

DOT News

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Executive Awards Issue

DOT Employees Get Executive Awards

Four Department of Transportation executives received \$20,000 bonuses for outstanding government service in a White House ceremony on September 9.

Winners from the Office of the Secretary were Mark G. Aron, Deputy General Counsel; Edward W. Scott Jr., former Assistant Secretary for Administration; and Charles Swinburn, Deputy Assistant Secretary for Policy and International Affairs.

The fourth winner was Charles R. Foster, the Federal Aviation Administration's Associate Administrator for Aviation Standards.

President Carter presented the Distinguished Executive Awards, the highest honor that can be earned by a career civil servant, to a total of 49 employees in 21 federal agencies.

Ten of the award winners were from defense-related agencies. Transportation and Treasury were the only Departments to have four recipients each, but two smaller agencies, the National Aeronautics and Space Administration and the Environmental Protection Agency, also had four winners.

Eleven other DOT officials were among 206 recipients of \$10,000 bonuses for meritorious federal service. The names of these winners were announced at the White House presentation; and their awards were presented by Secretary Goldschmidt in a special ceremony in his office on Sept. 19.

The DOT employees who were named Meritorious Executives were: OST—Donald R. Trilling, Acting Director, Office of Industry Policy.

FAA—Neal A. Blake, Deputy Associate Administrator for Engineering and Development; Benjamin Demps, Director, Mike Monroney Aeronautical Center, Oklahoma City; William R. Frehse, Chief, Airways Facilities Division, Western Region; Jonathan Howe, Deputy Director, Northwest Region; Richard F. Lally, Director, Office of Civil Aviation Security; and Robert E. Whittington, Director, New England Region.

Also receiving Meritorious Executive Awards were: Michael Finkelstein, Associate Administrator for Rulemaking, NHTSA; Robert E. Gallamore, Deputy Administrator, FRA; Robert H. McManus, Associate Administrator for Planning, Management and Demonstrations, UMTA; and Howard Dugoff, Administrator, RSPA.

The Distinguished and Meritorious Executive awards, which were presented for the first time, are given to members of the Senior Executive Service (SES) that was formed under the 1978 Civil Service Reform Act. Pay for the 8,500 SES members is based on personal and organizational performance.

A career employee in the SES whose performance is exceptional for an extended period may be designated a Distinguished or Meritorious Executive.

Each year, up to one percent of SES members may be named Distinguished

see SES, p. 4



President Carter greeted the \$20,000 bonus winners at an informal gathering on the White House Lawn.

Aron, Foster, Scott, and Swinburn Receive Distinguished Executive Awards

Each of the four DOT officials who was given a Distinguished Executive award, the highest Civil Service honor, has established a record of significant accomplishments in government.

The officials who received the award and the \$20,000 bonus were Mark G. Aron, DOT's Deputy General Counsel; Charles R. Foster, Associate Administrator for Aviation Standards in the Federal Aviation Administration; Edward W. Scott Jr., former Assistant Secretary for Administration; and Charles Swinburn, Deputy Assistant Secretary for Policy and International Affairs.

Mark G. Aron

Aron, 37, has been with DOT since 1972. Before his appointment as Deputy General Counsel in August 1979, he served as Assistant General Counsel for Legislation. He has been involved in the development and enactment of the department's major legislative proposals during the past five years, including regulatory changes in the airline and trucking industries.

Earlier this year, Aron was instrumental in settling a multi-million-dollar lawsuit by arranging for federal highway funds to be used for a Southern California housing project to reduce the effects of a new highway on the community.

He supervises the work of about 40 lawyers in the General Counsel's office and more than 400 other lawyers throughout the department.

On Sept. 3, Aron was presented the Secretary's Gold Medal for Outstanding Achievement, DOT's highest employee award. He had been awarded the Secretary's Silver Medal for Meritorious Achievement in 1975 and 1978 and had received letters of commendation from Presidents Carter and Ford for his work in regulatory reform.

A graduate of Trinity College in Hartford, Conn. in 1965, Aron received his law degree from Harvard University in 1968. He taught law in Toronto and was an attorney in Boston before coming to work in DOT's Office of Regulations, where he developed hazardous materials regulations.

