

Wheels & Wings

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www.gsa.gov/vehiclepolicy or [aircraftpolicy](http://www.gsa.gov/aircraftpolicy)



E85 Fuel Comes to FE Warren AFB, Wyoming

By Charles F. McGarvey, Jr. CIV DAF

Technical Sgt. Robert Leigh, 90th Logistics Readiness Squadron, and Chris Shafer, Phoenix Management Inc., pump E85 fuel, gasoline

composed of 85 percent ethanol, into a glass jar for examination at the military service station April 5. E85, a bio-based, renewable fuel made from corn,

uses less fossil fuels than traditional gasoline. Ethanol fuel can reduce carbon dioxide emissions, a major contributor to global warming. Carbon dioxide is released during ethanol production and combustion but it can be absorbed as a nutrient used by the crops that produce it. It is also non-toxic, biodegradable and water-soluble. This is Warren's first E85 fuel delivery (Photo by 2nd Lt. Lisa Meiman).

"Air Force Space Command has taken a leadership role in providing alternative

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Wheels & Wings

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The Office of Governmentwide Policy, Vehicle Management Policy Program's mission is to ensure the effective and efficient use of the Federal Government's 640,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

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The aviation management policy team, in collaboration with the Interagency Committee for Aviation Policy (ICAP), develops governmentwide policies for managing the acquisition, use, and disposal of aircraft that the federal civilian agencies own or hire. In addition, it collects, analyzes, and reports information on government aircraft, using the Federal Aviation Interactive Reporting System (FAIRS); and promotes best practices in federal aviation management. In cooperation with ICAP-member agencies, the overarching goal is to foster, most effective and efficient aviation in U.S. government agencies.

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Alternative Fuels & Vehicles National Conference + Expo 2008

Website Is Live for the Largest AFV Conference in North America

fuel (E85 and Biodiesel) for our bases and have assisted many other Air Force Bases (AFB) prepare their infrastructure for the use of alternative fuel as well,” said Charles F. McGarvey, Jr. CIV DAF. “The use of E85 in Air Force Space Command and the US Air Force will help us achieve our goal of reducing the use of fossil fuel, increasing our demand for domestic renewable fuels while providing a cleaner environment for our children to inherit.”

This culminates a seven year effort to provide alternative fuel at the Air Force Space Command locations. The preliminary estimates for consumption are approximately 3500 gallons per month for the 71 GSA leased flexible fueled vehicles (FFVs) at Warren.

The following Air Force Space Commands dispense E85:

- Cape Canaveral Air Station, Florida;
- FE Warren AFB, Wyoming;
- Malmstrom AFB, Montana;
- Patrick AFB, Florida;
- Peterson AFB, Colorado; and
- Vandenberg AFB, California.

The Alternative Fuels & Vehicles National Conference + Expo 2008 (AF&V 2008) will be held in Las Vegas, Nevada, from May 11-14, 2008. Details about the national conference, presented by the Alternative Fuel Vehicle Institute (AFVi), are now available on the AFVi website. This is the only event held in North America that attracts 2,000 key experts and end users to accelerate the commercial adoption of alternative fuels, vehicles, and advanced transportation technologies. It will be held at the Rio All-Suite Hotel and Casino.

With significant rises in oil prices, growing concern about stable supply, and mounting international pressures tied to climate change, the market for alternative fuels, vehicles and advanced technologies has taken off. AF&V 2008 brings together the most influential people in the industry to discuss the available products and future directions for the rapidly expanding market. In addition to fleet and vehicle purchasing decision-makers, the conference is of interest to professionals involved with policy and regulation, process and technology, research and development, engineering, environmental concerns and future fuels and technologies.

“AFVi takes a broad overview of the market, which allows us to feed timely, relevant information to fleets and other decision-makers,” said Annalloyd Thomason, Executive Director of AFVi. “They want to know about pricing and availability of the fuels, new technology developments, how they are affected by regulations and what opportunities there are for funding. It’s a chance to hear first hand from the automotive industry and fuel suppliers what the state of the market is.”

Early highlights of the 2008 Conference include:

Expo Marketplace

The Expo Marketplace includes major auto manufacturers, technology developers, industrial, heavy-duty and bus manufacturers, engine manufacturers, component suppliers and developers, fuel suppliers, government agencies, universities, and environmental and industry associations.

Tour Day

Wednesday, May 14, is devoted to tours of some of the major players in the area of alternatively fueled vehicles in Las Vegas. Attendees can choose from a tour of the City of Las Vegas fleet management center, the Regional Transportation Commission of Southern Nevada, Yellow Checker Star Transportation, and the Las Vegas Valley Water District. The City of Las Vegas has been named the number one alternatively fueled city in the entire country for 2007. The Water District includes CNG, biodiesel, and hydrogen vehicles in their fleet, and as of this year features the new Springs Reserve, a 180-acre cultural and historical attraction.

Ride-n-Drive

The Ride-n-Drive presents the largest display of light-, medium-, and heavy-duty alternative fuel vehicles available today. Attendees can get behind the wheel of the latest 2008 offerings and drive the vehicles for themselves. Company representatives are on hand to answer questions and talk about the newest technologies that result in significant fuel and emissions benefits.

Fleet Day

Fleet Day will be on Tuesday, May 13, and includes a focus on the topics and

Wheels & Wings

Tom Pearlman, GSA Graphic Designer, submitted the winning name of our new e-Newsletter. We thank everyone who submitted recommendations.

Congratulations Tom!

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products that help fleets make informed transportation choices.

Public Day

The public is invited to visit the Expo Marketplace on Wednesday, May 14, between 8:00 a.m. and noon. There is no charge.

More Information

The conference website is now live. Visit <http://www.afvi.org/NationalConference>

2008/ for sponsor and exhibiting information and for more program details.

About AFVi

AFVi is an entrepreneurial organization that works through industry to bring people in need of proven transportation technologies together with those who can meet their needs. AFVi is the education provider and information link between the alternative fuels and vehicles

industry and public/private fleets. The primary business of the company is to advance the interests of OEMs, fuel providers and their associated business partners through education, outreach and deployment. AFVi is fuel and technology neutral.

GSA Fleet's New Short Term Rental Program Keeps You Moving!

GSA Fleet has the ability, via its new Short Term Rental (STR) Program, to offer rental vehicles to GSA Fleet customers. The STR Program can provide a rental if you have a vehicle down for maintenance or out of service due to accident. It's also well suited to provide vehicles for special events, surge needs and the like. With proper planning and preparation, even large quantities can be made available. Vehicles can be rented for periods ranging from one to sixty days.

GSA

Fleet's STR program is designed to ease and streamline the ordering/procurement of rental vehicles by providing a single point of contact from which to obtain rental quotes and place orders. GSA Fleet handles that entire process, pays the invoices and simply passes along the incurred costs, with no mark-up, onto your regular monthly GSA Fleet bill. If desired, GSA Fleet can provide a modified version of its Fleet card for vehicle fueling. A reporting package is also available to assist agencies in tracking rental expenditures.

vehicles including sedans of all sizes, SUVs, mini-vans, cargo vans, pick-up trucks, box and stake trucks, and, in some states, 12 or 15 passenger vans. Larger trucks, tractors, refrigerated units and trailers will be available after October 1, 2007.

STR rentals are exempt from state and local taxes and fees in most cases. In addition, the \$5.00 a day Government Administrative Rate Supplement (GARS) does not apply to the STR program. STR is only for non-TDY needs.

Orders may be placed by calling 1-866-886-1232 from 7am to 5pm Central Time during the work week. Emergency orders can be placed during non-work hours at the same number.

To find out more, please call 1-866-886-1232 or send an e-mail to gsa_rental@gsa.gov.



