Mike Monroney Aeronautical Center are (from left) Eric Soza, Luis Solis, Erik Salazar, Cecilia Ross and Dalia Ortega.

What's your biggest claim to fame?

I will become the next FAA administrator.
Minal Mehta, 20
Economics, UC Berkeley
Interned with AIA-400 at HQ

Becoming the "drive time" deejay for the Spanish FM radio station in Oklahoma City.
Luis Solis, 23
Intl. Business/Management Information Systems, U. of Oklahoma
Interned with AML-41 (Information Technology)

The birth of my son.
Debra A Chaves, 43
Paralegal Studies, Suffolk Community College
Interned with Eastern Region's Regional Counsel

Predict where you will be working and what you will be doing 10 years from now.

I will be working in public relations or speechwriting, I have no idea where. Oh, and on weekends I will be lounge singing.
Nate Osburn, 24
Masters, Journalism/Strategic Communications, U. of Missouri
Interned with Public Affairs, Internal Communications

I'll probably be managing my own Airports district office in Hawaii.
Kevin Luey, 22
Civil Engineer/Environmental Engineer, U. of Colorado
Interned with Denver Airports District Office

I will hopefully be continuing my career with the FAA. Ideally, I would like to be working in [the Eastern Region Operations Center], but there are many options in the FAA. There are dozens of departments and divisions where I could picture myself down the line.
Matthew Geramita, 19
History, Binghamton University
Interned with Eastern Region Operations Center

An air traffic controller at O'Hare Airport would be nice.
Cory Phelan, 16
High School Student
Interned at Great Lakes Regional HQ

Would you consider working for the FAA in the future?

I hope to work for the FAA in budget or human resources.
Patrick Genua, 19
Political Science, Coastal Carolina U.
Interned with ASD-300

Yes, because it's a decision you won't regret.
Jimmy Morales, 16
High School student
Interned with Civil Rights and Information Technology offices

Amazing Race Leads FAAers to TV, Fame and Laughs

The most stressful thing about traveling is the fear that Steve will follow through on his threat to sit on me if I don't give him a dollar every day. – Dave Cottingham, Chicago Center controller.

That's probably all you need to read to understand the relationship between Cottingham and his best friend and co-worker, Steve Meitz, a fellow controller at Chicago Center.

These best friends of 18 years recently competed on "The Amazing Race" reality television show on CBS in which pairs of competitors try to find their way around the world in the hopes of winning $1 million.

Although they were recently eliminated from the competition, the pair carved out their own 15 minutes of fame, leaving behind them five laugh-strewn weeks of friendly bantering and putdowns.

Cottingham and Meitz decided to pursue the $1 million prize after watching the first version of the show. They beat out thousands of other applicants to participate in the second running of the contest. They believe their jobs as air traffic controllers helped give them a novel story that the other participants didn't have. As Meitz put it, "We're fat funny guys with cool jobs."

The contest began with 12 teams vying to be the first to reach a series of destinations throughout Europe. The last team every week was eliminated. Cottingham — whose injured leg early in the show slowed them throughout the series — and Meitz struggled from the start, twice finishing second to last. But their ability to keep cool, think on their feet and maintain a sense of humor — traits that make them successful controllers — made them consistently popular with the viewing public. Viewers gave them approval ratings above 70 percent for nearly the entire time they competed.

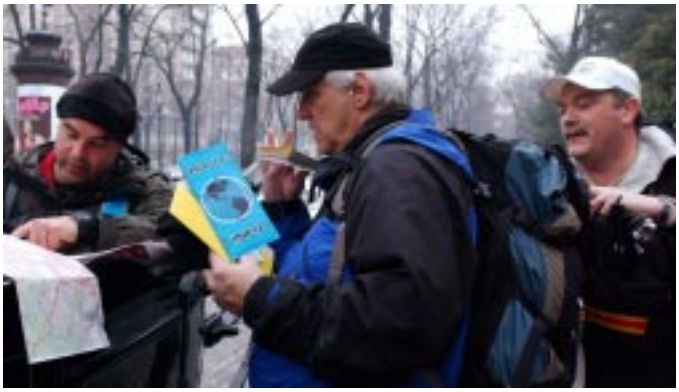


Photo: Tony Esparza/CBS

Racers (from left) Al, Steve and Dave try to figure out how to reach their next destination traveling through Vienna, Austria.

