



FAA Intercom

FAA Forecast: More Passengers, More Flights, More Work

The changing fleet mix of commercial air carriers from large jets to smaller regional aircraft, combined with the rapid growth of regionals/commuters and low-cost carriers, could further stress the nation's airspace and challenge the FAA's air traffic control system.

Numbers presented by the FAA at this year's annual aviation forecast indicate an industry that is nearing its pre-Sept. 11, 2001 levels, and show healthy signs of growth. But, the way in which the industry is growing is quite different from years past.

It surprises no one that more passengers — estimated at about 1.1 billion compared to about 641 million last year — will be flying by 2015, but the way that they're flying might surprise some.

"We are seeing different passengers, traveling on new and different airlines, using different types of aircraft, and flying in and out of different airports," Secretary of Transportation Norman Y. Mineta said during his keynote speech at the conference.

"Aviation today is not so much an industry in recovery, as an industry in transition," he added.

The fast-growing low-cost carriers and regional/commuter airlines are expected to account for more than *continued on page 10*

FAA to Open 'Express Lanes' this Summer



Administrator Blakey makes a point during the FAA's spring/summer plan conference as COO Russ Chew and DOT Secretary Mineta look on.

The FAA doesn't plan to sit around this summer if airline passengers are kept sitting around too long on the taxiway.

The FAA and airlines have begun testing a new plan that would help clear out congested airports by establishing "express lanes" in the sky. The plan would adjust plane routes throughout the airspace system and hold planes briefly on the ground to free up air traffic lanes over congested airports. The trigger mechanism for this plan would be any airport that was anticipating ground delays of 90 minutes.

For instance, if analysis of airline data indicated airplanes at New York

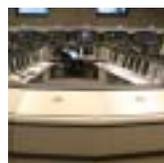
LaGuardia Airport were in danger of experiencing delays of 90 minutes, air routes over the airport would be altered to let aircraft take off from the airport.

Airplanes at other airports — for instance in Syracuse or Providence — might experience a short delay to let LaGuardia clear out.

The airlines and the FAA decided that this "sharing of pain" is the most effective way of minimizing the effect delays would have on the entire system.

While it might lead to minor delays at some airports, it eliminates extremely *continued on page 5*

In This Issue:
Read about the new safety oversight office, the Command Center's 10th anniversary, agency leadership abroad, a safety update, and much more!



Page 2. New TRACON commissioned.



Page 9. FAAers stick their landing.



Page 10. To the Mojave, and then space.



Page 12. DOT art exhibit features FAAers.



News in Brief

Boston Consolidated TRACON Commissioned

Air Traffic Operations has commissioned the Boston Consolidated TRACON in Merrimack N.H.

The new 63,000-square-foot facility combines the TRACONs located in Boston, Mass., and Manchester, N.H. The operations complex totals 4,700 square feet and currently has 19 radar and nine coordinator/data positions.

The combined airspace for the new facility will extend from parts of New Hampshire south to the Rhode Island border, east to Cape Cod and west to central Massachusetts. The consolidation will enhance coordination procedures and more effectively use the airspace throughout the area.

GA Accidents Rise in 2003

General aviation accidents remained a stubborn problem for the U.S. aviation system last year, the National Transportation Safety Board announced.

Although the number of general aviation accidents rose about 1 percent in 2003, compared to 2002, it still speaks to the difficulty — if not the impossibility — for the FAA to reduce the rate of accidents in an area where human factors play a vital role.

There was an increase of 19 general aviation accidents to 1,732 in 2003. The number of fatal accidents in that category grew by 6 to 351.

One good piece of news is that the accident rate per 100,000 flight hours remained relatively stable at 6.71 in 2003.

The number of air taxi accidents jumped 30 percent to 77 in 2003, and the total fatalities in those types of accidents increased from 35 to 45. The accident rate for air taxis per 100,000 hours grew to 2.61 in 2003 from 2.03 in 2002.



The Boston TRACON's 4,700-square-foot-operations area includes 19 radar and nine coordinator/data positions.

FAA Team Dispatched to Afghanistan

The FAA Academy's International Training Division sent a 4-person FAA team to Afghanistan for a 4-day training assessment. Representatives from Air Traffic, Airways Facilities, and Regulation and Certification were on the team.

The team assessed the current state of aviation in Afghanistan and made training recommendations for controllers, facilities technicians, and flight standards employees.

The team also assessed the ability of the aviation training center in Kabul to host or conduct its own aviation training. They also assessed the English language proficiency and airport security.

International Workshop Focuses on Caribbean

The FAA conducted an international workshop in Miami with eight Caribbean countries on transporting dangerous goods.