GSA Fleet offers the lowest possible rates on a wide array of

FedFleet 2008 Workshop Topics

The FedFleet 2008 Planning Committee wants to make FedFleet 2008 the best ever. Currently, the Committee is selecting topics for the 2008 workshops. We are always looking for good ideas. Have you attended a workshop session or seminar or heard a speaker that was so good that you wanted others to share the experience? If so, let us know. There just might be a place for that workshop session or speaker at FedFleet 2008. For aircraft/aviation-related topics and speakers, contact Robert Sherouse at Robert.sherouse@gsa.gov. For fleet-related topics, contact Connie Aaron at Connie.aaron@gsa.gov. For general topics (such as personal development) contact Michael Hopkins at Michael.hopkins@gsa.gov.

Federal Fleet Policy Council (FEDFLEET) Enrollment

Enroll today as a member of FEDFLEET at
[www.gsa.gov/fedfleetenroll!](http://www.gsa.gov/fedfleetenroll)

The Council consists of representatives and alternates from agencies or activities operating a federal motor vehicle fleet. If you would like to be a member of FEDFLEET and receive notices from GSA regarding Council meetings and federal fleet policy initiatives, complete the registration at www.gsa.gov/fedfleetenroll.

If you have an interest in Federal Fleet management, but do not directly manage or operate a federal motor vehicle fleet, please register as an Affiliate in the Agency drop box.

Note: If you indicate that you are the Agency/Department Fleet Manager at the Headquarters level, you will also be invited to join the Motor Vehicle Executive Council (MVEC). MVEC's purpose is to establish a long-term strategic vision for the management of governmentwide motor vehicles and develop interagency planning within FEDFLEET.

For more information, please contact Connie Aaron at connie.aaron@gsa.gov or 202-208-7634.

FACT

How many
gallons of fuel
do the airlines
consume in a
year?

Nearly 20
million.

2008 National Biodiesel Conference & Expo Heats Up in Florida

With another record-breaking number of leaders and users in the biodiesel industry at the 2007 meeting, you won't want to miss the 2008 National Biodiesel Conference Feb. 3-6. There's still time to catch the Early Bird registration rate for this Orlando event.

Significant Early Bird discounts will apply to registrations received on or before Nov. 16. Pre-registration ends Jan. 25, after which attendees must register on-site at a higher rate.

The 2008 Conference will feature a track entirely dedicated to biodiesel users, covering topics such as sourcing quality biodiesel, finding the best price, and

maintenance tips. Other tracks cover production, technical, fuel distribution, policy/regulations and markets, with auto and engine manufacturer sessions throughout. And you can always count on an array of networking events, including a golf tournament (Champions Gate Golf Course), to strike the right balance of work and play.

The Gaylord Palms Resort and Convention Center is the ideal location for the 2008 Conference & Expo. All meeting facilities are only a short distance from Walt Disney World and Orlando's myriad of other attractions. The facility's on-site features include Falcon's Fire Golf Club, the prestigious

Canyon Ranch SpaClub, two pools, La Petit Academy Kids Station (for children age 3-14) and world-class restaurants.

Please call (407) 586-2000 to reserve your room. To ensure you receive the discounted rate of \$220 single/double, please mention that you are with the "National Biodiesel Conference & Expo 2008." **You must make your reservation by Jan. 3 to secure these discounted rates. A one-night room deposit is required.** Rooms are based on availability, so make your reservations soon!

Visit www.biodieselconference.org/2008 to register.

SAVE the DATE

The 2008 Heavy-Duty Vehicle Conference in San Diego, CA.



WestStart, the US Army National Automotive Center and the Federal Transit Administration present

2008 Clean Heavy-Duty Vehicle Conference

Technologies for a Low Carbon World
February 20-22, 2008 • Hilton San Diego Resort • San Diego, CA

IS

- Action, solution oriented
- Poly-fuel and poly-technology
- Focuses on current, emerging trends
- A global perspective

PROVIDES

- High level speakers
- A multidisciplinary audience
- Latest in technology and vehicles
- High visibility for sponsors, exhibitors

Make it a clean heavy duty vehicle week with a value added day at the ICCT/NESCCAF Fuel Economy And Emissions Workshop, February 20th, being held in conjunction with the Clean Heavy Duty Vehicle Conference. This workshop will bring together technical experts, fleets operators, and policy makers from around the world to discuss recent technical advances in improving heavy-duty fuel economy and the future direction of environmental policy to improve heavy-duty fuel economy and greenhouse gas emissions.

Save \$100!
Register by January 20, 2008

Register online!
www.CleanHeavyDuty.com



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NGV On-Board Fuel Storage Cylinder Requirements and Standards

Natural gas vehicles are among the safest vehicles in the country. Compressed natural gas (CNG) is stored onboard vehicles at pressures from 3000 to 3600 psi in cylinders manufactured to stringent standards that help insure safety. Routine inspection of cylinders is a practice NGV fleet managers must perform. Here are some of the facts about CNG cylinder inspection and safety.

What's actually required?

It is required that each vehicular CNG cylinder have a notice that states: "This container should be visually inspected after a motor vehicle accident or fire and at least every 36 months or 36,000

miles, whichever comes first, for damage or deterioration."

Although this statement uses the word "should" and not "must," AFVi and other industry partners strongly encourage fleets to consider the inspection of their tanks a firm requirement and incorporate it as part of their standard operation and maintenance practices.

What Does an Inspection Include?

A qualified inspector will recommend actions to ensure safety following an inspection and notation of problems, to include:

- Cuts
- Cracks
- Gouges
- Abrasions
- Discoloration
- Broken Fibers
- Loose Brackets
- Damaged Gaskets or Isolators
- Heat Damage

How Do I Know the Inspector Is Qualified?

The industry standard for being deemed a qualified inspector include that he or

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she must meet at least one of the following:

- Have a minimum of two years experience conducting container inspections
- Be supervised by someone with two years experience
- Be approved by the container manufacturer
- Be certified as an inspector by an organization with NGV training centers, an 'authority having jurisdiction,' or a nationally recognized certification testing organization.

In addition, a qualified inspector must have knowledge of the various types of containers used, as well as damage allowances for each type. Manufacturers have inspection guidelines for each type of cylinder they produce and the inspector should have these readily available. And, of course, the inspector must have an understanding of inspection requirements, tests, and other procedures.

Where Are These Qualified Inspectors?

Many fleets have one or more employees that are qualified to do these inspections. Training classes are available through many agencies, including the Natural Gas Vehicle Institute (NGVi), a division of AFVi, which offers a two-day course many times throughout the year (to see the currently scheduled classes, go to www.ngvi.com). Additionally, CSA America offers certification to those who pass their exam, which is proctored by AFVi at the end of the two-day session. Upon passing this optional exam, inspectors are that much more qualified to perform the inspection. The good news is that the U.S. Department of Energy has scholarship monies available to pay for both the training and, for those want to pursue CSA certification, for the exam fee. To receive this scholarship, you must apply before attending the training and must complete the training and pass the certification exam. For more information, go to the Clean Vehicle Education Foundation (the administrator of this program) at

www.cleanvehicle.org.

Should a fleet not have their own qualified inspector, inspection services are offered by some NGV or cylinder manufacturers and some natural gas utilities. The CSA America website (www.csa-america.org) also lists inspectors they have certified by geographic area, some of whom may also offer inspection services.

What's the Life of These Cylinders?

Each cylinder has a "Do Not Use After" date printed on the cylinder label by the manufacturer. Following the recommended inspection guidelines and abiding by the recommended "Do Not Use After" date will go a very long way to ensuring the safety and integrity of your fleet's on-board fuel storage cylinders.

U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA) Federal Motor Vehicle Safety Standard 304 (49 CFR 571.304).

SAFETY

CNG, unlike gasoline, dissipates into the atmosphere in the event of an accident. Gasoline pools on the ground creating a fire hazard.

The fuel storage cylinders used in NGVs are much stronger than gasoline fuel tanks. The design of NGV cylinders are subjected to a number of federally required "severe abuse" tests, such as heat and pressure extremes, gunfire, collisions and fires.