Meitz reasoned it was because he and Cottingham "were more like real people" and because viewers sensed them as underdogs. "We probably didn't have a chance," he said.

Perhaps it was the constant ribbing that the public found endearing. They speak with the rapid-fire cadences of controllers, but their delivery and timing are traits more common to standup comedians.

At one point, 46-year-old Meitz was preparing to bungee jump off a tower while Cottingham provided commentary from the ground. "It looks like a total eclipse," he said as his partner hovered on the ledge of a tower. After Meitz completed the jump, Cottingham quipped, "Greenpeace just called. They said stop throwing whales off that tower." Meitz, unoffended, speculated that he might have bent the tower a little.

They got along well with the other teams in general — one woman referred to them affectionately as the BFGs (big funny guys) — although Meitz once warned a pair of competitors — whom the other teams suspected of cheating — to check their tires in the morning. But they've stayed in contact with all the other competitors since the show finished filming.

Meitz admitted to some "sleep deprived snippiness" between him and Cottingham, but they were both cognizant of the cameras and soundmen. "We didn't want to embarrass our profession," he said. "We did our darnedest not to portray [the snippiness] on camera." They used code words to alert each other when they were getting on each other's nerves.

"We work with the best air traffic controllers in the world," added Cottingham. "I want people to think, 'They're nice guys. That's something I might want to do someday.'"

Though they came in eighth out of 12 teams, they mostly have happy memories. Meitz enjoyed the few moments when they could kick back and shoot the breeze, like during the gondola ride in Venice or the carriage ride in Vienna.

Cottingham liked viewing the world from a non-American perspective. "It's nice to hear something other than what we hear back home," said Cottingham.

Are there any television shows on the horizon for these two? Meitz suggested a sitcom. Cottingham leaned towards a show where you can "eat as many little chocolate donuts as you can."

Regardless of the challenge — ATC, amazing journeys or otherwise — they're bound to remain best friends through thick or thin. Or as Cottingham and Meitz might put it, "Just say thick."

Separated by One Floor and 37 Years

After the going-away parties, and the backslapping and joshing of jealous friends, Rey Herrera got the best retirement gift of his life one day before he left the FAA. It took nearly four decades for him to receive it.

A few days before his retirement, Herrara, the surveillance program lead in the National Airspace Systems operations branch, heard someone identifying himself as Randy Petersen on his voice mail. Petersen wanted to know if this was the same Herrera who'd gone to high school in Colorado with him.

Herrera thought at first it was a joke, because he'd heard that Petersen, his best friend through grade and high school, had died in an accident years before. But his return call to Petersen confirmed reality: Best friends had found each other after 37 years. Just to add a twist, they discovered they'd been working at Headquarters Building for six years — separated by one floor — without realizing it.

So began the emotional 2-day roller-coaster ride in which Herrara and Petersen crammed 18 years of memories and 37 ensuing years of experiences into a few lunches. Petersen said it felt like "turning on a motion picture. While we're talking, it's processing and processing these images."

Life led Herrera into the Air Force and four years service in Vietnam, including a stint on the missing in action list after his plane crashed in North Vietnam. In 1972, he joined the FAA as a radar technician.

Petersen's path led through college and two startup businesses before joining the FAA in 1995 as an aerospace engineer in Aircraft Certification.

There's little coincidence that both of them ended up in aviation. Their dream to fly —both are pilots — was just one of many things that connected them as kids. They covered each other's back when the local gangs put them on their "hit list."

"We went to parochial schools . . . we were outcasts," Petersen recalled. And they liked to hunt, although Herrera doesn't remember catching much.