Charles R. Foster

Foster, who is 59 and a former Air Force officer, has served in the department during its entire 13-year existence. For the first seven years, he was Director of the Office of Noise Abatement in the Office of the Secretary. For the past six years, he has held high-level FAA positions concerned with aviation noise control and flight safety.

see \$20,000 Bonuses, p. 4



Deputy Secretary Beckham, left, was on hand to congratulate DOT's \$20,000 bonus winners, including Mark Aron, right, as they received their awards from OPM Director Campbell, center.

President Carter Praises Award Winners

The following is a shortened version of President Carter's remarks at the Senior Executive Service awards ceremony on Sept. 9:

I came to the presidency determined to make my own administration and the government in general more responsive to the American public and at the same time more efficient in the delivery of services to those who look to us for leadership and for service. Since taking office, I have seen repeatedly that the key to more effective government, which we all desire, has been our creation of a more productive, more dynamic, and more cost-conscious work force.

In 1978, with the help of many of you assembled here, I was able to sign into law a bill which completely overhauled the Civil Service system of the federal government for the first time in 100 years. It was a landmark achievement. The concept of (Alan) Scotty Campbell (Director of the Office of Personnel Management), it was courageously passed by Congress for my signature. It is one of the most significant achievements of my own administration.

The Civil Service Reform Act gives federal managers some of the same management incentives that have proven so effective in making our private economy and its free enterprise system competitive and the pride of the entire world. It emphasizes performance, not just longevity. It lets us select individual public servants and reward them and thereby in a positive way encourage others to excel.

Today's ceremony is unprecedented, and it is also long overdue, in my judgment. Too often we single out federal managers only when there has been a problem. We focus attention only on the shortcomings of the federal bureaucracy and our public servants. This is no way to run a government, nor any enterprise.

Federal managers exert an enormous influence on us all. Your responsibilities are often staggering in their scope and complexity and difficulty. Some of you are the most important executives in America. Where we find excellence, we need to acknowledge and reward that excellence publicly.

I am pleased to be present today for this Distinguished Executive Awards ceremony for the 49 men and women who have served our country so well. Let me say that your service to our country has been truly distinguished. You are the best of the government's senior executives; in my opinion the best of the best.

I know that the awards have already been issued to you, but I would like to mention

see Carter Speech, p. 4

Ten Meritorious Executive Award Winners

The careers and major achievements of 10 Department of Transportation officials who recently won Presidential Meritorious Executive awards are outlined in the following paragraphs. A separate article on Robert E. Whittington, another winner, is on page 3.

Neal A. Blake

Neal A. Blake, FAA Deputy Associate Administrator for Engineering and Development, is an internationally recognized expert on the design of air traffic control systems.

Since he joined the FAA in 1962 as a staff member of the Systems Research and Development Service, he has participated in virtually every major study of the U.S. air traffic control system. He also was involved in the FAA effort to automate and upgrade the design and to evaluate the role of satellites as a prime air traffic control tool.

Within the past several years, he has managed numerous agency technical efforts related to the system.

In his present position, which he has held since last December, Blake is responsible for the technical and planning activities needed to improve the system's safety and capacity. His office is also responsible for the aircraft safety program, which provides data upon which many regulatory actions are based.

A certified airline pilot, Blake led and served as a consultant on studies to improve the air traffic control systems in many countries. He also has developed joint programs with the National Aeronautics and Space Administration and the Department of Defense.

Before he took his present job, Blake, 54, was Deputy Director of the Office of Systems Engineering Management for five years. He received the Secretary's Silver Medal Award for Meritorious Achievement in 1975.

Blake received his bachelor's degree in 1951 and master's degree in 1952, both in engineering from Yale University.

Benjamin Demps, Jr.

In August 1979, Benjamin Demps, Jr. was appointed Director of the Mike Monroney FAA Aeronautical Center in Oklahoma City.

Under his direction, the FAA administrative communications network was completed. It links FAA headquarters and the regions with the computer at the Aeronautical Center, providing direct access to information in such areas as aircraft management, personnel, and payroll.

In addition, the agency's aircraft overhaul and modification cycles were extended, resulting in an estimated savings of over \$800,000.

In recognition of his efforts in hiring handicapped people at the center, Demps received the 1979 "Employer of the Year" Award from the National Association of Retarded Citizens.

His emphasis on affirmative action hiring at the center resulted in minority employment greater than the percentage of minorities in the Oklahoma City labor market. As a result, the Urban League of Oklahoma City recognized the center as "EEO Employer of the Year" in the federal sector.

Demps, 46, was Assistant Superintendent of the FAA Academy at the Aeronautical Center in 1973 and served as Superintendent from 1976 to 1979. As Superintendent, he established new approaches to the training of air traffic controllers.