NGV fuel systems are "sealed," which prevents any spills or evaporative losses. Even if a leak were to occur in an NGV fuel system, the natural gas would dissipate up into the air because it is lighter than air.

Natural gas has a high ignition temperature, about 1,200 degrees Fahrenheit, compared with about 600 degrees Fahrenheit for gasoline. It also has a narrow range of flammability, that is, in concentrations in air below about 5 percent and above about 15 percent, natural gas will not burn. The high ignition temperature and limited flammability range make accidental ignition or combustion of natural gas unlikely.

Natural gas is not toxic or corrosive and will not contaminate ground water.

(Natural Gas Vehicles for America.)



Don't Let Risky Driving Behaviors Eat into your Bottom Line

Risky Driving Is Costly

When was the last time you evaluated your own driving performance? Did you come to a complete stop at each stop sign you passed today? Were you regularly checking your rearview and side mirrors to monitor cars behind and beside you? Did you signal properly and leave the appropriate distance between your car and those in front of you? Did you remain focused on driving and block out such distractions as the radio, a ringing cell phone and that nagging mental to-do list?

Perhaps you didn't give much thought to your commute, but imagine if you had. You might be surprised at the risky driving behaviors you exhibited.

Imagine your employees exhibiting the same risky driving behaviors in agency-

owned and government leased (through GSA) vehicles. Most men and women are not professional drivers. They operate vehicles as part of their work, but their core competency is in something else entirely, such as defense, construction, utilities, postal services, life saving and rescue or a similar service.

Risky driving behaviors, while not always leading to an accident, will develop into a pattern of risky driving. Once this pattern has been established, risky drivers often believe that their driving behaviors are safe because they have not been involved in a major accident – yet. By noticing and coaching these risky drivers, there is less likelihood that these behaviors will continue. Risky driving puts your organization, your employees and other motorists in jeopardy.

Crash-related costs for standard vehicles

(larger and specialty vehicle costs trend higher) average \$2,000 to \$2,400 per vehicle (Journal of Transportation and Statistics) in most fleets. A small fleet with 30 vehicles can expect to incur crash-related costs of \$60,000 to \$72,000 a year. Larger fleets with 1,000 or more vehicles may spend in excess of \$2 million to cover vehicle damages, personal injury and workers' compensation costs associated with risky driving. Costs associated with the tragedy of a loss of life cannot be measured.

Fortunately, these are not fixed costs. By identifying risky driving behaviors in their employees, employers can improve driving, prevent incidents from happening and directly impact their bottom lines.

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The most cost-effective solution is an exception-based driver risk management solution. Unlike continuous monitoring devices, driver action activates exception-based driver risk management solutions and is the only way to identify these risky driving behaviors. The end result is that risky driving events are captured on digital audio and video for analysis and ultimately driver and supervisor review.

The United States Marine Corps is one of many groups to have implemented a driver risk management system into their fleets. With their driver risk



Are your employees putting your organization at risk by exhibiting risky driving behaviors?

Driving behavior analysts have identified and documented the following seven most common risky driving activities:

- **Following too closely, or tailgating**
- **Poor awareness approaching intersections**
- **Distracted driving**
- **Not looking far enough ahead**
- **Speeding / driving too fast for conditions**
- **Driver fatigue**
- **Risky lane change / passing**

Source: DriveCam Inc. 2007

Bruce Moeller, president and CEO of DriveCam, the Driver Risk Management company. DriveCam reduces claims costs and saves lives by improving the way people drive. www.drivecam.com

management system, the U.S. Marine Corps is keeping an eye on risky driving behavior and helping to improve their drivers' behavior behind the wheel, while saving both time and money.

Impacting the Bottom Line

By reducing risky driving behaviors likely to result in an incident, employers can significantly reduce direct (workers' compensation, property damages) and indirect (administrative, public image) costs associated with vehicle crashes.

The U.S. Marine Corps deployed exception-based video event recorders in its vehicles to reduce the frequency and severity of preventable driving accidents in personally owned and GSA-leased vehicles. Within the first year of implementation, the U.S. Marine Corps saw a 30 percent reduction in time spent identifying damage, determining responsibility and collecting payment.

"Using cellular technology really speeds up the process and saves a lot of man hours behind the scenes," said Gary Funk, Southwest Region Fleet Manager, U.S. Marine Corps. "This type of solution was exactly what we were looking for."

Improved Technology Eases Use

While implementing a driver risk management solution helps decrease risky driving behaviors, the latest technology makes implementing the solution easier. In the past, information had to be downloaded from a video event recorder in a vehicle using a USB port, requiring the vehicle to return to a home docking station nightly. Now, with new cellular technology, information can be transmitted wirelessly from each vehicle, wherever the vehicle may be.

The use of cellular technology in the U.S. Marine Corps implementation improved their use of the solution.

"It is much easier to download the data instantaneously," said Funk. "Incorporating the new technology was a switch that was easy to make and added to the efficiency of the solution."

Don't let risky driving behaviors cut into your bottom line. When commercial and government organizations invest in exception-based driver risk management solutions, they reinforce their commitment to employee safety and directly impact their balance sheets by predicting and preventing "accidents waiting to happen."

It's Dangerous Not to Know: The Federal Perspective

Adaptation of Automotive Fleet editorial by Mike Antich (August 2007)

Industry wide, one out of three fleets does not order post-employment motor vehicle record (MVR) checks on employee drivers. When asked why, many fleet managers will tell you privately the reason for not doing so is that they would rather not know. The logic is by not knowing, they distance themselves from potential negligent entrustment and negligent retention lawsuits. Some fleet managers only check MVR's at the date of hire to ensure the employee is a licensed driver. No subsequent MVR's are ordered. The fleet manager argues that the state DMV in which the employee lives only grants a driver's license to someone qualified to drive a motor vehicle. Why should a fleet manager adopt a stricter approach than a state DMV? One reason is to avoid a negligent entrustment lawsuit though many fleet managers point out that they have never been sued for negligent entrustment.

What is the industry's responsibility in ensuring unsafe drivers are not driving company (government) vehicles? There is no standardized practice within the fleet industry. Policies range from collecting no MVR's to creating elaborate MVR-compiled point systems. Currently, the DOT mandates requirements for commercial vehicle drivers which Federal agencies must adhere to with regards to government owned and leased commercial vehicles. Are similar mandates needed for light-duty fleets?

Fleet managers should know what is on MVR's for all drivers of their motor vehicles. If you do not know, you are just waiting for trouble to happen. It is the right thing to do, especially if your actions prevent a fatality or debilitating injury. It also makes financial sense as huge punitive damages in addition to actual damages have been awarded in negligent entrustment cases. The Federal government is self-insured, so these awards become a burden of the Agency and a waste of taxpayer's money.

Driving records should at least be checked annually or more often for higher-risk drivers. Clearly define the number of violations an employee can accumulate before losing driving privileges. The policy you formulate should be coordinated with your Human Resources' office, your General Counsel's office and the labor unions. Failure to take action could expose your agency to liability claims. Negligent retention occurs when you learn that during the course of a driver's employment that the driver is not competent to drive a vehicle, but you still allow them to do so. Include in your fleet policy that drivers

are required to inform you every time there is new activity on their driving record.

Driver misbehavior is the greatest contributor to preventable vehicle injuries and fatalities. The MVR can be used as a written indicator of future driving behavior and predictor of future risk. Let us know your thoughts on this issue in the Federal Fleet Management community and how we can help!

For further information, e-mail: vehicle.policy@gsa.gov.



DROWSY DRIVING: Detection and Prevention

Provided by The National Sleep Foundation

DID YOU KNOW?

100,000 crashes each year are caused by fatigued drivers

55% of drowsy driving crashes are caused by drivers less than 25 years old

Being awake for 18 hours is equal to a blood alcohol concentration (BAC) of 0.08%, which is legally drunk and leaves you at equal risk for a crash

How can you tell if you are "driving while drowsy"?