Petersen followed Herrera's musical lead and bought himself a guitar on which they taught each other Ventures songs. Coincidentally, after years of not playing, both Petersen and Herrera recently picked up the guitar again.

Most of all, Herrera remembers the lunches of green chili he and his friend enjoyed at Herrara's mother's house. "We'd have Mexican food and tortillas and ice-cold Pepsi," Herrara recalled. "It tasted really good in summertime."

"I finally realized why Rey had never been sick all his life," said Petersen, chalking it up to the fiery medicinal qualities of Mrs. Herrara's special recipe.

Herrera's time on the missing in action list had led to misperceptions on the part of his classmates that he was dead. So reunions came and went without Herrera ever hearing about them. "They never really pursued it because of the MIA thing," he said. "I was just kind of written off."

At the same time, Herrera had heard from his family that Petersen had died in an accident.

A week before his last day, a e-mail went out about Herrera's retirement. That was the only clue about Herrera's whereabouts that Petersen had learned in decades.

A phone call reestablished that link to their past, and a walk up one flight of stairs sealed it.

The easy banter of long-time friends returned quickly. When asked if they resembled themselves as kids, Herrara responded, "We both commented on how we both didn't change a whole heck of a lot. I have a mustache now." Petersen quipped, "He had one in seventh grade."

When Petersen mentioned his low draft number during the Vietnam War, Herrera, referring to his high draft number, responded, "I got his draft number. Mine had the cross-hairs on it."

Although Herrera is retiring to his New Mexico ranch, he has issued a standing invitation for Petersen to visit.

"It's the best retirement present ever," said Herrera. "I got my best friend back."

Randy Petersen

Rey Herrera

Best friends Petersen (far left) and Hererra (far right) graduated from St. John's Catholic School in Longmont, Colo., in 1961.

FAA Outreach Prevents Hairy Situations

The Southern Region's Security and Hazardous Materials Division never misses an opportunity to get their message out. Sometimes they get to let their hair down, too.

Two members of the division came up with the hair-raising notion of attending the Bronner Brothers Hair Show in Atlanta. Bronner Brothers is a large African-American hair products company that draws more than 10,000 hair stylists nationwide to its annual convention. Christy Manuel and Wendy Dent-Henry from the Security and Hazardous Materials Division thought the convention presented a golden opportunity to educate attendees about the importance of safely shipping hair care products, some of which are considered hazardous materials because they are flammable or could explode.

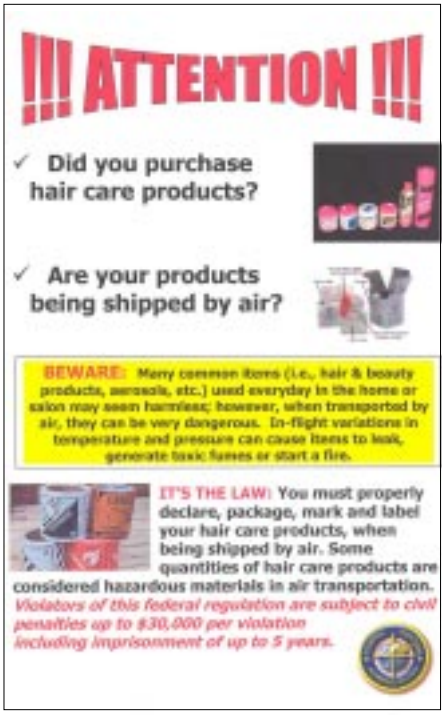
Jackson Smith, division manager, liked the idea. "We're constantly on the lookout for outreach opportunities," he said.

Bronner Brothers allowed the FAA to exhibit for free at the show and gave the agency a choice spot right next to the UPS booth.

Attendees were a little inquisitive about the FAA's presence, but they turned appreciative when they learned about the regulations governing air shipments. After all, noted Smith, violating the regulations could cost a company or individual up to $30,000 in civil penalties per violation, and even lead to jail time if illegal shipments were made deliberately.