The Office of Security and Hazardous Materials, in conjunction with the Office of International Aviation, discussed requirements concerning the safe transport of dangerous goods by air, the FAA's role in aviation, and how

dangerous goods inspections are conducted.

The curriculum was based on a training draft developed by the Southern Region with input from Security and Hazardous Materials' training work group. The Miami Hazmat Field Office provided logistical support.

Thirty participants from the Bahamas, Barbados, Belize, Jamaica, Guyana, Haiti, Suriname, and Trinidad and Tobago participated in the workshop.



Jackson Smith, manager of the Southern Region's Security and Hazardous Materials Division, addresses a workshop on dangerous goods.



Civil Rights Updates EEO Complaints Process

Aviation No-No List

The administrator has announced the publication of the agency's list of companies in which employees cannot invest.

The list is not new, but this is the first time it has been published. It contains the most recognizable — and some less-recognizable — names in airlines, aircraft manufacturing companies and aviation suppliers.

Employees can access the list at www.faa.gov/agc/prohibited%20investments.doc. Scroll down past the administrator's letter.

OASIS Installation Halted

Budget constraints have forced a postponement in the deployment of OASIS to automated flight service stations (AFSS).

As late as this past February the program was on schedule for completion by the end of this year. However, a shortage of funds has left OASIS a little more than halfway completed.

"This was just a very difficult budget decision," said Nancy Kalinowski, director of flight services communications in the ATO's Communications Services office. "It had nothing to do with the A-76 process currently underway. The agency is dealing with a \$120 million deficit in fiscal year 2004 and this was one of the programs cut to meet the deficit," she said.

Sixteen of 26 AFSSs have received OASIS and 13 are operational. The other three sites are expected to go operational this summer.

OASIS (Operational and Supportability Implementation System) enhances the safety and efficiency of the NAS by providing an integrated source for simultaneously displaying weather and flight route information at quicker speeds.

Honoring Native Traditions - Then and Now

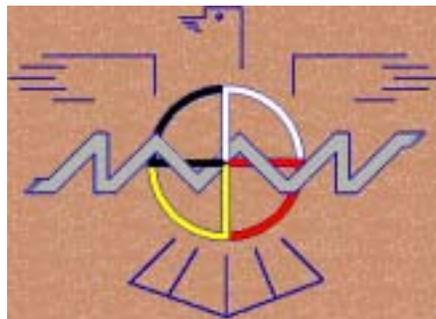
The 2004 Native American Alaska Native national training conference will be held May 2-7 in Boston, Mass.

Details of a new FAA order regarding policies and procedures affecting American Indian and Alaska Native tribes will be presented.

Participants will have the opportunity to meet some of the newly appointed national and regional tribal consultation officers who will be overseeing the order.

James Washington, vice president for flight services in the Air Traffic Organization, will update participants on the new ATO organization.

Sessions will focus on learning

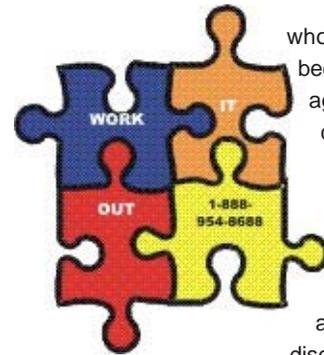


leadership skills, performing self-assessments, and understanding the qualification analysis process, which helps employees get the most from their FAA careers.

Participants will be introduced the four "Rs" of education — relations, respect, reciprocities, and responsibility — and how to apply them to the workplace.

For more information, access the NAAN Web site at www.faanaan.org and click on "National Training Conference."

The Office of Civil Rights has created a new office that enhances the ability of the agency to process Equal Employment Opportunity pre-complaints.



Employees who feel they've been discriminated against may contact the FAA's new National Intake Unit within 45 days of the alleged

discrimination; or, in the case of a personnel action, within 45 days of the effective date of the action.

The National Intake Unit takes calls and requests information to assist the caller with going forward in the pre-complaint process. Once the unit has the required information, it will forward the information to the appropriate Civil Rights office to continue the process.

To reach the National Intake Unit, current and former employees may call 1-888-WKITOUT (1-888-954-8688) or TTY 1-800-877-8339 from 6:30 a.m. to 6 p.m. Eastern Standard Time, Monday through Friday. Voice mail may be left after duty hours. All voice mail messages will be returned within 24 hours of the documented call (except for holidays and weekends).

For more information, contact Helen Savoy at (202) 267-3253 or at helen.savoy@faa.gov; or Janet Long at (202) 267-7902, janet.long@faa.gov. Also, access <http://www1.faa.gov/acr>



People

Top Financial Position Filled

Ramesh Punwani has been named chief financial officer and assistant administrator for Financial Services for the FAA.