Here are some signs that should tell a driver to stop and rest:

- Difficulty focusing, frequent blinking, or heavy eyelids
- Daydreaming; wandering/disconnected thoughts
- Trouble remembering the last few miles driven; missing exits or traffic signs
- Yawning repeatedly or rubbing your eyes
- Trouble keeping your head up
- Drifting from your lane, tailgating, or hitting a shoulder rumble strip
- Feeling restless and irritable

Are You at Risk?

Before you drive, check to see if you are:

- Sleep-deprived or fatigued (6 hours of sleep or less triples your risk)
- Suffering from sleep loss (insomnia), poor quality sleep, or a sleep debt
- Driving long distances without proper rest breaks
- Driving through the night, midafternoon or when you would normally be asleep
- Taking sedating medications (antidepressants, cold tablets, antihistamines)

- Working more than 60 hours a week (increases your risk by 40%)
- Working more than one job and your main job involves shift work
- Drinking even small amounts of alcohol
- Driving alone or on a long, rural, dark or boring road

Specific At-Risk Groups

The risk of having a crash due to drowsy driving is not uniformly distributed across the population. Research has identified young males, shift workers, commercial drivers and people with untreated sleep disorders or with short-term or chronic sleep deprivation as being at increased risk for having a fall-asleep crash.

- Young people—especially males under 25 years old.
- Shift workers and people with long work hours—working the night shift increases your risk by nearly six times. Rotating-shift workers and people working more than 60 hours a week need to be particularly careful.
- Commercial drivers—especially long-haul drivers. At least 15% of all heavy truck crashes involve fatigue.
- People with undiagnosed or untreated disorders—People with untreated obstructive sleep apnea have been shown to have up to a seven times increased risk of falling asleep at the wheel.
- Business travelers—who spend many hours driving or may be jet lagged.

Adequate Sleep and Planning

Before hitting the road, drivers should:

- Get a good night's sleep. While this varies from individual to individual, sleep experts recommend between 7-9

hours of sleep per night for adults and 8 1/2-9 1/2 for teens.

- Plan to drive long trips with a companion. Passengers can help look for early warning signs of fatigue or switch drivers when needed. Passengers should stay awake to talk to the driver.
- Schedule regular stops, every 100 miles or two hours.
- Avoid alcohol and medications (over-the-counter and prescribed) that may impair performance. Alcohol interacts with fatigue, increasing its effects — just like drinking on an empty stomach.
- Consult their physicians or a local sleep disorders center for diagnosis and treatment if they suffer frequent daytime sleepiness, often have difficulty sleeping at night, and/or snore loudly every night.

How can you prevent drowsy driving?

Here are some suggestions:

- Take a 15 to 20-minute nap. More than 20 minutes can make you groggy for at least five minutes after awakening.
- Consume the equivalent of two cups of coffee. Caffeine is available in various forms (e.g. soft drinks, energy drinks, coffee, tea, chewing gum, tablets) and amounts; remember, caffeine takes about 30 minutes to enter the blood stream and will not greatly affect those who regularly consume it. For best results, try taking caffeine and then a short nap to get the benefits of both.

For more information, go to the National Sleep Foundation's Web site, "Drive Alert...Arrive Alive."

Government Fleets Go Green with Networkfleet

On May 14, 2007, President Bush signed an executive order calling for cooperation among government agencies in protecting the environment with respect to greenhouse gas emissions from motor vehicles, nonroad vehicles, and nonroad engines. Federal agencies can directly contribute to lower vehicle emissions by using the Networkfleet wireless vehicle management system manufactured by Networkcar (GSA contract number GS-07F-5559R).

Networkfleet is a system used by many government fleets, including city, county, state and federal, for remotely monitoring the performance and location of fleet vehicles. Since Networkfleet connects directly to a vehicle's on-board diagnostic (OBD-II) port, it dynamically measures and reports on the status of a vehicle's emission control system. The system collects and wirelessly transmits emissions information directly from the vehicle. Fleet managers log in to a secure Web site to view emissions data and receive email notifications regarding emissions status.

The Southwest Region Fleet Transportation (SWRFT) organization of the U.S. Marine Corps (USMC) investigated several potential solutions for improving fleet management and selected Networkfleet. Networkfleet has positively impacted SWRFT's fleet operations strategy, helping the organization increase driver safety on the bases and improve fleet vehicle utilization and maintenance. SWRFT can access detailed vehicle information, including vehicle location, engine and emissions status, fuel efficiency trend data, and more, via Networkfleet's Web-based interface.

SWRFT uses Networkfleet at the Miramar Air Station, Marine Corps Base Camp Pendleton, San Diego Recruit Depot and Twentynine Palms Air Ground Combat Center. Thousands of drivers use Networkfleet in vehicles on and off the bases in Southern California, including Marines, Navy and Civil Service employees and contractors. In addition, Networkfleet is offered by GSA Fleet to its Federal leasing customers. It is currently installed in more than one-third of the entire USMC domestic non-tactical fleet. It is also deployed at the U.S. Justice Department and the Department of Homeland Security as well as several other federal agencies.

Networkfleet's continuous emissions monitoring service can currently be used by all vehicles that have been manufactured after 1996, including light and medium duty trucks. In the state of California, Networkfleet customers can completely eliminate physical smog checks by enrolling in a free remote smog check service. This program is administered in partnership with California's Bureau of Automotive Repair.

Networkfleet with continuous emissions monitoring:

- Reduces emissions by providing fleet managers with instantaneous awareness of vehicle emission control system failures.
- Performs a complete EPA-mandated emissions control system check every four hours of vehicle run-time
- Immediately emails a fleet manager when an emissions control device malfunctions so action can be taken to fix the problem
- Helps reduce idle time by

monitoring excess engine idling

- Helps improve fuel efficiency by identifying unnecessary vehicle use and poor driving habits
- Provides reports on the fleet vehicles that are failing the EPA emissions control system check.

Savings in Time/Money for Government Fleets

With Networkfleet's continuous emissions monitoring, fleet managers are notified immediately if a vehicle has a faulty emissions control device. This means that they can get a vehicle serviced before the problem escalates, which lowers maintenance expense. It also gives fleet managers the opportunity to take pro-active steps to ensure the government vehicle runs "green." In California, fleets also save time and money by not having to physically bring vehicles in to a smog facility and eliminating smog check fees.

Reduction in Pollution

The reduction in air pollution from vehicles equipped with the Networkfleet device can be dramatic. Accumulated air pollutants are so heavy that they are typically measured in tons instead of pounds. A vehicle not in compliance with EPA emissions levels will conservatively have a combined increase over normal levels of carbon monoxide (CO), unburned hydrocarbons like methane (CH₄), and nitrous oxides (NO_x) in excess of one pound for every gallon of fuel consumed. CO and CH₄ are both greenhouse gasses, and NO_x reacts in sunlight to create ground-level ozone.

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Fuel Savings from Emissions Monitoring

A vehicle not in compliance with EPA emissions levels will typically have a drop in fuel economy from between 2 to 6 miles per gallon (MPG) below the average estimate of 20.3 MPG for all vehicles. If the average loss in fuel economy is 4 MPG, then the unnecessary consumption of fuel reaches almost 150 gallons of gasoline a year for each vehicle.

Networkcar has been the recipient of

many awards for emissions monitoring, including Frost & Sullivan's acknowledgment of Networkcar's efforts with its prestigious 2006 Technology Innovation Award for Continuous Emissions Monitoring and an EPA Clean Air Excellence award. Many government fleets in California are currently benefiting from Networkfleet's continuous emissions monitoring service and adoption is growing.

This technology is economical, convenient, and consumes less time than taking the vehicle out of service to have

the emissions tested. The other major advantage is that continuous monitoring allows for a near real-time assessment of emissions status, as compared to the normal conventional method of checking yearly or bi-yearly as required by some states.