The FAA also handed out specially designed brochures and posters with pertinent information on hazardous materials shipping.

Although the safety angle is the most important, Smith views this type of outreach as a public service that could very well prevent some well-meaning people from getting into some hairy situations.



The FAA handed out this flyer to hair stylists at a manufacturer's convention.

Lights Out! Action!

continued from page 1

Airlines. Other than the normal kicking in of backup systems, and controllers' expertise at organizing and separating traffic, there really is very little to report about the agency's efforts. Keeping the skies safe and orderly helped the federal and regional governments deal with emergencies on the ground.

"We could never have designed a test that would have been as good as this," said Bob Enoch, executive officer in Airway Facilities.

Hundreds of employees worked continuously from Thursday through Saturday to ensure the system operated smoothly. In fact, Enoch said, the system could have kept moving traffic efficiently if the airlines hadn't cancelled hundreds of flights and the airports could have processed the growing lines of stranded passengers.

Contrary to some press reports, the FAA did not ban flights into and out of LaGuardia.

"Air traffic control was smooth. Everything was smooth. Everyone was working together," said Jeff Green, United Airlines spokesman.

Most affected by the outage were the Cleveland and New York Centers, and the New York TRACON, which operated on standby power. The Boston Center was switched to standby power as a precaution. Eastern Region Headquarters went to a backup generator, but shut down except for the regional operations center. The telecommunications network between the United States and Canada went out of service, which prevented Newfoundland, Canada, from accepting rerouting of international flights.

Administrator Marion Blakey had an interesting perspective on the power outage. She watched the press from Alaska, and came away impressed.

"It was great to see that news reports all through the weekend accurately reported that we kept our air traffic control system up and equipment operating," she said in a thank-you letter to employees. "Without your expert handling of the situation, the disruption to the national aviation system would have been far worse."

This Summer Camp is ACEs

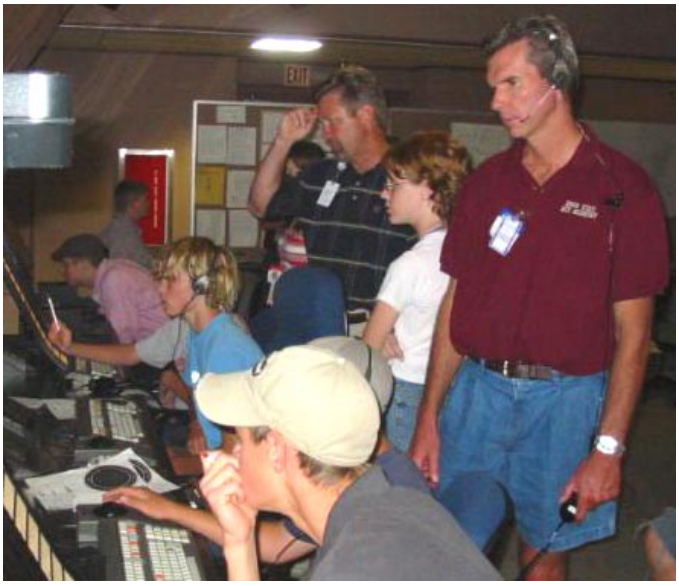
A 7 a.m.-to-midnight schedule of classes, lectures and tests might not be most kids' idea of a relaxing summer vacation, but then again, who said participating in the FAA's Aviation Career Education (ACE) Academy is work?

Certainly not Michael DiGrazia: "I can't stop thinking about all the fun I had at ACE camp. This camp provided me with the most valuable learning experience and fun I have ever had in aviation."

Or Zach Ekstrom, who "had a blast" at the camp, where he learned about different aspects of aviation, including military and civil, air traffic control, and firefighting.

What the letters point to, and what the camp schedule confirms, is that the ACE Academy run by the aviation education office in the Northwest Mountain Region is one of the most comprehensive courses the FAA offers students interested in flying.

