



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## FAA Completes Game Plan For Super Bowl Traffic

One team already has completed its game plan and is ready for Super Bowl XVIII. It's the FAA team at Tampa, Fla., the site of this season's pro football extravaganza.

According to Tampa Tower's planning and procedures specialist Jeff Washburn, the facility began planning about a year ago to handle the expected influx of air traffic for the Jan. 29 event. A committee of controllers and supervisors has set up an IFR acceptance rate of 20 planes above normally scheduled traffic for the Tampa area. This covers ten arrivals at Tampa International and ten at satellite airports including Peter O. Knight, Albert Whitted, (See Page 2)



Administrator Helms is right at home in the "front Office" of a modern jet transport aircraft.

## Helms Resigns With Objectives Achieved

Administrator Helms has announced he will be leaving the agency Jan. 31, having achieved his major objectives and thanking FAA employees for their help and support over the past three years.

President Reagan accepted the Helms' resignation "with regret." In a personal letter to the Administrator, he said: "You have served as Administrator of the FAA during one of its most eventful and productive periods. Although the firm stand you took during the air traffic controllers' strike is your best-known accomplishment, the follow-up to that story is less well-known. You have taken seriously the mandate I gave you to modernize our nation's air transportation system and make it the safest and most efficient in the world. The actions you have taken to accomplish this goal will be remembered for many years to come, and I want to thank you personally for a job well done." Transportation Secretary Dole echoed these sentiments noting that Helms, as FAA Administrator, "has brought energy and commitment to this position and (he) can be justifiably proud of the many accomplishments during his tenure."

In his letter of resignation, the Administrator said the past three years have been dramatic and challenging ones for the nation's air transportation (See Page 2)

## Two Women Promoted

Two women who switched to FAA from other Federal organizations, the Department of Commerce and the Veteran's Administration, in mid-career have been named flight service station managers in the Great Lakes Region. They are Carol Veazie at the Watertown, S.D., FSS and Paulette Barnes at the Lansing, Mich., FSS.

Veazie joined FAA in 1979 and worked in the Cold Bay and Kenai, Alaska, FSSs before moving south to the Decatur, Ill., facility. Barnes is a second-generation FAA employee who joined the agency in 1975 at the Teterboro, N.J., FSS. She also worked as an instructor at the FAA Academy in Oklahoma City before moving on to the Detroit FSS.

## Super Bowl (From Page 1)

St. Petersburg/Clearwater, and Vandenberg airports.

For VFR traffic entering the area, a special NOTAM will be published Jan. 5. It will identify VFR reporting points and warn VFR pilots about particularly heavy traffic areas, including military traffic areas.

In addition, traffic patterns and special procedures for all traffic allowed in the vicinity of the stadium have been prepared. These procedures have been developed to accommodate the Goodyear blimp, aircraft towing banners, and news media helicopters, and other aircraft with prior ATC approval.

The FAA even has a plan for the contingency of a Presidential visit. In this event, Presidential flight restrictions will be set up in the vicinity of the stadium by a NOTAM issued from Washington, and no aircraft will be allowed to operate in the area. Washburn said that's a decision that will be made at the last moment, but whatever happens, FAAers will take care of it.

## Helms (From Page 1)

system and for the FAA. "We have met these challenges," he added, "and I believe my job is now largely done.

"We kept the nation's airplanes flying during the controllers' strike, bringing the air traffic control system capacity back to pre-strike levels rapidly on a schedule I outlined at the start of the strike. We have developed and implemented several new systems and programs to make our airspace safer and our regulatory process more effective, including a master strategic plan for the FAA to the end of this century.

"I am absolutely confident that the superb professional career management team at the FAA fully accepts and believes in the course we have established. My successor will reap a legacy of detailed programs, plans, and funding of which I am proud. The outstanding quality of the career FAA staff and its willingness to work virtually around-the-clock with me to handle these demands, has earned my greatest respect and appreciation."