To learn more about how to equip your government vehicles with Networkfleet, call 1-866-227-7323 Monday - Friday, 8 AM - 8 PM EST or e-mail govsales@networkcar.com.

What Color Are Retreads?

They look round and black, but they are really very green

Retreaded tires are one of the most environmentally friendly of all recycled products, containing one of the highest post consumer contents since the actual tire is being recycled.

Every time a tire is retreaded there is one less tire to go to our already overcrowded landfills.

The oil savings with retreads is also very significant since tires are basically petrochemical products. It takes approximately 22 gallons of oil to manufacture one average size truck tire. Since most of that oil is found in the tire casing, which is re-used in the retreading process, only about 7 gallons of oil are needed to retread that same tire.

A public sector fleet using as few as 100 tires a year can help save 1,500 gallons of oil annually. Thanks to the retread industry in North America, hundreds of millions of gallons of scarce oil are saved every year, which helps to reduce our dependence on imported oil.

The Federal government is a strong proponent of retreaded tires and there is even a Federal Executive Order (13149) MANDATING the use of retreads on certain Federal fleet vehicles.

With the "green" movement becoming more popular the Tire Retread & Repair Information Bureau (TRIB) hopes to see more public sector fleets put their money

where their mouth is and – if they are not already using retreads on their vehicles – begin retreading their tires on a regular basis.

The safety, performance and handling of quality retreaded tires has been proven beyond doubt, which is why thousands of public sector vehicles on the Federal, state and local levels - including the U.S. Postal Service - already routinely use retreads. But there are still too many fleets not committed to the use of retreads, and the hope is that they will reconsider their positions and begin doing their part to help conserve our scarce natural resources.

"Every major truck tire manufacturer's tires are designed for multiple lives, and to not take advantage of that fact and not retread an expensive tire after the original tread is worn is simply silly and wasteful," according to Harvey Brodsky, TRIB's Managing Director. "It's really ridiculous when one considers that the tire has one or more useful lives left," he added.

For more information about the environmental and economic benefits of retreading and tire repairing,

contact the Tire Retread & Repair Information Bureau toll free from anywhere in North America at 888-473-8732 or by email to: info@retread.org. We will also be happy to visit your facility and conduct a retreading and tire repairing workshop for your fleet people. We can also arrange a tour of a retread plant in your area. Please contact us to take advantage of these offers. We will both benefit if you do.



2008 Model Flexible Fuel Vehicles Announced

The National Ethanol Vehicle Coalition is very pleased to announce that 31 models of motor vehicles will be offered with an E85 capable engine in 2008. Chrysler, Ford, General Motors, Nissan and Mercedes Benz will all offer flexible fuel vehicles (FFVs) in the coming year.

“We are pleased to see so many popular models offered with a flexible fuel engine in 2008,” stated Executive Director of the NEVC Phil Lampert. “From a humble beginning of less than 500 FFVs in 1993, we expect that more than 750,000 such FFVs will be produced in the coming year. As we work to advance our national energy independence, we encourage consumers to consider the purchase of a flexible fuel vehicle that is capable of operating on regular unleaded gasoline or up to 85% ethanol.”

The following platforms will be produced as Flexible Fuel Vehicles during MY 2008:



Chrysler

- 4.7L Chrysler Aspen
- 2.7L Chrysler Sebring Convertible & Sedan
- 3.3L Chrysler Town & Country
- 2.7L Dodge Avenger
- 4.7L Dodge Dakota
- 4.7L Dodge Durango
- 3.3L Dodge Grand Caravan
- 4.7L Dodge Ram
- 4.7L Jeep Commander & Grand Cherokee



Ford

- 4.6L Ford Crown Victoria (including taxi & police units)
- 5.4L Ford F-150
- 4.6L Mercury Grand Marquis



General Motors

- 3.5L & 3.9L Chevrolet Impala (including police units)
- 5.3L Chevrolet Avalanche & Silverado, GMC Sierra
- 5.3L Chevrolet Express & GMC Savana
- 5.3L Chevrolet Suburban & GMC Yukon XL
- 5.3L Chevrolet Tahoe & Police Package Tahoe, GMC Yukon
- 3.9L Chevrolet Uplander
- 3.9L Pontiac Montana (only available in Canada & Mexico)

Mercedes Benz

- 3.0L Mercedes Benz C300 Luxury & Sport



Nissan

- 5.6L Nissan Armada
- 5.6L Nissan Titan

Excluding the Chrysler Town and Country Minivan which will be available in all 50 states, model year 2008 Chrysler FFVs will not be available for purchase in California, Connecticut, Maine, Massachusetts, New York, Pennsylvania, Rhode Island, and Vermont. Nissan FFVs will be available only in select markets. Ford, GM and Mercedes Benz 2008 FFVs will be available in all 50 states. Chrysler, GM, Ford and Nissan are all members of the NEVC.

Lampert added, “We are optimistic that during the course of the next several months, additional FFV platforms will be announced by our automaker members. As the production of such vehicles continues to grow, the NEVC and our partners across the nation continue to dedicate our efforts to the growth of E85 fueling facilities.”

The NEVC 2008 Purchasing Guide will include a complete listing of all FFVs, photos, their engine and passenger size, and their gallon fuel capacity. This full color, 16 page guide is available now! Go to www.e85fuel.com to place your order. For a complete listing of all model year FFVs, go to www.E85Fuel.com.

Recycled Content Tires Can Offer Environmental and Performance Benefits

By Patrick George, Chief Financial Officer, Lehigh Technologies, Inc.

Did you know that over 300 million tires are scrapped in the U.S. on an annual basis? That's an average of one tire for every American each year.

Historically, these old tires have been chewed up and thrown into the ground or burned for fuel. To date, recycled rubber has not been commercially viable in the manufacture of new tires and retreads. But this is changing.

Emerging technologies and suppliers are enabling tire companies to utilize recycled rubber in new ways. Engineered rubber powders, created from scrapped tires, can serve as performance fillers in a number of tire components, including tread, innerliner and sidewall compounds. The use of these powders can generate significant energy and environmental benefits for the country.

Obviously, keeping old tires out of landfills and burning facilities is better for the environment. Tire piles leach toxic chemicals into surrounding land and groundwater, and burning tires release greenhouse gases and other pollutants. But bigger savings accrue by replacing new synthetic rubber with recycled rubber.

Two thirds of all rubber consumed is synthetic rubber. This means that it is derived from petroleum. Indeed, oil drives today's rubber market.

On average, it takes close to 10 gallons of oil to make a tire. Studies have shown that approximately one gallon of oil can be saved in the manufacture of a new tire by using recycled rubber powder.

The oil conservation associated with using recycled material in tires can make a significant contribution to our country's goal of attaining energy independence. If every tire and retread in this country were made using 10% recycled rubber, we could conserve over a quarter of a billion gallons of oil annually.

Further studies have shown that for every pound of rubber powder used to displace synthetic rubber, an average of one pound of carbon dioxide can be prevented from entering the atmosphere. This is because the refining of oil into synthetic rubber generates significant amounts of carbon dioxide and other greenhouse gas emissions ("News Digest", Rubber and Plastics News, August 06, 2007. See www.rubbernews.com)

Again, the benefits are staggering. If 10% recycled material were used across the board by the tire industry, close to a billion pounds of carbon dioxide could be diverted from the atmosphere each year.

Given the government's efforts around energy conservation and environmental stewardship, these social benefits are an important consideration for any fleet manager. But clearly, the safety and performance of fleet tires cannot be compromised.

This is the truly remarkable aspect of these emerging recycled technologies. Not only do engineered rubber powders save oil and the environment, recycled content tires meet or exceed all Federal safety and performance standards ("Ford Turns Old Tires into a Million New Ones," Press Release, Ford Motor Company, November 4, 1997.). In fact, research data shows that using recycled material can actually improve a tire's fuel efficiency ("Observations, Comments, Conclusions & Recommendations Based on Test Results for Lehigh Projects Done at the Akron Rubber Development Laboratory, Inc. (ARDL)," Baranwal, Krishna C., 2007.).