Demps joined the FAA in 1956 as an air traffic controller, serving in that capacity for 16 years before he entered the executive development program in 1972. Last year, he served as Deputy Director of the FAA Western Region for six months before his Aeronautical Center appointment.

Demps received a B.A. degree in 1972 from the State University of New York.

Howard J. Dugoff

Howard J. Dugoff, 43, has been employed at DOT for the past six years, the last two years as chief of the Research and Special Programs Administration.

In that position, he has been a leader in the development of regulations and supporting research to prevent and control accidents involving the transportation of hazardous materials. He also guided several studies used during the decision-making process on loan guarantees to the Chrysler Corp.

In addition, he has encouraged programs to ease passenger and cargo movements in transportation and to increase cargo security. Other functions in his administration include pipeline safety, university research, and operations of the Transportation Systems Center and the Transportation Safety Institute.

Before becoming RSPA Administrator, Dugoff had been NHTSA Deputy Administrator and, previously, an associate administrator in NHTSA. He came to DOT in 1974 as chief of the Handling and Stability Division in NHTSA's Motor Vehicle Programs office.

Prior to joining NHTSA, Dugoff was chief of research and analysis for the U.S. Army Tank-Automotive Command in Detroit for three years. Before that, he was a research engineer at the Highway Safety Research Institute at the University of Michigan and at the Stevens Institute of Technology in Hoboken, N.J.

Dugoff received his bachelor's degree in mechanical engineering in 1958 and his master's degree in physics in 1960, both from Stevens Institute of Technology.

Michael M. Finkelstein

Michael M. Finkelstein, NHTSA Associate Administrator for Rulemaking, was instrumental in developing the agency's first five-year rulemaking plan for motor vehicle safety and fuel economy standards.

Under his leadership, in 1979, 11 rulemaking actions were initiated and the new car assessment program and final assessment of the bumper standard were completed. In addition, a comprehensive analysis of three years work on the automotive fuel economy program was provided to Congress.

Finkelstein also has directed the agency's monitoring of efforts by the auto industry and its suppliers to implement the passive restraint standard, which calls for automatic seat belts or air bags to be installed on all passenger cars by 1984.

When he was NHTSA Associate Administrator for Planning, Finkelstein had responsibility for conducting a complete review of the agency's grant program to make it more responsive to the needs of the states and communities.

Finkelstein, 37, joined DOT in 1968 as a program analyst in the OST Office of Planning and Program Review, where he specialized in highway and mass transit programs. He became NHTSA Associate Administrator for Planning in 1976 and was named to his present position in 1978.

Finkelstein received the Secretary's Gold Medal for Outstanding Achievement in 1977.

He graduated from Columbia University with a bachelor's degree in 1964 and from Rutgers University with a master's degree in 1965.

William R. Frehse

William R. Frehse, an engineer, has been Chief of the Airway Facilities Division in FAA's Western Region for the past 10 years.

Headquartered in Los Angeles, his division is responsible for the construction and day-to-day maintenance of electronic air traffic control equipment and facilities, including radar installations and control towers, in California, Arizona, and Nevada.

Frehse also has initiated a number of innovative automation programs that have been adopted by the agency. A recent example was the development of microprocessor-equipped test equipment that will be used to monitor the performance of long-range radars.

A reorganization of major airways facilities sectors in the Western Region, originated by Frehse and subsequently followed in other regions, will result in considerable savings to the FAA in terms of personnel and resources.

Frehse, 57, has worked at the FAA and its predecessor agencies for 32 years, mostly at the Airway Facilities Division in the Western Region. From 1965 to 1968, he was a branch chief at the Air Traffic Division in the Western Region. He also spent one year as an appraisal specialist at FAA headquarters.



Dugoff

Frehse graduated in 1948 from the University of Colorado with a bachelor's degree in civil engineering. From September 1968 to June 1969, he attended the Air War College as an FAA representative.

Robert E. Gallamore

Robert E. Gallamore, the Deputy Federal Railroad Administrator since July 1977, has contributed significantly to policy decisions in rail deregulation and the restructuring of financially ailing railroads, particularly those in the Midwest.

In 1978, Gallamore led an FRA task force to develop proposed legislation that would substantially deregulate the rail industry. He also helped to develop a policy so that shippers of vital commodities, primarily grain, would not suffer from disrupted rail service.