The Administrator added that he decided early last summer to leave Government service but wanted to remain through the FY 1985 budget formulation period to assure adequate funding for on-going programs. "That process is now completed, and the time is at hand to implement my decision to return to the private sector in order to resume an active role in strategic consulting and business planning," he concluded.

## Kansas Carrier Grounded

Acting on an emergency basis, the Central Region has suspended the FAR Part 121 operating certificate of Global International Airways, noting that the company "has failed to maintain sufficient control to ensure...the highest degree of safety in its operations." The action followed a special in-depth FAA inspection of the Kansas City-based carrier in mid-December. Among other things, the investigation disclosed that the company violated flight time regulations, failed to comply fully with certain Airworthiness Directives and kept inadequate and inaccurate maintenance and crew training records. The agency's emergency suspension order will remain in effect until such time as Global demonstrates that it "will be capable of meeting on a continuing basis the requirements of Part 121..."

## Aviation Consumer Staff Established by AEA

The Eastern Region has established a new Aviation Consumer Affairs Staff "dedicated to the improvement of FAA's services to the aviation public." Headed by George Hendon, the newly-established staff will assess the quality and effectiveness of agency services to determine how they can be made better. The staff also will undertake special studies for the director, such as the recent operational review of air traffic in the East River flight corridor. Currently, the staff is involved in the identification of optimum sites for the installation of microwave landing systems (MLS) in the region and is working with the New England Region to develop an MLS demonstration program with a major air carrier.

## HR Means Caring Chief Counsel Notes

Really caring about people is what Chief Counsel J. E. Murdock III stressed in discussing the agency's human resources effort.

His remarks this week are the second in a series of such statements by top FAA management. Last week, Deputy Administrator Fenello said the future of the program is your future. Next week William Shea, Associate Administrator for Airports, will give his views.

"The FAA is a mission-oriented organization," Murdock said. "It has developed a tremendous reputation for dealing with numerous crises and for delivering a service to the public. The message of the Jones Report was that our concentration on delivering a product did not allow us to focus on human relations."

"Human relations in its simplest, yet most powerful form, is caring about people. It involves not only saying hello to people but being aware of an individual's concerns. The 'hello' should be followed by an inquiry on a professional ('how did your trial go?') or personal ('how did your son's soccer team do?') basis. Human relations is an effort which each of us should be aware of and which should be used throughout our workday.

"As basic as these goals may be, human relations requires support. Our past behavior suggests remedial efforts, and we have begun. The AGC Human Relations Committee is such a support effort; it is active and effective. Other activities within this office includes stronger emphasis on communications and training.

"We hope that human relations become such a part of our daily routine that ancillary activities are reduced to a minimum. At that point each of our managers, staff attorneys and support staff will have true concern for each other and their associates."

# Headquarters News



## Awards and Rewards

During the past week the following awards were presented to headquarters employees:

Special Achievement Awards Based on Sustained Superior Performance,

Denise Miller, AVS,  
Robin West, AWS,  
Bonnie Richards,  
Martin Lynn, and  
Patricia Hoover, AAT,  
Margerie Johnson,  
Claudia Long, and  
Judith Bain, ADL,  
Andres G. Zellweger,  
James G. Cain, and  
Michael E. Perie, AAP, and  
Nicholas P. Krull, AEE;

Special Achievement Awards Based on Special Acts or Services,

Jean Anderson, ARP,  
Charles Murray,  
Vincent Chu, and  
Armand Maillet, APM;

Letters of Commendation,

Tina Amereihn and  
Randy Farwell, ALG;

Quality Increases,

Thomas Carroll and  
Angelo Mastrullo, AWS,  
Jimmy Fox, AAT,  
Paul Manganaro, APT,  
Howard M. Segal, API, and  
Thomas F. Munroe, AAP.