Incorporating recycled rubber powder into the tread compound of a tire reduces the level of heat buildup by as much as 12% in recent compound testing. This indicates that recycled material can reduce rolling resistance and increase the fuel efficiency of a tire.



Incorporating recycled rubber powder into the innerliner compound of a tire improves air retention by as much as 40% in recent testing. An optimally inflated tire not only rides more safely but also improves fuel efficiency.

Additional studies are being conducted to quantify the magnitude of these fuel efficiency gains, but technicians agree that emerging recycled rubber powders could be a significant contributor to improving tire performance.

So what can a fleet operator do to capitalize on the direct and indirect benefits of recycled content tires? Here are some simple things (Based on ARDL's test report on PN 74089-A dated 8/2/07 by Jon Kopsky and Robert May.) that improve your fleet:

- Ask your sales representative about recycled content tires and request more information from your dealers.
- Note your desire for recycled content tires on your Request For Proposal (RFP) and give special consideration to proposals that incorporate recycled content.
- Pay close attention to the percent loading of recycled rubber in your tires and demand loadings of 5% or more for optimal environmental and performance benefits.

For further information, Mr. George can be reached at Lehigh Technologies, Inc., 801 Laurel Oak Drive, Suite 708, Naples, FL 34108 (239) 593-9782.



One of the greatest beauties found at Yellowstone is the wildlife.

NAFTC photo

“The Greening of Yellowstone”

From National Alternative Fuels Training Consortium (NAFTC) eNews, July 2007

The beauty of Yellowstone National Park is beyond the capability of a verbal description. Its majestic mountains serve as beautiful backdrops allowing even the most amateur of photographers to come away with breathtaking photographs of the memories made while visiting. Unfortunately, as millions yearly experience the abundance of Yellowstone’s beauty, tourists bring tons of waste and CO₂ emissions, along with other man-made waste, that must be dealt with. “The Greening of Yellowstone” includes a wide array of small environmental projects all working purposefully to conserve and protect one of the nation’s greatest natural treasures. Efforts are being made in the areas of pollution prevention, waste reduction,

alternative fuels, recycling projects, and more.

During the first one hundred years of Yellowstone National Park’s existence, it was visited by 50 million people; another 50 million visitors made the park their vacation destination during the next twenty-five years. During the summer months of July and August alone, the park can welcome more than 1.5 million guests, transforming Yellowstone into a virtual metropolis. An incredible balance must be met to ensure the massive park’s wildlife is sustained and cared for while an increasing number of tourists visit the park every year. In 1997, Yellowstone celebrated its 125th anniversary. Recognizing that many areas of

sustainability needed addressed, the park’s management team created the movement known as “The Greening of Yellowstone” to ensure another 125 years of environmental health.

Xanterra, the nation’s largest national and state park management company, manages the Yellowstone Park lodges. Its Environmental Management System (EMS) is called “Ecologix” and incorporates sustainable practices within the park’s boundaries. Xanterra and the Yellowstone management team have come together to accomplish some massive environmental goals such as replacing more than 22,000 incandescent bulbs with efficient

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Toyota donated four hybrid Prius vehicles to the park in 2004. Each Prius features a different Yellowstone natural scene as well as the park's logo. Below, the park's Rideshare program transports employees to and from the park using alternatively-fueled buses.

NAFTC photos



park, in partnership with the Montana Department of Environmental Quality (DEQ), the Department of Energy (DOE), and the University of Idaho successfully demonstrated the use of a 3/4 ton 4x4 pickup operating on 100 percent biodiesel. Since then, the park has introduced an entire fleet of alternative fuel vehicles to maintain the park's grounds including tour buses, garbage trucks, and a variety of heavy equipment all operating on a 20 percent blend of canola oil and diesel. The park, with its extremely cold winters, creates a perfect environment to test alternative fuel vehicles and has therefore contributed to advancing research in the areas of alternative fuel and advanced technology vehicles.

The park has also created a great way to include its staff in its mission to further utilize alternative fuels. In 1998, the park started its Rideshare program which transports park employees to and from the park using alternatively-fueled buses. The cost is jointly financed by employees and Yellowstone National Park. The Rideshare program has several benefits including decreased air pollution from hydrocarbon emissions, increased safety by significantly decreasing traffic, and increased employee moral.

These are only a few of the many environmental programs of Yellowstone. Please visit <http://www.deq.state.mt.us/Energy/bioenergy/GreeningofYellowstone.asp> for complete details on The Greening of Yellowstone.

Last month, members of the National Alternative Fuels Training Consortium gathered at Yellowstone to experience firsthand why the work the NAFTC does means so much to our planet, especially in helping to preserve the beauty of one of our nation's most pristine treasures, Yellowstone National Park.

compact fluorescent lighting, incorporating sustainable materials in new buildings, purchasing all supplies and products containing recycled content and elimination of toxic materials, and recycling or composting more than 63 percent of the park's garbage...and that's just the beginning. Yellowstone has several other partners in sustainability that help address all areas of the park with an eye focused entirely on the health of the environment.

Another EMS initiative, called "GreenPath," is led by Delaware North, which operates the park's general stores. It is GreenPath's goal to reduce waste, increase recycling, and "make a positive environmental contribution to communities." This goal is achieved

through using nontoxic cleaning supplies; stocking merchandise with recycled content, biodegradability, and minimal packaging; and collecting used batteries for recycling. The Yellowstone Association focuses on all things recycled by printing promotional materials on 100 percent post-consumer waste paper, teaching "Leave No Trace" outdoor ethics to its students, and planning new facilities using sustainable designs and materials. Yellowstone Park service stations, which supply visitors with fuel and vehicle service now recycle used motor oil, sell clean and renewable fuels, and use nontoxic automotive cleaners.

In addition, the use of alternative fuels has been a major focus for Yellowstone for more than a decade. In 1995, the

House Ways and Means Hearing on Aviation Taxes

“Oral Testimony as Delivered”

Marion C. Blakey, Administrator, Federal Aviation Administration, Washington, D.C., August 1, 2007

Good afternoon, and thank you, Chairman Neal. It is a pleasure to address you, Representative English, and the members of this subcommittee.

Today’s headlines spotlight the plight of the traveler stuck in an airport, the traveler stuck on the tarmac: you can’t get there from here without enduring unacceptable delays — if you get there at all. No matter what we do, that’s the acid test: can you get there from here?

Ironically, the FAA finds itself in that very same place. We know where we need to go, but with an air traffic control system designed in the 1960s, we just can’t get there from here. The Next Generation Air Transportation System — NextGen — is the primary solution to the congestion, to the delays, to the nightmarish travel woes. But without a stable, reliable funding stream, we as a country won’t be able to get where we need to be, when we need to be there.

I know the leadership of the Transportation and Infrastructure Committee believes in NextGen and wants us to get there, but H.R.2881 cannot achieve this goal without significant reform to the tax structure, and that is where the decisions this subcommittee will make are critical. The truth is, proposed increases in general aviation fuel taxes are far too modest. There will not be enough revenue to fund the amounts H.R. 2881 would authorize unless we see an historic increase in the contribution from the general fund of almost \$1.4 billion in ’08 alone.

The current tax structure is not reliable, stable, or equitable in the way the traveling public needs it to be. It is not connected

to our costs, and it does not reflect how various users drive our costs. With it, we cannot get there from here quickly enough to avoid gridlock in our aviation system and the severe economic consequences that would accompany that gridlock. The GAO, CBO, and DOT Inspector General — along with seven independent commissions over the last two decades — have all noted numerous arguments for reforming the current funding system.

Without adequate funding, there is no NextGen, and without NextGen, the historic delays that plague us now will soon be known as the good old days. We need to recognize that we are running a remarkably safe system. We are in the safest period in aviation history, and we should never take that for granted.