Before joining FRA, Gallamore, an economist, served for one year as UMTA Associate Administrator for Transportation Planning. He had responsibility for the urban transportation planning process required for every UMTA capital or operating grant.

Prior to his UMTA service, Gallamore, 40, had served in several positions with the U.S. Railway Association, which reorganized the bankrupt railroads in the Northeast and Midwest and set up Conrail.

From 1970 to 1974, he was director of policy development for Common Cause, the public interest lobby. From 1968 to 1970, he was an economist with OST, where he prepared economic analyses and position papers. Previously, he was an analyst in the Bureau of the Budget.

Gallamore received his bachelor's degree in government in 1963 from Wesleyan University in Middletown, Conn., his master's degree in public administration in 1965, and a doctorate in economics and government in 1968, both from Harvard University.

Jonathan Howe

Jonathan Howe was the government's lead counsel in litigation stemming from FAA's grounding of all DC-10s following the DC-10 crash near Chicago.

At that time, he was FAA Deputy General Counsel. Currently, he is Deputy Director of FAA's Northwest Region, headquartered in Seattle.

Using his extensive knowledge of agency regulations and enforcement procedures, Howe led the FAA investigation, which resulted in \$800,000 in civil penalties being imposed against two airlines and a manufacturer for regulatory violations. He also was instrumental in improving the FAA system for monitoring DC-10 maintenance procedures.

Howe has worked to improve regulatory action. For example, he drafted a new regulation which established improved procedures for taking enforcement actions and which provides a system of hearings for alleged violators.

During the time he served as Deputy Counsel, he established an affirmative action hiring program, tripling minority and female employment within his office.

Howe, 42, received his B.A. degree in history in 1960 and his law degree in 1963, both from Yale University. He joined the FAA in August 1963. He spent a total of 14 years as a counsel at the Southern Region office in Atlanta and in the Northwest Region. He was appointed Deputy Chief Counsel in June 1978.

Richard F. Lally

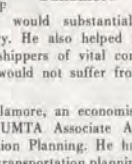
Richard F. Lally, Director of the FAA Office of Aviation Security, is the architect of the anti-hijacking program in effect at U.S. and many foreign airports.

He was appointed OST Director of Transportation Security in 1971 when U.S. aviation was threatened by a growing number of airline hijackings.

Lally developed the concept that aviation security required a comprehensive program with a sharing of responsibilities among the federal government, airlines, airports, and local law enforcement authorities, with costs borne by users of the transportation system.



Gallamore



McManus

The idea was contained in the aviation security legislation passed in 1974. Appointed to his present position in January 1975, Lally then developed the regulations and policies necessary to implement the program.

As a leader in aviation security, Lally has guided several foreign governments in the design and implementation of national aviation security programs that meet their particular needs.

Another accomplishment is the close cooperation between FAA, other federal agencies, the airlines, and foreign governments in responding to actual or attempted air hijackings. Lally directs an Aviation Command Center, which coordinates the actions of all agencies in dealing with a hijacking.

Lally, 54, has been employed at FAA since 1963, when he joined as Deputy Director of Compliance and Security. Later, he served as director of that office, then successively as director of the offices of Investigation and Security, Equal Opportunity, and Civil Rights.

Before coming to FAA, he had been an FBI agent for nine years, then chief of the Labor Department's investigation division.

Lally received his bachelor's degree in 1950 from Upsala College in East Orange, N.J.

Robert H. McManus

A former city manager in New York and Wisconsin, Robert H. McManus, UMTA Associate Administrator for Planning, Management and Demonstrations, has helped to shape the expanding federal urban mass transit program.

He was the city manager of Rome, N.Y., for three years and of Fond du Lac, Wis., for seven years before entering federal service with the Department of Housing and Urban Development in 1965.

At UMTA, where he has held four associate administrator positions at various times, McManus has managed most of the agency's programs. Currently, he is serving as Acting Administrator for Policy, Plans and Budget as well as in his own position.

McManus' advice led to UMTA's research on transportation problems of the handicapped and the results of this research were important in the development of DOT regulations relating to transportation accessibility.

Among his many other career achievements are development of the joint UMTA-FHWA planning and programming regulations, and organization of the Service and Methods Demonstration and Transportation Management Programs.

McManus, 56 years old, was an executive assistant to the city manager of Hartford, Conn., before he became city manager of Rome, N.Y.