Punwani will oversee the FAA's \$14 billion operating budget, as well as the development and agency-wide application of financial management systems.

Punwani had been senior vice president of business strategy for Cendant Corporation. Prior to Cendant Corp, he was executive vice president and chief financial officer of Travelocity.com, the multi-billion-dollar Internet travel company. His background in aviation and the travel industry spans three decades. It includes chief financial officer and vice president positions for Tower Air, Pan Am and TWA.

John Hennigan, who has been acting chief financial officer for the past 13 months, returns to his role as deputy assistant administrator.



Ramesh Punwani

ATO Hires Two Vice Presidents

The Air Traffic Organization announced the selection of two executives to handle finance and safety matters.

Eugene D. Juba will serve as the ATO's senior vice president for finance. For the past two years, Juba has been an independent consultant and chief financial officer for a technology startup in the Washington, D.C., area. Prior to this, he was vice president of financial planning

and analysis at US Airways. He also spent 11 years at United Airlines in key financial positions.

James P. Schear has been named the ATO's new vice president for safety, where he will provide day-to-day focus on safety. Schear had been deputy assistant administrator for aviation operations at the Transportation Security Administration. In that capacity, he was responsible for all TSA inspection personnel and screeners at 442 airports. He also worked for US Airways as a pilot and is a former naval aviator.



Eugene Juba



James P. Schear

Manno to Head Operations Office

Claudio Manno has been named director of emergency operations and communications.

Manno, who returns to the agency from the Transportation Security Administration, directed the Office of Intelligence in the FAA's Office of Civil Aviation Security before aviation security responsibilities were moved to the TSA.

The functions of emergency and operations and communications will be transferred to the FAA Office of Security and Hazardous Materials in an effort to bring all security-related functions under one roof.

Manno replaces Dave Canoles, who has been named director of the new Air Traffic Safety Oversight Service (see story on the facing page).

Edwards Picked for New Executive Position

Barbara A. Edwards has been named deputy assistant administrator for the Office of Civil Rights, a new executive position.

Edwards will focus on increasing diversity and equal employment opportunities at the agency. She will help Assistant Administrator Fanny Rivera carry out all diversity and civil rights initiatives.

Before joining the agency's Office of Civil Rights in 1999, Edwards was financial manager in the FAA's Office of Information Technology. Prior to her work at the FAA, she served as senior budget analyst in the economic research service of the Department of Agriculture.

New Regional Administrator Selected

Ava L. Wilkerson has been named the new administrator of the Southwest Region.

Wilkerson replaces Ruth Leverenz, who had been serving as both Southwest regional administrator and assistant administrator for Regions and Center Operations since 1998. Leverenz continues in her position as assistant administrator.

Wilkerson's strong international background — she had been director of the Office of International Aviation — will serve her well in a region that is heavily involved in promoting partnerships on safety and operational matters with Mexico and other Latin American countries.



Ava L. Wilkerson



FAA Plans for Growth without Gridlock

continued from front page

long delays that can have an impact not just at one airport, but also on airports across the whole country. Still, the overall number and time of delays should be reduced.

Growth without Gridlock...and More

The express lanes were just one element of the FAA's spring/summer plan announced at a press conference at the Air Traffic Control System Command Center.

The concept evolved out of the "Growth Without Gridlock" conference in March in which representatives from industry and government considered new ways of cooperating to deal with delay issues.

It wasn't that long ago when airlines pointed the finger of blame at the FAA if severe weather or unrealistic scheduling at major airports caused delays that overwhelmed the aviation system. The ensuing years has brought a realization of how interdependent the airlines are with each other, and with the FAA, to keep things moving smoothly.

To do that, airlines have promised to improve the quality of information they feed into the FAA's flight monitoring system and to file flight plans early enough that the FAA can pre-plan for any problems that might arise on a given day.

"It's about integrity in providing information," said Peter Challan, senior vice president of the ATO transition. If one carrier doesn't live up to its responsibility in providing accurate information in a timely way, he explained, it will affect the National Airspace System and other airlines will know it.

"The more the FAA knows in advance the more they can plan for," said Robert Blouin, senior vice president for

operations at the National Business Aviation Association. The association for the first time will be providing automated information to the FAA about business jet traffic. Prior to this, the information was input manually.

Airlines are cooperating in other ways. American and United already have agreed voluntarily to reduce their schedules at Chicago O'Hare.

The FAA, in turn, plans to partner with electronic and broadcast media,

especially travel-related sites, to explain to passengers how the air traffic system works and what they can do to keep traffic flowing. Congress, too, must be kept informed about the challenges the industry faces, especially during the volatile summer season.

And most importantly, perhaps, the ATO must hold itself accountable for operating results. Decisions made by the agency and their effect on the system will be reviewed daily.