## HR Meetings Planned

All employees are invited to attend Headquarters Human Relations Committee meetings to be held at 11 a.m. Jan. 17 in the API Conference Room, 1002, and Jan. 31 in Conference Room 9C. According to Committee Chairperson Cindy Zook, the committee is particularly anxious to get new ideas from employees who are disenchanted by the agency's HR effort.

## Cold Causes Flood

The headquarters building cafeteria was closed when we arrived for breakfast Tuesday morning because a two-inch sprinkler system pipe froze and burst. This flooded about half of the cafeteria area with approximately two inches of water.

The flood waters subsequently trickled out into the hall and down the elevator shaft, which meant that the elevators at the west end of the building had to be cut off while shafts were pumped out.

According to building manager Ed Neff, the water did not cause any permanent damage. "It just got things wet and dirty," he said. He also reported that the sprinkler was repaired immediately and is now working.

The cold also broke some heating pipes at the northwest end of the building but workmen worked late Wednesday and the situation was pretty much back to normal by Thursday morning.



When not flooded the headquarters building cafeteria feeds hundreds of hungry FAAers every day.

## Directory Schedule Set

The long awaited Department of Transportation telephone directory is on its way. At last we have been given a firm date for publication of the edition that has been held up since fall. The substantially revised directory is scheduled to be distributed the week of Jan. 16.



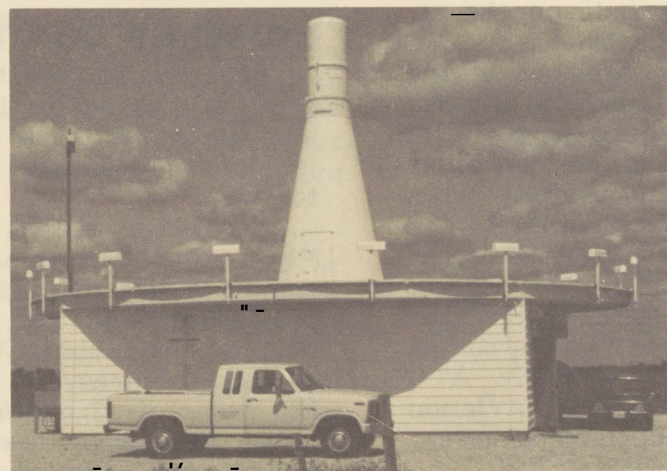
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## New OPM Regulations Barred by District Court

The Office of Personnel Management has been prohibited by a U.S. District Court from implementing its recently issued performance rating, reduction-in-force, and pay regulations that would deemphasize the role of seniority. In response to a National Treasury Union Suit, the court handed down a permanent injunction barring OPM or other Federal agencies from implementing the disputed regulations. Congress and OPM may now negotiate a new set of regulations or modify the existing set. However, the FAA cannot issue any guidance or implement the regulations until the injunction is lifted by the court or new regulations have been issued.



The first VORTAC installed under second generation program at Hallsville, Mo. (See page 2)

## Safety Improves in 1983

The nation's airlines compiled another good safety record in 1983 with the number of accident-related fatalities down sharply from the previous year.

The three fatal accidents and 14 fatalities last year represented a substantial improvement over the five fatal accidents and 235 deaths in 1982.

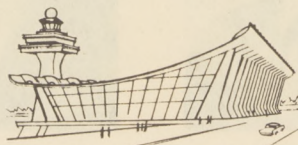
In addition, 1983 was the third year in the last four in which U.S. airlines operated without the loss of a large passenger-carrying jet.

Commuter airlines and air taxis also showed improved safety records in 1983, according to preliminary FAA statistics. In the commuter category, fatal accidents

dropped from four to three and fatalities from 13 to 12, when compared with 1982. For air taxis, fatal accidents dipped from 32 to 28 and fatalities from 75 to 61.

The preliminary general aviation statistics, on the other hand, showed a somewhat mixed picture.

Although fatal accidents were up from 574 to 605, when compared with the previous year, the number of fatalities dropped from 1,164 to 1,125.