We have many efforts under way, especially in New York, to try to relieve congestion. We’re meeting with state and local officials to improve the utilization of departure routes and handling for New York area airports, and I am pleased that the House recognized the importance of this effort in last week’s floor vote on our proposed airspace redesign. But we still need the big bang of NextGen to truly make a difference.

Let me give you an example of what it can do. There was an incident about 12 years ago at Bradley International Airport, just south of Chairman Neal’s district in Mr. Larson’s district.

It was dark, rainy, and windy. A commercial flight clipped some trees a few miles from the runway and came within a few feet of disaster. Luck and airmanship saved the aircraft and the 78 people on board.

As a former NTSB Chairman, I can tell you that every accident has a chain of events, any one of which, if removed from the sequence, prevents the accident. In this case, if the crew had had up-to-the-minute weather info, or had been flying a precision approach, they would not have been low enough to clip the trees.

With NextGen, there won’t be any need for non-precision approaches. Everything will be guided by satellite. And all equipped cockpits will have access to real-time weather reports.

In a NextGen world, the incident I just described probably would not have happened. That’s the airspace we’re trying to build. That’s the system we’re asking you to fund.

Let me add that NextGen has widespread — virtually unanimous — support among our stakeholders. We must come to agreement on a fair and equitable way to pay for it. Today’s tax system is unfair to commercial airline passengers, while the fastest growing segment of aviation — business jets — is paying relatively little. It’s a matter of equity, and this chart [#1: B767/biz jet taxes paid] reflects that.

The tax revenue is also vulnerable to fluctuations in ticket prices because of our reliance on the 7.5 percent excise tax on airline tickets. Ticket prices have nothing to do with the cost to provide service, and trying to fund the long-term capital investments of NextGen from this tax is inherently unpredictable and unstable.

The Administration’s primary goal is to tie the cost of providing service to our revenue and to ensure we have adequate funding for the major capital investments coming up.

We appreciate the genuine concern shown by H.R. 2881’s authorized levels. We also appreciate the adoption of the proposal for common-sense, cost-based registration and certification fees. But we need the broader reform that this subcommittee can achieve.

We have only 60 days before the authorization expires; 60 days to determine if indeed the passenger can get there from here.

Unmanned Aircraft Operations in the National Airspace System

Federal Aviation Administration
Issued in Washington, DC on February 6, 2007

SUMMARY: This notice clarifies the FAA's current policy concerning operations of unmanned aircraft in the National Airspace System.

Background

Simply stated, an unmanned aircraft is a device that is used, or is intended to be used, for flight in the air with no onboard pilot. These devices may be as simple as a remotely controlled model aircraft used for recreational purposes or as complex as surveillance aircraft flying over hostile areas in warfare. They may be controlled either manually or through an autopilot using a data link to connect the pilot to their aircraft. They may perform a variety of public services: surveillance, collection of air samples to determine levels of pollution, or rescue and recovery missions in crisis situations. They range in size from wingspans of six inches to 246 feet; and can weigh from approximately four ounces to over 25,600 pounds. The one thing they have in common is that their numbers and uses are growing dramatically. In the United States alone, approximately 50 companies, universities, and government organizations are developing and producing some 155 unmanned aircraft designs. Regulatory standards need to be developed to enable current technology for unmanned aircraft to comply with Title 14 Code of Federal Regulations (CFR).

The Federal Aviation Administration's current policy is based on whether the unmanned aircraft is used as a public aircraft, civil aircraft or as a model aircraft. The most common public use of unmanned aircraft today in the United States is by the Department of Defense. U.S. operations in Iraq, Afghanistan and elsewhere have fueled a huge increase in unmanned aircraft demand. In Iraq alone, more than 700 unmanned aircraft are in use for surveillance and weapons delivery.



The Global Hawk is a large unmanned aircraft operated by the United States Air Force.

Other agencies have also found public uses for unmanned aircraft. For example, the Customs and Border Protection uses them to patrol along the US/Mexican border. In the future, unmanned aircraft could be used to provide first responder reports of damage due to weather or other catastrophic causes. In response to this growing demand for public use unmanned aircraft operations, the

FAA developed guidance in a Memorandum titled "Unmanned Aircraft Systems Operations in the U.S. National Airspace System – Interim Operational Approval Guidance" (UAS Policy 05-01). In this document, the FAA set out guidance for public use of unmanned aircraft by defining a process for evaluating applications for Certificate(s) of Waiver or Authorization (COA's) for unmanned aircraft to operate in the National Airspace System. The concern was not only that unmanned aircraft operations might interfere with commercial and general aviation aircraft operations, but that they

could also pose a safety problem for other airborne vehicles, and persons or property on the ground. The FAA guidance supports unmanned aircraft flight activity that can be conducted at an acceptable level of safety. In order to ensure this level of safety, the operator is required to establish the Unmanned Aircraft System's (UAS) airworthiness either from FAA certification, a DOD airworthiness statement, or by other approved means. Applicants also have to demonstrate that a collision with another aircraft or other airspace user is extremely improbable as well as complying with appropriate cloud and terrain clearances as required. Key to the concept are the roles of pilot-in-command (PIC) and observer. The PIC concept is essential to the safe operation of manned aircraft. The FAA's UAS guidance applies this PIC concept to unmanned aircraft and includes minimum qualifications and currency requirements. The PIC is simply the person in control

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of, and responsible for, the UAS. The role of the observer is to observe the activity of the unmanned aircraft and surrounding airspace, either through line-of-sight on the ground or in the air by means of a chase aircraft. In general, this means the pilot or observer must be, in most cases, within 1 mile laterally and 3,000 feet vertically of the unmanned aircraft. Direct communication between the PIC and the observer must be maintained at all times. Unmanned aircraft flight above 18,000 feet must be conducted under Instrument Flight Rules, on an IFR flight plan, must obtain ATC clearance, be equipped with at least a Mode C transponder (preferably Mode S), operating navigation lights and / or collision avoidance lights and maintain communication between the PIC and Air Traffic Control (ATC). Unmanned aircraft flights below 18,000 feet have similar requirements, except that if operators choose to operate on other than an IFR flight plan, they may be required to pre-coordinate with ATC. The FAA has issued more than 50 COA's over the past 2 years and anticipates issuing a record number of COA's this year. For more information, Memorandum on UAS Policy (05-01) and other policy guidance

is available at the FAA Website: <http://www.faa.gov/uas>.

Unmanned Aircraft Systems Operating as Civil Aircraft

Just as unmanned aircraft have a variety of uses in the public sector, their application in commercial or civil use is equally diverse. This is a quickly growing and important industry. Under FAA policy, operators who wish to fly an unmanned aircraft for civil use must obtain a FAA airworthiness certificate the same as any other type aircraft. The FAA is currently only issuing special airworthiness certificates in the experimental category.

Experimental certificates are issued with accompanying operational limitations

(14 CFR§91.319) that are appropriate to the applicant's operation. The FAA has issued five experimental certificates for unmanned aircraft systems for the purposes of research and development, marketing surveys, or crew training. UAS issued experimental certificates may not be used for compensation or hire. The applicable regulations for an experimental certificate are found in 14 CFR§§21.191,

21.193, and 21.195. In general, the applicant must state the intended use for the UAS and provide sufficient information to satisfy the FAA that the aircraft can be operated safely. The time or number of flights must be specified along with a description of the areas over which the aircraft would operate. The application must also include drawings or detailed photographs of the aircraft. An on-site review of the system and demonstration of the area of operation may be required. Additional information on how to apply for an experimental airworthiness certificate is available from Richard Posey, AIR-200, (202) 267-9538; email: richard.posey@faa.gov

Recreational/Sport Use of Model Airplanes

In 1981, in recognition of the safety issues raised by the operation of model aircraft, the FAA published Advisory Circular (AC) 91-57, Model Aircraft Operating Standards for the purpose of providing guidance to persons interested in flying model aircraft as a hobby or for

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Left: Unmanned Aircraft System feature the latest technologies, including improved communication and surveillance systems. This aircraft, used by the U.S. Customs and Border Protection (CBP), is stationed in Sierra Vista, Ariz. It will patrol throughout the southwest border.