Independent Safety Office Will Oversee ATO

The FAA's formation of the new Air Traffic Safety Oversight Service will play a crucial role in the success of the Air Traffic Organization (ATO).

The Air Traffic Safety Oversight Service, based within the Office of Regulation and Certification, provides independent safety oversight of the ATO. It will standardize ways to assess the safety implications of changes to air traffic standards and procedures.

Dave Canoles, the FAA's current director for emergency operations and communications, will head the new office and report to Nick Sabatini, associate administrator for Regulations and Certification.

"This is a new way of doing business," said Administrator Marion C. Blakey. "[The oversight office] will operate as a second set of eyes to bring us to a new level of excellence."

Creating the oversight organization complies with a recommendation from the National Civil

Aviation Review Commission that safety oversight of the FAA's air traffic operation be provided by a separate part of the agency. It is also in keeping with the International Civil Aviation Organization's

requirement that member states set up independent oversight of air traffic operations.

Up to 30 employees are expected to staff the office by the end of the year, with full staffing to be reached by the end of next year.

During his 33-year FAA career,



David Canoles

Canoles has served as manager of the Eastern Region Air Traffic Division, and directed the office within Air Traffic that evaluated air traffic facilities and investigated incidents and accidents.



Airway Facilities Update

10 Years and Running Strong

Louisville SSC Continues Tradition of Kentucky Pioneers

In the spirit of Daniel Boone and all good Kentucky pioneers, Steve Stucker has some succinct advice for those who follow in his facility's footsteps to upgrade to the new ARTS III E system:

"Duck!"

The project to install the state-of-the-art system that gives controllers significantly improved flight information was like converting a 1970 GTO into a 2004 GTO, said Stucker, Louisville System Support Center (SSC) supervisor. Months of preparation and building renovation paid off when the FAA commissioned the first fully-upgraded ARTS III E at the Louisville TRACON and Tower.

The SSC had to divide the U-shaped Louisville TRACON in half. One side of the room housed the old ARTS III A model that allowed the FAA to continue handling flights for UPS and other airlines delays. On the other side of the room, the SSC installed the new system.

The walls were stripped of miles of old cable and wiring, old equipment ripped out, new systems installed. Imagine how phone companies converted from old shared telephone lines to automated private lines, and you'll get a sense of how involved the rewiring was, Stucker said.

The work had to be done despite the fact that the III A model produces tremendous amounts of heat, making the procedure slow and treacherous for Airway Facilities employees.

The SSC ascertained the bare minimum that air traffic controllers needed to do their job. "After that, if you can get [them] the other stuff, then it's gravy," he said.

Storage space was at a premium because the base building of the Louisville TRACON is small. In order to move equipment into the tower, Airway Facilities



Members of the Louisville SSC helped install the first fully upgraded ARTS III E system. Pictured are (from left) Don Morgan, Jerry Nichols, Bruce Little and Dave Smith. Not pictured are Chuck Morrison, Nancy Zimmerman, Jeff Emily and Paul King.

employees had to relocate workbenches, lockers and other infrastructure from the base building. Containers were rented to store the new equipment. With the cramped conditions, combined with a tough deadline and extensive renovation, Stucker said the situation was "like taking a fire hose and sticking it down your throat."

The project required Stucker's employees to be certified and receive on-the-job training for ARTS III E installation. So while three of his employees were taking new classes, he had to cover the SSC's 16-hour watch with half of his staff.

"These guys went way above and beyond" their normal responsibilities, said Stucker.

The lessons learned from the Louisville upgrade will be applied to other TRACONs as the ARTS III E system comes on board.

It was fitting that the FAA's unveiling of its spring/summer aviation plan on March 24 at the Air Traffic Control System Command Center — the FAA's focal point for daily operations — came on a day when employees there celebrated the facility's 10th anniversary.

The center's importance in analyzing and adapting to daily traffic trends across the country likely has expanded even beyond the vision of its chief proponent, David Hurley, after whom the center is named.

The mainstay of Hurley's vision — encouraging a coordinated approach to managing the nation's skies — has become a symbol of cooperation and partnership within the aviation industry.

Nothing speaks so eloquently or so solemnly to that cooperation as the framed pair of advisories hanging on the center's wall. They order immediate ground stops to all aircraft on Sept. 11, 2001. The now famous images — before and after shots of the nation's skies showing how thousands of flights safely landed during the crisis — played out across the center's huge plasma screens.

Nowadays, it's not unusual to find CNN, ABC, NBC, the Weather Channel and other media outlets reporting live from the center.