He graduated from Wesleyan University in Middletown, Conn. in 1947 with a bachelor's degree and received his master's degree from Syracuse University in 1950.

Donald R. Trilling

Donald R. Trilling, Acting Director of the OST Office of Industry Policy, has contributed his expertise in numerous policy areas including energy conservation, automotive fuel economy standards, and the national 55 mph speed limit.

He chaired a DOT interagency task force to develop a national program to demonstrate the benefits of ridesharing and, subsequently, was responsible for implementing key areas of the program, including technical assistance and public information.

Trilling also has played an important part in developing effective transportation responses to the national energy crisis. For example, he worked with the Department of Energy to assure fuel availability in all essential transportation modes.

Trilling, 52, joined the department in 1973 as Deputy Director of the Office of Policy Review. From November 1978 until October 1979, he was Acting Deputy Assistant Secretary for Policy and International Affairs.

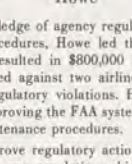
He received the Secretary's Silver Medal for Meritorious Achievement in 1978 and 1979.

Trilling has three degrees from the University of Pennsylvania, receiving his bachelor's in 1956, his master's in 1959, and his doctorate in 1969, all in economics.

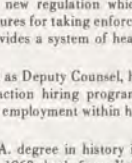
Before coming to DOT, he had been an engineer and manager at the Westinghouse Electric Company for 15 years.



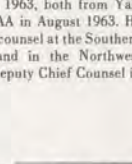
Howe



Frehse



Trilling



Lally



Blake



Finkelstein



Demps

Robert E. Whittington

Bob Whittington is one of 11 DOT officials who received Meritorious Executive awards. While any of the awardees could have been featured, he was chosen to exemplify the service and accomplishments of the award winners.

Bob Whittington remembers vividly his first telephone call on his first day as Director of FAA's New England Regional Office in 1978. It was from a woman in Westfield, Mass., wanting to assure herself of the correct spelling of his name. When he answered that she did indeed have it right, she politely informed him that she was going to sue him for one million dollars for damages resulting from aircraft noise.

Whittington patiently informed his caller that he had just moved at great expense from Washington, D.C., to take up his new position, that he didn't have a million dollars, and that he didn't even know where Westfield was. Relenting somewhat during the conversation, the woman asked that whenever he did visit Westfield he let her know so that she could have him over for dinner.

"Following that call," says Whittington, "I told the Administrator [Langhorne Bond] that 'this job is a snap.' That was before I learned about the problems of Logan Airport."

Learning about Boston's Logan Airport was not long in coming. Within a few weeks Whittington was participating in his first meeting with 1,500 angry citizens complaining about noise. It was a vociferous, heated meeting, recalls Whittington, lasting till 1:00 a.m., and was brought to a climax by an outraged citizen promising that he was giving the regional director "90 days to stop all the noise, or I'm going to have you fired!"

Whittington responded by saying, "Well, I was beginning to think I wasn't going to get out of this meeting alive. Now, at least I know I've got 90 days."

Not all his days are so exciting, says Whittington, but they are all challenging.

And he has responded to those challenges—positively, imaginatively, and successfully. For his efforts—and their results—Whittington was selected to receive the Presidential Meritorious Executive Award and a \$10,000 bonus.

When Whittington was chosen for the award, he was in Europe visiting engine manufacturers and government officials. Upon his return he received a call from Larry Covington of the FAA Office of Personnel and Training, asking him if he would come to Washington to meet with Secretary Goldschmidt. Whittington answered that he certainly would, then asked the purpose of the meeting. When informed, he told Covington, "It's been a real pleasure talking with you. You can call me again anytime you want."

"It's been very exciting, receiving this award," says Whittington. It has also been well earned, in the view of those who know Bob Whittington. He has helped put the regional office on the map for New England residents and pilots.

"When I arrived, people didn't seem to know that FAA was here. But we've gone out and met with groups—citizens, pilots, other government offices—and I think perhaps the biggest change is that people have come to know us as individuals who have some empathy with their problems."



Bob Whittington receives his Meritorious Executive Award from Secretary Goldschmidt.

Whittington has worked hard to bring about this change. A 10-hour work day, followed by more work done at home in the evening, is common.