Below: CBP Air and Marine officers control and watch images taken by Unmanned aerial vehicles (drones) of the CBP. This surveillance provides information concerning illegal activities taking place in remote areas to Border Patrol agents.

Photos by Gerald Nino



operating under the authority of AC 91-57. AC 91-57 only applies to modelers, and thus specifically excludes its use by persons or companies for business purposes.

The FAA has undertaken a safety review that will examine the feasibility of creating a different category of unmanned “vehicles” that may be defined by the operator’s visual line of sight and are also small and slow enough to adequately mitigate hazards to other aircraft and persons on the ground. The end product of this analysis may be a new flight authorization instrument similar to AC 91-57, but focused on operations which do not qualify as sport and recreation, but also may not require a certificate of airworthiness. They will, however, require compliance with applicable FAA regulations and guidance developed for this category.

Feedback regarding current FAA policy for Unmanned Aircraft Systems can be submitted at www.faa.gov/uas.

recreational use. This guidance encourages good judgment on the part of operators so that persons on the ground or other aircraft in flight will not be endangered. The AC contains among other things, guidance for site selection. Users are advised to avoid noise sensitive areas such as parks, schools, hospitals, and churches. Hobbyists are advised not to fly in the vicinity of spectators until they are confident that the model aircraft has been flight tested and proven airworthy. Model aircraft should be flown below 400 feet above the surface to avoid other aircraft in flight. The FAA expects that hobbyists will operate these recreational model aircraft within visual line-of-sight. While the AC 91-57 was developed for model aircraft,

some operators have used the AC as the basis for commercial flight operations.

Policy Statement

The current FAA policy for UAS operations is that no person may operate a UAS in the National Airspace System without specific authority. For UAS operating as public aircraft the authority is the COA, for UAS operating as civil aircraft the authority is special airworthiness certificates, and for model aircraft the authority is AC 91-57.

The FAA recognizes that people and companies other than modelers might be flying UAS with the mistaken understanding that they are legally

FOR FURTHER INFORMATION CONTACT: Kenneth D. Davis, Manager, Unmanned Aircraft Program Office, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, (202) 385-4636, email: kenneth.d.davis@faa.gov.

New Fleet Leaders



William (Bill) F. Webster, the new Assistant Commissioner for Travel, Motor Vehicles, and Card Services.

Bill Webster Takes the Helm as Assistant Commissioner

Congratulations are in order for William (Bill) F. Webster, the new Assistant Commissioner for Travel, Motor Vehicles, and Card Services. Bill's training and experience will be invaluable to GSA and the entire Federal Government as we steer through a myriad of fleet initiatives. With his experience in the U.S., Central America, and abroad, he brings a valuable global perspective to this Office. In his new role, Bill will oversee the procurement and delivery of travel, motor vehicles, and purchase card services. Bill has served as the Director of GSA Fleet since 1998, overseeing vehicles in the U.S., Europe, and Central America. He has been with GSA for most of his career and has served in a variety of positions, including Deputy Executive Director for the Public Buildings Service and several leadership positions in the former Federal Supply Service, including Customer Service, Logistics, Procurement, Property Management, and Financial Management. Prior to his arrival at GSA, Bill was the owner of

TEK Builders Corp., managing all aspects of construction and remodeling of residential homes. He was also an adjunct associate professor at the University of the District of Columbia, teaching finance and accounting. During the course of his career, Bill has been recognized with numerous awards for outstanding and special service, including an Administrator's Honor Award at GSA in 2004. A Vietnam veteran, Mr. Webster attended George Mason University, where he received a bachelor's degree in 1973 and a master's degree in business administration in 1975.

Please join us in wishing Bill all the best as he begins this new and critically important assignment.

Bill Toth, the New Director of the Office of Motor Vehicle Management

Congratulations are also in order for William (Bill) A. Toth, Jr., the new Director of the Office of Motor Vehicle Management in the Office of Travel, Motor Vehicles, and Card Services.

Bill will oversee GSA's fleet and vehicle

acquisition programs that provide safe, reliable, low-cost vehicles and economical fleet management services to more than 75 Federal agencies. The program manages nearly 210,000 vehicles, providing nontactical support to civilian and military customer agencies with a comprehensive "cradle to grave" leasing program. GSA Fleet manages all aspects of a full service leasing program, including vehicle acquisition, maintenance and repair, and accident management. The GSA vehicle acquisition program acquires all nontactical vehicles for Federal agencies, purchasing approximately 65,000 vehicles annually. Through consolidation of Federal agency requirements, this program leverages the Government's buying power to achieve significant discounts of 25 percent or more below manufacturers' invoice prices.

Bill has worked for the Federal Government for over 17 years and he brings a diverse background of management and operational experience to his new position. He began his GSA service in 1990 as a management intern, serving in various positions across the former Federal Supply Service (FSS) and in the Federal Acquisition Service (FAS). Most recently, Bill served as the Director of the Planning and Performance Division in the Office of Strategic Business Planning and Process Improvement, where he led the development of FAS strategic business planning and performance measurement efforts. Prior to this, he was the Director of the Service Contract Division in the FSS Office of Commercial Acquisition; and Chief of the Program Operations Branch in the Office of Transportation and Property Management. Bill is well positioned to lead the continued successful operation and growth of our motor vehicle programs.

Bill earned a bachelor's degree in finance from Towson University in 1990, and a master's degree in business administration 2005 from Marymount University.

Please join us in wishing Bill all the best in his new leadership position.

Retirements



Mr. Theodore Brown:

Mr. Brown served 5 years as a Military Policeman and K-9 dog handler in the military. Then he went to work driving for W. Bell & Company and then went to drive for Griffith Oil trucks. Mr. Brown started at the State Department on April 4, 1962, as a mail room driver, delivering mail and packages to different government agencies throughout the DC Metropolitan area. In 1965 he transferred to the Fleet Management Office (Motor Pool) working for supervisor, Barney Flint, delivering mail packages. When the delivery job was abolished he began driving for the Executive (VIP) Service. He drove for the Secretary of State's wife (Mrs. Rusk) occasionally. He has also driven actors Danny Glover and Chris Rock to the State Department for official functions. Mr. Brown was also a Principle driver for the Legislative Affairs Office until the Principle drivers were merged into the executive service. Mr. Brown was then trained to drive buses and received his Commercial Drivers License (CDL). He has been driven everything from a sedan to a 45-passenger bus. Mr. Brown has proudly served 51 years of outstanding government service.



Mr. Vincent Jackson:

Mr. Jackson began his government employment while he was a high school student doing summer internships at the Department of Housing and Urban Development and Department of the Army. In 1971, after high school he chose to pursue a full-time Federal government career at the Department of Agriculture, as part of the labor force. In 1973, he was promoted to the office of administration as a mail and file clerk. In 1986, Mr. Jackson made a significant career change from the Department of Agriculture to the Department of State's Fleet Management Office (Motor Pool) as a Motor Vehicle Operator. After a few months in the Motor Pool he was assigned, a position as a Principle driver, to Arms Control Disarmament Agency (ACDA) where he proudly served for more than 15 years. During his tenure as a Principle driver he served four agency directors and was commended by each one of them for his exemplary performance. After the merge of the Principle drivers, Mr. Jackson returned to driving in the executive (VIP) services. During his 37-year term of employment with the Federal government he has received over 30 letters of appreciation, performance certificates, recognition plaques and safety awards. Mr. Jackson has proudly served 37 years of outstanding government service.

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what
you do.**

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TSA
Transportation Security Administration

U.S. Department of Transportation