So March 24 found Chief Operating Officer Russ Chew addressing an overflow audience in the emergency operations room. Chew recalled hearing about the command center while working at American Airlines. "Now I get to be part of it," he said, grinning broadly. "It's a treat for me."



FAA International Focus: Leading and Learning

Recent trips to Asia by senior management gave the FAA a chance to promote its agenda for international aviation and exert leadership in a region that is experiencing rapid aviation growth.

In trips to China and six other Asian countries, the FAA urged use of satellite navigation to form seamless air traffic control around the globe, signed bilateral safety agreements, and explored new ways of supporting countries like China, Vietnam and India, where air traffic is mushrooming. The FAA also solidified long-standing relationships with Japan and Singapore.

The trip to Asia by Marion Blakey was the first in six years for an FAA administrator.

The visits "will be a great help in achieving our Flight Plan targets over the next five years," said Doug Lavin, assistant administrator for International Aviation. International leadership is one of the four key areas of the plan.

A focal point of the trip was the signing of a document by Blakey and Chinese Civil Aviation Minister Yang Yuan Yuan that defines areas of cooperation in civil aviation between the two countries.

Blakey said that Yang represents a new breed of leadership in that country.

Type-rated in nearly all Boeing jets, Yang was "very engaged" in a number of issues, including reducing China's aviation accident rate, adapting to a new market environment in which privatized and low-cost carriers are beginning to develop, and moving China's Civil Aviation Administration from its old role as provider of air transportation services to one of regulatory oversight.

While China is "in a very good position from a Flight Standards and operational" standpoint, Blakey said, the country needs support in its certification process, especially as it develops plans to build a regional jet that meets FAA certification. John Hickey, director of Aircraft Certification, has been dispatched to China on a follow-up visit to discuss the issue.

The FAA also will provide technical support to enable China's air traffic control system to meet the challenges of strong growth in air traffic.

The administrator's attention turned to South America at the end of March. She visited Chile, where she was a panel speaker at the Wings of Change Conference in Santiago. In Brazil, she signed a bilateral aviation safety agreement that boosts cooperation between the two countries.



Administrator Blakey and Gen. Enrique Rosende, director general of civil aviation for Chile, meet the press at the joint FAA/Chilean exhibit at an air show in Santiago.

Other Highlights from the Asia Trip

- ◆ Two agreements with Singapore will promote greater aviation trade between that country and the United States.
- ◆ A memorandum of cooperation will link the FAA Academy with the Singapore Aviation Academy to co-host safety courses and provide cross training. Runway safety will be the initial focus of the agreement.
- ◆ In Japan and India, discussions focused on those countries' efforts to introduce a WAAS-like navigation system to their aviation infrastructure. Shortly after the FAA visit, India committed to deploy just such a system.
- ◆ The FAA discussed with Vietnamese aviation officials ways to help that country achieve its goal of providing airline service to the United States by helping it meet Category 1 standards set by the International Civil Aviation Organization.

Administrator Blakey signs a cooperation agreement with her Chinese counterparts on her recent visit to Asia.





Safety Update

Safety Program Managers Honored

Flight Standards presented cash awards to three safety managers at the office's national conference in Las Vegas, Nev.

Roger Brownlow, Western-Pacific Regional Safety Program manager was acknowledged for his work as the national chairman of the safety program finance committee. Brownlow manages all of the funds for new products, mailings and printing.



Brownlow (right) receives his award from Robert Wright, manager of the FAA's General Aviation & Commercial Division, and Anne Graham, assistant manager.

Jim Pyles, Northwest Mountain Regional Safety Program manager was honored for his work as chairman of the safety program outreach committee, which developed a system that enables the FAA to e-mail airmen instead of using posted mail.

Ken Spivey, Southern Region Regional Safety Program manager, was honored for working as the safety program's national products committee chairman. The committee's latest product is an interactive DVD on aeronautical decision-making, the first of a 6-part series on general aviation subjects.

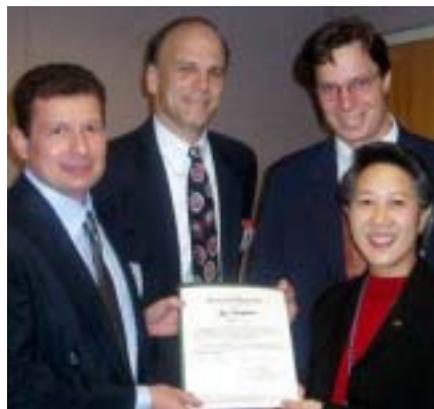
Aircraft Certification Approves New RJ

Culminating nearly five years of cooperation, the Aircraft Certification Service issued a type certificate for the Embraer ERJ 170, a new regional jet manufactured in Brazil.