Many days, darkness is falling when the 51-year-old director deplanes at Hanscom Field in Bedford, Mass., ending a whirlwind tour of talks with FAA field personnel, commuter airline operators, airport managers, military commanders, state aviation officials, or aviation manufacturers in the six New England states. And on weekends he may travel to an air show or a general aviation seminar somewhere in the region, sometimes piloting in, with his flying instructor, Paula Torres-Werner, in the right seat. On October 4, for example, the region set up a super safety seminar, and over 2,000 flyers attended. Massachusetts Gov. Edward King proclaimed that date Aviation Safety Day.

Whittington makes sure that pilots in each of the states of his region have the opportunity to meet with him and his key staff at least once a year in what are called "Hangar Flying Sessions." The discussion centers on FAA regulations and planned improvements, and there is time for questions, complaints, and suggestions.

Whittington has also worked closely with citizen groups. "The biggest problem for them," he says, "is noise, especially around Logan Airport." As FAA Administrator Bond noted, the situation in the neighborhoods around the airport when Whittington took charge of the region was "tense and gaining political attention."

Logan Airport probably has the greatest noise impact of any airport, Whittington notes, because it's virtually in downtown Boston. "And we can't complain about people moving in after the airport was built," he adds. "Some of the buildings nearby have been there for over a century."

The National Environmental Policy Act provided the basis for the region's efforts on noise. All affected parties were involved in a study of alternatives. What resulted was the first full Environmental Impact Statement done by the FAA on a runway heading change.

"We have made some improvements," says Whittington, "but it's still a volatile environment. We can't eliminate the noise. And we can't simply be defensive. That won't work. We have to show the people that we understand, that we really do sympathize with them, and that we are doing what we can to minimize the problem."

The other major aviation challenge facing the region is air safety—an issue that grows with expansion of the commuter airline industry.

Shortly after Whittington took charge of the regional office, there were two fatal commuter airline crashes in the area. He immediately met with the managing officers of each commuter airline, pointing out that while deregulation offered them great opportunities, their success would ultimately depend on safety.

If their operations were not safe, he warned, they would not fly. Appreciating his blunt but positive stance, the Commuter Airline Association, at a national meeting, told Whittington it hoped all FAA regional offices would take the same approach. Administrator Bond shares it

appreciation. He says that Whittington's handling of commuter safety "has served as a model for the rest of the agency."

Safety in air travel also implies effective operation by FAA personnel. Whittington pursues that by keeping in close contact with his staff. Over a two-month period, he scheduled one day a week for any FAA employees who wanted to come in and discuss any job-related subject over a brown-bag lunch.

And he has tried to improve morale by assuring that employees can move up through the ranks. Many former employees in the regional office have moved on to higher positions elsewhere. Two of them are now FAA Regional Directors.

Whittington is proud of that. "I want people to think," he says, "that if you want to get ahead in FAA, you've got to go to New England."

A native of Coffeyville, Kansas, Whittington joined the FAA in 1955 as a trainee air traffic controller at the Kansas City Air Route Traffic Control Center. Six years later he went to Washington, D.C., where he was responsible for liaison with the Department of Defense. In 1962 he was named manager for a project that included both closing certain air route traffic control centers and establishing a building program for others.

As part of an executive development program, Whittington attended Syracuse University in 1967 and then was assigned to the Office of the Secretary as technical advisor on aviation matters. In 1969 he was named Assistant Director of Congressional Relations, OST. Two years later he returned to the FAA as Special Assistant to the Deputy Administrator, and in 1973 he became Chief of the Research and Inquiry Division in the Office of Information Services, where his responsibilities included liaison with Congress and with state and local governments. In 1976 he was named the Administrator's Special Assistant for Legislative Affairs, and in 1978 he became Administrator Bond's first appointee as a regional director.



Whittington joins his flight crew as he prepares to visit another FAA facility.

As Regional Director, Whittington became responsible for 1,900 FAA employees and 64 field facilities, including an Air Route Traffic Control Center, 23 airport control towers, eight flight service stations, three general aviation district offices, and an air carrier district office.

In nominating him for the Presidential award, Bond noted that Whittington has exercised his responsibilities as regional director in an "exemplary manner, as evidenced by the way he has dealt with three critical issues": commuter airline safety, the noise problem at Logan Airport, and the development of an aircraft engine certification plan.

The engine certification plan was developed under Whittington by the region's Flight Standards Division. This plan gives the New England Regional Office responsibility for certifying large aircraft engines and all foreign engines intended for use in the United States. The plan is now being implemented.