Students paid $300 to attend the 5-day camp, although some needy kids received scholarships. Still, to be selected, they must get a recommendation from a teacher, write a 100-word essay on why they want to participate, and provide some background personal information. This year's class of 19 (ages 14-18) students was mostly novices, although six had some type of aviation background.



Andy McClunie (back) and Keith Larson, Salt Lake City Center controllers, lead a simulation in which students sequence arrival aircraft into Salt Lake City using radar vectors and speed control.

Andy McClunie, a controller at the Salt Lake City Center and Utah coordinator for aviation education, put the curriculum together with assistance from two local colleges. The classes took a hands-on approach to learning.

For every lecture from an air traffic controller or a pilot, there were projects to build and rockets to launch. To ground the students in the principles of flight, there were rides in a vertigo chair where they experienced the phenomenon of pilot disorientation.

Students flew various flight simulators daily, piloted a 2-seat aircraft with an instructor, handled the hoses and water cannons in a firefighting presentation, and toured corporate aircraft and a regional jet. The camp seems to have met McClunie's hopes in that the students seem to be "on fire" about aviation. "I want to fly even more now — if it is possible — than I did before and . . . I credit that to [the ACE camp]," said Debby Neville.

Ten Salt Lake City Community College aircraft queue up with ACE students at the yoke, ready to fly.

Recognition

The Federal Bar Association named Patricia A. McNall, an attorney in the Chief Counsel's Office, its transportation lawyer of the year.

The FAA Brussels International Field Office (IFO) won a series of awards in the Eastern Region's Administrator's Award Program and Flight Standards Division Awards Program.

Terri Burrell won the Regional Administrator's Award for Employee of the Year, the Eastern Region Flight Standards Division Award for Administrative Officer of the Year, and the Flight Standards National Award for Administrative Officer of the Year. The entire Brussels International Field Office (IFO) won the Regional Administrator's Award for Team Spirit, the Eastern Region Flight Standards Division Award for Commitment to People, and the Flight Standards National Award for Commitment to People.

The Great Lakes Region Partnership presented its Individual Recognition Award to Larry Burton, supervisor of the Kankakee Automated Flight Service Station in Illinois for outstanding personal commitment to promoting runway safety with the flying public.

The Aerospace Medical Association elected David Schroeder, Ph.D., as president. Schroeder, manager of the FAA's Aerospace Human Factors Research

Division at the Civil Aeromedica Institute, is only the second non-physician in the 75-year history of the association to serve as president.

In other association news, CAMI Research Psychologist Thomas Nesthus, Ph.D., and Dr. Alex Wolbrink, a CAMI research medical officer, were elected fellows. Fewer than 1 percent of active members are recognized as fellows every year. Scott Shappell, Ph.D., branch manager of the Human Factors Research Branch, received the "Harry G. Moseley Award" for outstanding contribution to flight safety. Raymond King, Ph.D., a personnel research psychologist, received the "Raymond F. Longacre Award" for outstanding accomplishment in the psychological and psychiatric aspects of aerospace medicine. Dr. Melchor Antuñano, received the "Eric Liljencrantz Award" for excellence in aerospace medicine education.

The Brussels IFO, winner of Eastern Region and Flight Standards awards, includes (back, from left) Christopher J. Collins, Thomas H. Damour, Hardie H. DeGuzman, Kenneth W. Ziemer, and (front) Carlos Maiquez and Terri R. Burrell.

The Central Region's Airports Division recognized three airports for excellence and persistence in their respective safety programs by passing their Part 139 inspections without a single discrepancy: Lincoln (Neb.) Municipal Airport for three consecutive years; Columbia (Mo.) Regional Airport for 10 consecutive years; and Dubuque (Iowa) Regional Airport for 12 consecutive years, a national record.

William H. Wallace, national resource specialist for rotorcraft operations, has been selected as a Fellow of the Royal Aeronautical Society. Fellowships are bestowed upon those who are either in a position of high responsibility or have made significant contributions to aerospace.

The Society of Automotive Engineers gave its 2002 Arch T. Colwell Cooperative Engineering Medal to Archie E. Dillard, an aerospace engineer in the Flight Standards Service, for a unique and outstanding contribution to the work of the organization's technical standards board.