Since 1999, the FAA has worked closely with Embraer and the Brazilian aviation authority, Centro Técnico Aeroespacial (CTA), in the development and design review of this aircraft, which is expected to go into service this month.

The CTA had to double in size and undergo a significant reorganization during the past three years to support the certification of this new design while monitoring the growing worldwide fleet of Embraer aircraft.

Adding to the challenge was the transfer of the ERJ 170's certification management to the FAA's Transport Airplane Directorate in Seattle from the Southern Region mid-way through the program. These hurdles were overcome by cooperation between the CTA and FAA, and the teamwork of FAA employees.



K.C. Yanamura (right), acting assistant manager of the FAA's Transport Airplane Directorate, celebrated the ERJ 170 certification with Embraer officials (from left) Acir Luiz de Almeida Padilha, Jr.; Gary Spulak; and Gustavo A.F. Teixeira.

Response Strong to New Notification System

With hardly any advertisement, some 100,000 airmen have already signed up for a new e-mail notification system developed by Flight Standards.

Airmen who check into the FAA's Airman's Database in Oklahoma City to update their records will find the opportunity to sign up for e-mail alerting them to FAA safety seminars, advisories and other important flying information. The e-mails will be sent automatically to those who sign up.

Kevin Clover, National Safety Program manager, said the sign-up rate has been "pretty impressive" since Flight Standards hasn't even begun to advertise the new system yet.

Advisory and other notices have traditionally been sent by mail to the nation's 1.2 million pilots, mechanics, tower operators and other airmen listed on the FAA's Civil Aviation Registry. But it takes nearly two months of planning to put out a flyer by mail, and costs the agency \$400,000 a year to print them. Postage is an added expense.

E-mail notices would be nearly instantaneous and cost-free. Eventually, the need to post mail is expected to disappear.

The FAA especially hopes the e-mail system reaches mechanics, who rarely update their addresses on the registry, often making posted mail useless. Better communication with mechanics "is really exciting for that side of the house," said Clover.

Pilots and other individuals listed on the registry can sign up for e-mail at www.faasafety.gov.

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One Gear Up, One Plane Down

FSDO Caught Showing Off

The FAA Seattle FSDO had another strong presence at this year's Northwest Aviation Conference and Trade Show. The FSDO, under the auspices of Scott Gardiner, Safety Program manager, has been exhibiting at the show for 21 years.

More than 15,000 people visited the information booths and participated in a wide variety of workshops. Attendees could visit "FAA Row" and have one-on-one conversations with employees from Aerospace Medicine, the FSDO, Aircraft Certification Office, Seattle TRACON and Tower, Boeing Tower, Seattle Center, Seattle Automated Flight Service Station, Aviation Education, and Security and Hazardous Materials.

Doug Murphy, Northwest Mountain regional administrator, and Gardiner presented FAA awards to Tami J. Bomar as flight instructor of the year, and Christopher S. Mehlhoff as aviation maintenance technician for 2003.



William Shinn (left) and Rodney Ziegler, principal maintenance inspectors, represented the Seattle FSDO at a recent aviation conference.

"Well, this isn't good," Dan Buerki recalled thinking as he tried to retract the landing gear on the FAA King Air.

Buerki and Sami Rosenstrauch, two aviation inspectors from the Wichita FSDO, had just taken off from Wichita on Feb. 19 for Rosenstrauch's flight proficiency training. When Buerki, the instructor pilot for the King Air program, tried to retract the landing gear, only the right main gear went up. "It didn't sound right. I knew we had a problem," he said.

So began a 2½-hour adventure that took the pilots from Wichita to Oklahoma City, culminating in an emergency landing that amounted to landing at a speed of 95 knots while balancing a three-legged stool on two legs.

After first trying to lower the gear manually, then climbing and descending rapidly in hopes that G-forces would cause the gear to unlock, Buerki and Rosenstrauch elected to fly to the Mike Monroney Center in Oklahoma City where the FAA's maintenance base is located. The hour flight gave the pilots time to burn off fuel and devise a game plan for when they reached the airport.

On the way they secured loose items in the cabin and went through the emergency checklist. They also arranged to have a radio link with the FICO, Oklahoma City Tower, chief pilot of the FAA's King Air program, Beech Aircraft Corp., maker of the King Air, and the Oklahoma City fire and rescue squad. Tom Stuckey, manager of the Southwest Region's Flight Standards Division, acted as a facilitator to minimize the number of voices on the radio.

Considering all aspects of the problem kept them focused. "It was amazingly calm," said Buerki. "Was there concern? Sure. We both had a job to do and we needed to do it."

"I was calm," said Rosenstrauch. "I knew Dan was a good pilot. He knew the



Sami Rosenstrauch and Dan Buerki got more than just a little practice when they had to land on just two gear.

aircraft. We had people on the ground working for us."