All of this activity has not left a great amount of free time for Whittington. But what little time he has been able to find for relaxation has been spent on his new home in Harvard, Mass., a small quiet community 25 miles from the office where he has settled with his wife, Virginia, and their four children. "It's just a post office and a general store," he says, "in the middle of the apple-growing country, and it's just beautiful. I work in the yard, chop some wood, and just enjoy it."

Incidentally, Whittington's first caller did proceed to sue, but she didn't sue him. As it turned out, the noise arousing the woman's ire was generated by military aircraft. Whittington has not yet made his dinner engagement in Westfield.



At left, Whittington, center, tours the Pratt & Whitney engine plant. Under Whittington's leadership, the New England region was given certification responsibility for all large aircraft engines.

Below, Whittington hosts a conference of state aviation directors. He invites all New England region state directors to a one-day conference at least once a year.



Four Receive \$20,000 Bonuses

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Foster is currently in charge of all aviation standards and has implemented various reforms that led to greater safety in the aviation industry. He spearheaded the investigation into the DC-10 accident at Chicago's O'Hare Airport and mobilized teams of technical experts from industry, FAA, and the public.

Previously, Foster was Director of FAA's Office of Environment and Energy, where he helped to develop the environmental impact statement on operation of the supersonic Concorde aircraft into the United States. That effort, which withstood technical review and public hearings, provided the basis for the decision to permit limited Concorde operations in this country.

Foster also directed a Concorde noise monitoring program which proved the validity of his earlier findings. He was awarded the Secretary's Silver Medal for Meritorious Achievement in 1976.

Foster received his bachelor's degree from the University of Oklahoma in 1943 and a master's degree in aeronautical and mechanical engineering from North Carolina State University in 1952.

During his tenure in the Air Force, Foster was successively a squadron commander, professor of air science at San Francisco State College, an aircraft systems development officer, and deputy chief of a national sonic boom evaluation program.



Aron



Foster



Scott



Swinburn

Edward W. Scott, Jr.

Scott, 43, was selected for his achievements during 18 years of service.

Formerly the highest ranking career DOT employee, he recently left the department to enter private industry.

At DOT, Scott was an active proponent of Civil Service reform legislation and he rapidly implemented the legislation within the department. He also helped to establish management intern and graduate cooperative education programs.

Scott also directed an experiment in office automation. The system, known as Transportation Automated Office System (TAOS), was featured at a recent conference on federal productivity. He also initiated a management development program for women within the department.

Scott entered federal service in 1962 as a personnel specialist with the Panama Canal Company. He joined the Internal Revenue Service in 1966 and the Department of Justice in 1968, where he advanced through various management positions to become Deputy Assistant Attorney General for

Administration in 1975. He came to DOT from the Department of Justice in May 1977.

Scott has degrees from Michigan State University and from Oxford University.

Charles Swinburn

Swinburn, 38, was singled out for special praise by President Carter at the awards ceremony for his work in restructuring the Amtrak route system.

For nearly two years, Swinburn had primary responsibility within DOT for that restructuring. His recommendations were contained in the department's final report to Congress in January 1979 and eventually resulted in the restructuring of the Amtrak system in October 1979.

Swinburn has contributed to all recent major rail legislation. From 1973 to 1976, while serving as Chief of the Industry Analysis Division in OST, he was DOT's principal expert on railroad financing. Under his leadership, financial analyses were prepared that led to passage of the 1976 rail reform law, which continued essential rail service by providing for the initial capitalization of Conrail.

From 1976 to 1979, while serving as the Federal Railroad Administration's Associate Administrator for Federal Assistance, Swinburn organized and implemented a \$1.6 billion program of federal financial aid to the railroad industry. At the same time, he also administered a financial assistance program to the states for railroads and handled Amtrak's budget.

Other significant achievements during his government career include his supervision in 1977 of an interagency task force to establish the government's negotiating position with Penn Central trustees on \$520 million in federal claims and his coordination and supervision in 1975-76 of an interagency staff effort leading to a \$2.1 billion financing agreement with Conrail.

A DOT employee for nine years, Swinburn was named a deputy assistant secretary in September 1979. He received

Alan Campbell Praises Work of Federal Managers

Alan K. Campbell, Director of the Office of Personnel Management, made the following statement on the occasion of the presentation of the Distinguished Executive awards:

The senior executives we honor here are a very special group. They are federal managers who have demonstrated outstanding leadership, motivation, and ingenuity through many years of service to the government and to the American people. Individually and collectively, they have expanded the frontiers of the United States government in research, management, economics, law, and intergovernmental, human, and international relations.