## Predevelopment Program Begins Again January 24

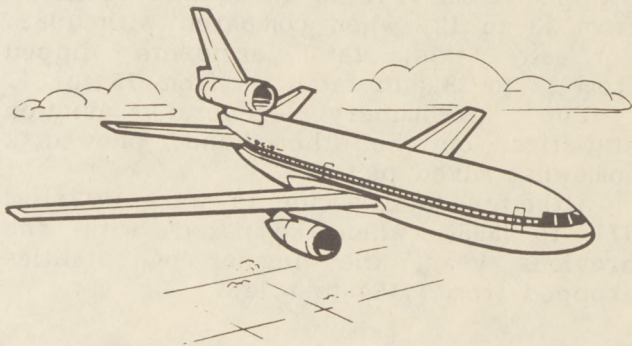
The Air Traffic Controller Predevelopment Training Program is off and running again, with the first class of 20 students scheduled to begin their studies January 24. FAA expects to conduct five such classes during FY 1984 involving 106 students.

The initial 17 weeks of the program is the residential training portion and is given at the University of Oklahoma in Norman, OK. The students then move on to on-the-job training in the regions.

This program, which is designed to balance the controller workforce by increasing the number of women and minorities, was suspended in 1981 because of a Government-wide hiring freeze. Participants must be Federal employees, less than 31 years old, and must pass a physical exam. They also must achieve a passing grade on the air traffic controller written exam.

Participants enter the program at the GS-5 level for a year of academic studies and on-the-job-training designed to qualify them for positions as controller trainees. Those who successfully complete the year of training move on to the air traffic program at the FAA Academy as GS-7s.

For additional information on the program contact your local FAA Personnel Office or write to the: PREDEV ATC Coordinator, APT-30, Federal Aviation Administration, 800 Independence Ave., SW, Washington, D.C. 20591.



## Don't Play on Runways

Only in Alaska, where flying is a way of life and almost every community has an airstrip, would it be necessary to issue a warning against children (and adults) playing on the runways.

In any event, the Alaskan Region issued such a warning last month after a Cessna 402 twin-engine airplane, preparing to land on an ice strip at Kotlik (in southwest Alaska), was forced to cancel in order to avoid children who were playing on the airstrip. The pilot attempted to increase power and go around, but the aircraft lost power in one engine and crashed off the runway. One person on the aircraft was injured.

In addition to the warning against children playing on runways, the FAA notice also covered such adult activities as walking, jogging, and snowmobiling.

## Satellites do the Job

That system of three satellites that's orbiting the earth listening for aircraft and marine distress signals is doing the job it was designed for—perhaps a little too well.

According to FAA General Aviation News, the two Russian and one U.S. satellites already had been credited with 102 save/assists as of Nov. 1, 1983, despite their short time in orbit. The average accuracy of signal location is in the order of 12 nautical miles.

At the same time, the satellites are picking up a great many false alarms from inadvertently activated emergency locator transmitters (ELTs), which have greatly increased the workload on search and rescue forces. Accordingly, FAA is participating in a special inter-agency False Alarm Working Group that is trying to find answers to the problem through both pilot education and improved technology.

## Midway Quotas Being Dropped

The agency plans to drop strike-related landing restrictions at Chicago's Midway Airport on February 29. However, they will remain in effect at Chicago O'Hare until approximately April 1. The target dates for lifting restrictions at the other airports that still have them are: March 15 at LaGuardia and April 1 at Denver Stapleton. Restrictions will remain in effect at Los Angeles International through the period of the Olympic Games.

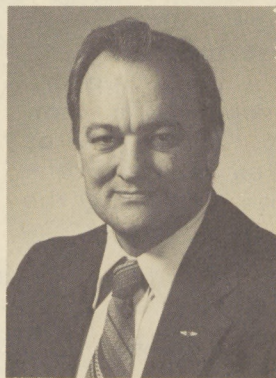
## Two FAA Executives Honored

Two top FAA career managers have been honored by President Reagan for their outstanding contributions to the advancement of agency programs.