The Seattle Center received plaques honoring its selection as center of the year both nationally and in the Northwest Mountain Region.

Bruce Johnson, Air Traffic director, was on hand for the ceremony honoring Seattle Center as national and regional center of the year. Joining him are (from left) Raul Trevino, acting Northwest Mountain Air Traffic Division manager; Buzz Adams, Seattle Center manager; Leon Fullner, Seattle Center SUPCOM facility representative; and Jack Fader, NATCA facility representative for the center.

Pictures of an Exhibition

The FAA's Centennial of Flight exhibition proved to be an eye opener to thousands of tourists and locals who passed through the booth at Rockefeller Center in New York City.

The exhibit featured information on safety, research and development, and career opportunities.

The booth proved popular with kids, who watched airplanes tracked on a situation screen, saw weather display maps, heard controllers over the sound system doing their job, and got to punch a lot of cool-looking buttons.

"They fly, they fly and then they crash," said one youngster, who didn't realize the planes intersecting each other on the situation display were flying at different altitudes. "He thinks it's like a big video game," mused Susan Levy, a computer specialist in the Eastern Region.

A boy named Alexander from Connecticut deemed the display "awesome." As he left the exhibit, his mother was calling friends in Connecticut to urge them to visit.

If the kids didn't quite comprehend some of the technology, the adults certainly grasped the magnitude of the FAA's job.

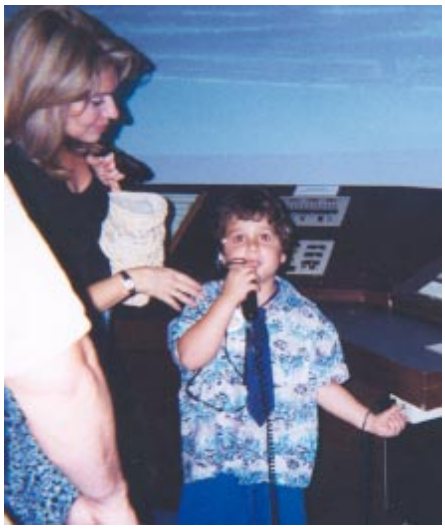
Several FAA volunteers at the booth said they thought the adults were most amazed at the high technology involved in air traffic control and the complicated nature of a controller's job.

"Just about everybody's been in an airplane," said Steve Price, a general attorney in the Eastern Region and a general aviation pilot. "They just don't realize they're 6,000 other planes up at the same time."

"It's a good thing I'm not doing this for a living,' said Karen Hamann from Galloway, N.J. "There would be accidents. There's too much going on at one time."

Bea Banu planned to return for a second look. More than the technology, Banu said it's the people who make her feel good about flying. "I'm just assuming the caliber of [FAA] people is very, very high. Obviously there'd be a lot more accidents if not."

The booth proved of particular interest to pilots, who asked detailed questions about the technology. Daniel Carleial was a pilot for an air taxi in Brazil before coming to the United States. He hopes to become a controller here, because in Brazil nearly all controllers are in the military



This youngster perhaps has found his calling.

Simon Safos finds what he's looking for on the radarscope as his mother, Liliana, watches.

The FAA exhibit experienced a constant flow of visitors during the 3-week show.

FAA Leaves its Mark at Oshkosh

From Century of Flight celebrations, to Administrator Marion Blakey's debut before the Experimental Aircraft Association's membership, to individual achievements by FAA employees, the agency left a broad mark across this year's AirVenture fly-in at Oshkosh, Wisconsin.

Administrator Blakey signed the flight airworthiness certificate for a Wright Flyer reproduction to a standing ovation, according to EEA AirVenture Today. She also unveiled the new design of the FAA's airman's certificate.