When it was clear the two extended gear wouldn't raise, nor would the other gear extend, Buerki and Rosenstrauch had no choice but to land on two wheels.

They decided Buerki would pilot the plane while Rosenstrauch shut down the engines as soon as the plane landed to minimize damage to the propeller and engine, then cut off the electrical systems to avoid the potential of a fire.

As luck would have it, a strong headwind was blowing that day, slowing the plane even more. "I will never be upset with the wind again," Buerki said. "The wind was my friend that day." The right wing settled to the ground and the plane skidded off the runway onto the grass, ending up facing in the direction it had come from. Both pilots exited without injury and the plane suffered little damage.

The landing was captured live on Oklahoma City television, with commentary provided by an experienced helicopter pilot, who described the landing as "textbook." Chalk the whole adventure up to a good learning experience. "I was up to get familiar with the aircraft," Rosenstrauch said. "I think I did that."



Aviation Industry Continues to Evolve

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50 percent of all passengers by 2015. This could increase the workload for controllers. Low-cost carriers tend to fly their planes more hours per day than do the major airlines. And the smaller regional jets are becoming a new economic tool for major airlines on some routes, with greater frequency of service replacing service by the larger jets.

The number of instrument flights handled by air traffic control centers is expected to increase 33 percent by 2015, while the number of instrument operations handled at FAA and contract towers is expected to jump 29 percent.

It also means the Office of Regulation and Certification, which will see its oversight responsibility increase as the fleets of these smaller aircraft continue to grow, will have to become more efficient and find new ways to leverage the capabilities of its work force.

Low-cost carriers often avoid the big congested airports. But by 2015, many of the secondary airports these carriers use will become congested themselves.

Woodie Woodward, associate administrator for Airports, said that preliminary findings in a new Mitre report indicate that 27 airports would face serious congestion problems by 2013 if no additional improvements were made to them. These facilities include big airports like San Francisco and Los Angeles International, but also smaller airports like those in Tucson, Ariz., and San Antonio, Texas.

By 2020, that number would grow to 42 if no capacity improvements were made.

FAA Role in Launch of New Space Ventures

The FAA's commercial space office often slips under the radars of agency employees. But recent developments in the industry have stirred excitement among entrepreneurs, and the FAA is expected to play an important role in fostering what could become a thriving space tourism business, along with other launch opportunities.

Accompanied by Patti Smith, associate administrator for Commercial Space Transportation, and her deputy, George Nield, Administrator Marion Blakey recently traveled to California to meet with three companies looking to exploit the commercial possibilities of space.

What's spurred so much interest recently is the X-Prize competition, which is offering \$10 million to the first company that can launch a 3-person vehicle into space, land it safely, and repeat the exercise within two weeks.

Nield compared the X-Prize competition to the \$25,000 Orteig prize that

motivated Charles Lindbergh to be the first aviator to fly solo across the Atlantic Ocean in 1927.

After Lindbergh's success, Nield noted, the number of pilots, airplanes and paying customers "increased exponentially." There are "a lot of the dreamers and visionaries out there today that think the X-Prize can help to spark that kind of interest in commercial space travel," he said.

Any company launching from the United States is required to obtain a license from Commercial Space Transportation. The FAA's primary concern is public safety. That's why the sparsely populated Mojave Desert is an "ideal place" for flight-testing, said Nield. The FAA evaluates the trajectories of planned launches to make sure they do not compromise the safety of citizens on the ground.

The administrator toured Scale Composites' facility and met with its founder, Burt Rutan, who built the Voyager aircraft that flew around the world without refueling.

Scaled Composites is one of 27 companies competing for the X-Prize, and it has applied for an FAA license to test the company's SpaceShipOne reusable launch vehicle.

Blakey also visited XCOR Aerospace, which is developing its own reusable launch vehicle, although it is not participating in the X-Prize contest. XCOR's vision is more long-term: developing a tourism business that regularly flies paying customers into space.

Space X, another stop on the administrator's tour, is focusing its efforts on its new Falcon I rocket that is being designed to provide a cost-effective means of launching small satellites into orbit.



Burt Rutan gives a tour of his facility to Peggy Gilligan (left), deputy associate administrator for regulation and certification, and Administrator Blakey.



Alaskan Region is Going to the Dogs

It takes a special breed of dog — and human — to run the Iditarod sled dog race across a thousand miles of frozen Alaskan landscape.

Joe Buckingham and Mark Kytonen know that breed well. They've spent the better part of their lives living in Alaska, and when given the opportunity to represent the FAA at the event, they jumped at the chance.