A major goal of President Carter has been to increase the efficiency and effectiveness of the federal government. The Senior Executive Service, created by the Civil Service Reform Act, is crucial to achieving that goal. The SES restructures the hiring, payment, promotion, and dismissal of senior executives.

It has been embraced by an overwhelming majority of those eligible to join, who have traded security for flexibility and for the knowledge that their outstanding achievements will be noted and rewarded.

Today, we acknowledge such achievements. These individuals are the first to be singled out to receive the Presidential Distinguished Executive Awards, the highest awards that can be earned by career civil servants.

As Director of the Office of Personnel Management, I am pleased to see public servants so honored. These honors provide a richly deserved reward and also an incentive to every member of government to strive for the exceptional accomplishments which will continue to allow civil service reform to achieve its goal of improving government's service to the public.

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Executives and up to five percent may be named Meritorious Executives.

The honors carry bonuses of \$20,000 and \$10,000, respectively. Total annual pay and bonuses for a federal employee are limited by law to the pay of a Cabinet member, which is currently \$69,630.

An individual in SES may receive the same award only once in a five-year period. Non-career or political appointees are not eligible for the bonuses.

In addition to the Presidential awards, SES members are eligible for annual performance awards, which may be as much as 20 percent of base pay, for outstanding achievement.

Among those winners singled out for special recognition by President Carter at the awards ceremony was Charles Swinburn, who, the President said, "saved the taxpayers \$100 million by restructuring the Amtrak route system."

The President also mentioned Harold Denton of the Nuclear Regulatory Commission, NASA's Christopher Kraft, Jr., and Claude Farinha of the Air Force.

"You are the best of the government's senior executives; in my opinion the best of the best," the President told the honorees.

He added, "On behalf of 240 million Americans, I want to say, from the bottom of my heart, as President, thank you for what you have meant to our country. These awards today are a solid investment for our country."

"The millions of dollars that you 49 people have saved the taxpayers could

fund the senior executive bonuses for many decades in the future, even generations."

Aron was cited for his participation in the development and enactment of major legislation, including the airline and trucking regulatory reform laws.

An expert in aviation noise, Foster was given his award for his efforts in aviation safety and aircraft noise reduction.

Scott, who left the department on Sept. 15 to enter private industry, was honored for his active support and implementation of civil service reform legislation and his help in establishing the Presidential management intern and the graduate cooperative education programs.

The Distinguished Executives were selected after a lengthy and thorough procedure. In each agency, a board submitted nominations to the agency head, who in turn made recommendations to the Office of Personnel Management (OPM). Nominations were considered strictly on merit and not on the basis of agency size or the number of nominations from an agency.

OPM conducted an inquiry into each nomination. Then a series of panels of high-ranking individuals, mostly from outside government service and representing private business, education, and state and local government, reviewed the nominees and transmitted recommendations to Alan K. Campbell, OPM Director.

The final process consisted of Campbell's review, based on the advice and counsel of the panel. Campbell's recommendations were then submitted to President Carter for final selection.

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just a few who have come to my attention personally, and who I think are representative of the entire group's achievements.

Harold Denton of the NRC has won wide praise for this performance following the Three Mile Island accident. I talked to Harold just a few hours after this accident occurred. When I went to the Three Mile Island plant the Sunday following the accident I went into the control room with Harold, and from then on I saw on television every night his calm, professional reassuring voice letting the American people know that they need have no fear.

Chris Kraft of NASA made space travel the safest transportation in the world. He has directed, as you know, and was principal organizer of the Mission Control Center in Houston and of the Mercury, Gemini, and Apollo space missions, one of the most notable technological achievements in history.

Claude Farinha saved the United States Air Force \$28 million through better

logistics management, an achievement which would ordinarily not go recognized by the American people.

Charles Swinburn of the Department of Transportation saved taxpayers \$100 million by restructuring the Amtrak route system.

I could go on and on. I am sure that Scotty Campbell has already recognized individually what you all have accomplished. But on behalf of 240 million Americans I want to say from the bottom of my heart, as President, thank you for what you have meant to our country.

These awards today are a solid investment for our country. The millions of dollars that you 49 people have saved the taxpayers could fund the senior executive bonuses for many decades in the future, even generations.

In honoring you, I hope to encourage all public servants to higher levels of accomplishment. And I also want to make your excellence known to your employers, the people of America.