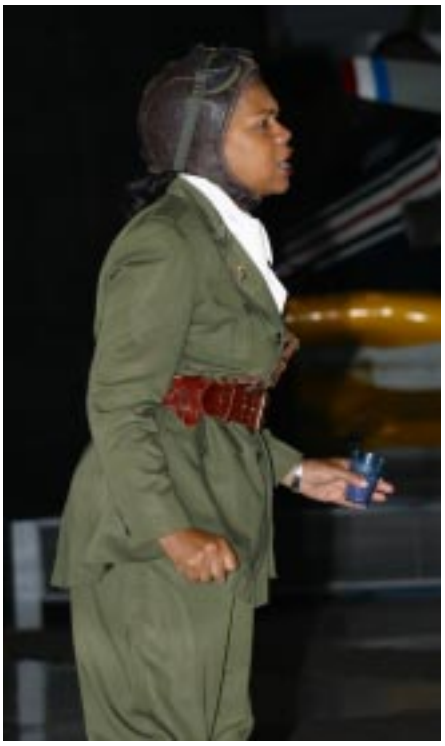
Then, before a packed hangar, the administrator received a cordial response from general aviation pilots and other spectators. Her news that the sport pilot rule has been signed off on and forwarded to the Department of Transportation received enthusiastic response. Blakey said she was "heartbroken" over the closure of Chicago's Meigs Field and expressed frustration that the FAA had no say in the matter because the city had no financial obligations to the FAA.

In a continuing issue, many of the audience questions centered on timely notification and better information surrounding temporary flight restrictions.

On more personal notes, Chuck Wahl, an Oakland Center controller, achieved his dream of restoring and competing his restored Navy T-28 trainer. His efforts paid off with three awards. His T-28 was voted best out of 25 entries. He received the "Silver Wrench" award for restoration work sponsored by Snap-On Tools. And he received the judges' "Appreciation Award."

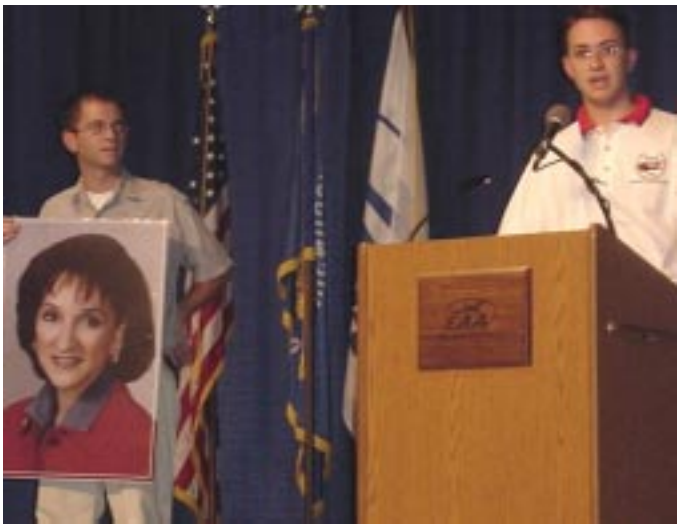
John Rahn, manager of the Chicago TRACON operational support facility, won the Grand Champion Rotorcraft (Gold Lindy) Award for the RotorWay ACIS Exec162F kit helicopter he built. A fixed-wing pilot since 1965, Rahn now is a happy member of the rotorhead set.

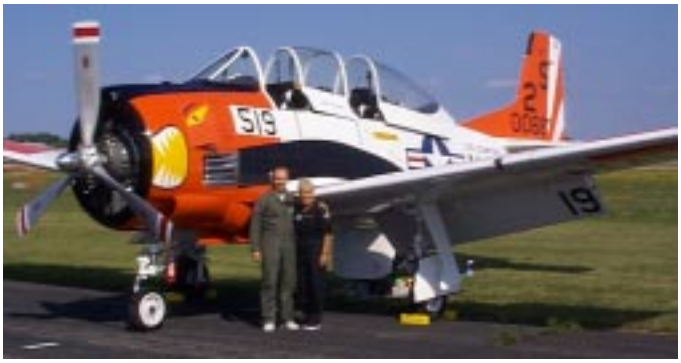
Following are some images from this year's show.