Buckingham and Kytonen are two air traffic control specialists out of the Kenai Flight Service Station that provided weather reports to pilots flying in support of the 32nd annual Iditarod race, held March 7-16.

The race comprises sled-dog teams that take racers 1,049 miles from Anchorage to Nome through frozen bush country. For many of the racers, running dogs is a year-round occupation. They'll train 60 or more dogs, then choose 16 to run with. Veterinarians are positioned at all stops along the trail to ensure the dogs are not being abused.

Supporting the racers is a group of 30 general aviation pilots who call themselves the Iditarod Air Force. They fly as many as 150 flights a day during the race to haul dog food and supplies to various points along the trail, pick up dogs that are too tired to continue, and provide other services.



Joe Buckingham (left) and Mark Kytonen helped work the Iditarod sled-dog race.

That made for some busy days at the McGrath Flight Service Station where Kytonen and Buckingham were based. Located 200 miles west of Anchorage, on the other side of the Alaska Range, McGrath is the base of operations for the Iditarod Air Force.

The two specialists rotated their shifts, each working four days alone with

one 2-day overlap during the busiest part of the race. The shifts ran from 8 a.m. until 7 p.m., during which hundreds of advisories could be issued. Dealing with that kind of pace means lunch is served at the specialist's position.

The temperature range at McGrath was more suitable for a yo-yo competition than a dog race, dropping to lows of 33 degrees below zero and climbing to highs of 35 degrees above. "You do get used to it" for the most part, said Kytonen, although he remembered one year when the temperature hit 50 below. "When it hit 20 below," he recalled, "it felt pretty nice."

The weather is just as undependable.

The race started off with nice weather, but snow showers began running through the area, forcing the specialist to invoke special visual flight rules that were labor intensive.

The work and weather conditions don't seem to fluster either of the specialists. Kytonen has volunteered for Iditarod 17 times. This is Buckingham's first Iditarod, but a small-town boy like him finds McGrath just his size. "I kind of like the bush," he said. "There's not a lot of people. They're pretty tight communities." Kytonen is small-town, as well. "Anchorage is too big for me," he said.

While Kytonen has socialized with Iditarod racers over the years, the idea of racing leaves him a little cold. "We're getting too old to be doing that," he said.

For Buckingham, practical matters get in the way. "I have a Chihuahua. He wants to be lead dog someday. I don't think that's going to happen."



Exhibit Draws FAA Artists

A barren wall in a downtown city location is often an open invitation for graffiti "taggers" to do their work.

But what happens when that barren wall is inside a government building like the Department of Transportation's Nassif building? Isn't it just as inviting?

The DOT's Jeff Shane, undersecretary of transportation for policy, thought so. But his idea of art is more traditional. Shane arranged to have a rotating art exhibit featuring paintings and photographs by DOT employees displayed in the 10200 corridor of the Nassif Building.

Besides showing off the artistic talents of DOT employees, it allowed employees to "appreciate their colleagues in all of their dimensions," Shane said.

The first exhibit was held in January and featured photographs by David Balloff, assistant administrator for Government and Industry Affairs.

It was Balloff's first exhibition, although he's been shooting for many years. His photographs reflect his East Tennessee upbringing. "I am very proud of my roots and like to depict a more rural lifestyle," he said, including old country stores, barns and "folks living a more tranquil way of life."

The latest exhibit, which runs until April 16, features Michael Patsfall and Lucy Kruse from the Air Traffic Organization, and Jim Stagner, a retired FAA employee who works as a contractor for the agency. Also displayed are the paintings of the late Margaret Hyde Jennison, whose son, Michael, is the FAA's assistant chief counsel for International Affairs and Legal Policy.

Stagner likes to shoot flowers and travel photographs and is interested in close-up shots. A winner of numerous state and national awards for his work, Stagner encouraged people to feed their creative urges. "I couldn't sing, paint, sculpt, and I had given up on art until my

wife introduced me to the camera," said Stagner.

Kruse recently returned to painting after several years caring for her children and ill husband. Working in watercolors, oils, and pastels, she favors landscape painting. She was particularly impressed with Michael Patsfall's work. "I need to work much harder to perfect my ability," she said. "In the world of art it's always good to have that competition."

With the exception of one night class in printmaking, Patsfall is a self-

taught artist. Working in graphite, charcoal, pastel and oil, he likes to draw portraits and figures. "I've tried a variety of subjects," he said. "[I've] never done dogs playing poker, though."

The next exhibit opens April 19 and runs for six weeks. FAA employees in the Washington area are encouraged to enter their work in upcoming shows. Contact Angie Drumm at x65459. Unfortunately, artwork from outside the area can't be exhibited because there is no money to return art to their owners.



Balloff's photo of a Clairfield, Tenn., grocery is a visual ode to his roots.

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