Sandy Campbell appears as Bessie Coleman during a children's event at Oshkosh.

Chief of Staff David Mandell asks students at Oshkosh if they can recognize the person in the photo held by Nate Osburn, speechwriter.





Wahl's restored aircraft took top honors in the T-28 category. Beside Wahl is his friend, Capt. Julie Clark, a Northwest Airlines captain and air show performer.

FAA pilot Kim Brown talks shop with DOT Secretary Norman Mineta at Oshkosh as Mineta's assistant, Denise Daniels, looks on. The FAA's N34 is on display in the background.

Rahn (left) and John Pohlman, publisher of Rotorheads Newsletter, in front of Rahn's winning RotorWay entry.

Administrator Marion Blakey greets Mark Jacobs, who will manage the new FAA Sport Pilot Office in Oklahoma City, in the EAA's Sport Pilot tent. Looking on are the EAA's Ron Wagner and Sue Gardner, the FAA Sport Pilot Rule Team leader.

The FAA tower at Oshkosh.

Gaining Benefits for Aviation in Alaska

questions from local media about the new strategic plan, which for the first time includes specific objectives for improving air safety in Alaska.

A stop was arranged in Sitka to view the site of a memorial to tuberculosis victims at the airport. The Alaskan Region was instrumental in the repatriation of the remains of Alaska Natives killed by the disease to their home villages around the state. A visit to the Auxiliary Flight Service Station provided a firsthand look at the service FAA provides Alaskan pilots.

A trip to Anchorage included a tour of the University of Alaska's Aviation Complex. Home to the most advanced air traffic control simulator in the world, the university's program is graduating new controllers and other specialists for industry and government.

Heading west, the party got a taste of the "real" Alaska in Bethel and the tiny communities of Eek and Tuntutuliak, where boardwalks provide passage over the swampy "muskeg" terrain of the Yupik Eskimo villages. New airport construction in both communities will mean longer runways and safer access.

In Kotzebue, north of the Arctic Circle, the village mayor and other dignitaries discussed such issues as field approval procedures with the FAA contingent.

At a public ceremony recognizing the first eight air carriers to implement Medallion Foundation operating standards, Blakey was joined by Sen. Ted Stevens in congratulating these industry leaders in setting the example of raising safety standards above the regulatory minimums.

The Medallion Foundation is a non-profit arm of the Alaska Air Carriers Association established with a congressional grant. It identifies specific actions, programs and training for carriers that aim to reduce accidents and improve operations. Nearly 40 carriers in Alaska have applied for the program. The eight recognized have actually incorporated new standards into their way of doing business.

Administrator Blakey presents the FAA's Distinguished Service Award to Thomas Wardleigh.

Following the Medallion reception, Blakey met with representatives of local press to answer questions on the strategic plan, privatization, safety and Alaska's future as a test bed for new ideas. She praised the region for its initiative in such areas as weather cameras and laser lighting as well as the Circle of Safety passenger education program.

"As we assessed our goals for the next five years, we kept turning to Alaska and your leadership," Blakey said. "So it only made sense to focus our efforts here in the hope of gaining benefits for the wider aviation community."

The trip culminated in the presentation of the FAA's Distinguished Service Award to Thomas H. Wardleigh, chair of the Alaskan Aviation Safety Foundation. Wardleigh, a Master Mechanic, and a former pilot for the U.S. Fish and Wildlife Service and FAA, has more than 35,000 hours of flight time and instruction. He has led the Safety Foundation since the late 1980s working tirelessly to prevent aviation accidents.

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Diane Spitaliere
Manager, Media and
Internal Communications Division

Jim Tise
Editor
Tel.: (202) 267-3443
Fax: (202) 267-5965
E-Mail: jim.tise@faa.gov
Barbara Downs
Editorial Assistant

Published monthly by
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Office of Public Affairs
Media and Internal Communications
Division, APA-300
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Washington, D.C. 20591

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