Associate Administrator for Administration Charles E. "Gene" Weithoner received the Distinguished Executive Award, which is the Government's top award for members of the senior executive service. Associate Administrator for Aviation Standards Walter S. Luffsey was presented with the Meritorious Executive Award.

Weithoner was cited for his outstanding contribution to the nation over a period of years when he directed FAA's administrative support of the agency's line-management program.

Luffsey was singled out for his exceptional success in managing and developing personnel and for his outstanding organizational accomplishments in furthering aviation safety.



Walt Luffsey



"Gene" Weithoner

## NavAid Replacement Program Progresses on Schedule

The agency's navaid replacement program now is one-third completed, with 318 second-generation systems installed at the end of 1983. Unlike the vacuum-tube equipment they're replacing, the new systems are computer-controlled and monitored, as well as 100 percent solid-state. This means that the equipment can be remotely checked and certified which is in line with FAA's "Maintenance of the 80s" program.

The new state-of-the-art nav aids were manufactured under a joint venture contract with ITT Avionics/Wilcox Electric, Inc., that covers 950 systems. Equipment already installed includes 29 VORs, 38 VOR/DMEs, and 251 VORTACs, which is the civil and military version. All 950 units are scheduled to be installed by mid-1985.

## Unused Checklist Is Probable Cause

Apparent failure to use their checklist and correct the plane's elevator trim was cited by the National Transportation Safety Board (NTSB) as the probable cause of the fatal United Airlines cargo flight crash at Detroit's Metropolitan Wayne County Airport Jan. 11, 1983.

All three crewmembers died when the four-engine DC-8 pitched up, rolled to the right, and crashed while still on airport property.

Also cited by NTSB as a contributing factor was the captain's allowing the second officer, who was not qualified to act as a DC-8 pilot, to occupy the seat of the first officer and to conduct the takeoff.

## Headquarters News



### Awards and Rewards

During the past week the following awards were presented to headquarters employees:

#### Special Achievement Awards Based on Sustained Superior Performance,

Leonard A. Ceruzzi, AGC,  
James Loos, API,  
Harold B. Coleman, AAP,  
Sheron E. Fleming,  
Owen E. McIntire,  
William Hyland, and  
John Bisaga, APM;

#### Special Achievement Awards Based on Special Acts or Services,

George R. Swisher,  
James Lahey, and  
Rosa Beasley, ALG;

#### Quality Increases,

James Case and  
Roderick Mason, APM.

### ASO Picks Up Hq Payroll Functions

Salary checks will continue to arrive as they always have in spite of the fact that payroll functions for headquarters and the Metropolitan Washington Airports will be transferred to the Southern Region effective with pay period four, beginning January 22.

The only employees immediately affected by the change are those responsible for time sheets. After the change, the sheets will be due in FOB-10A, Room 539, at noon on the last Friday of each pay period rather than on Monday following each pay period. All inquiries will be sent directly to the Southern Region in care of a special post office box. Specific instructions will be furnished to time keepers by the Office of Accounting before the February 3 deadline for pay period four.

### Job Information Hotline Gets Hundreds of Calls

The headquarters Personnel Management Operations Division's job-information hotline is averaging over 150 calls a week. The hotline, which contains complete information on vacancy announcements for Washington headquarters positions, has been hooked up since August 22. The telephone number is 426-1662.

### Hq Manager Completes Bottle-Mail Circuit

The headquarters Personnel Management Operations Division recently completed a bottle-mail circuit between the daughter of an employee once stationed at Middleton Island, Alaska, and a resident of Tokyo, Japan.

It all began ten years ago when Lori Gallo, stepdaughter of FAA electronics technician John Dracopoulos threw a bottle containing a note into the Bering Sea. The note explained that her father worked for the FAA, which is how the agency got into the circuit.

Late last year, the bottle was found on a beach near Tokyo by one Toyomitsu Terao, who wrote to FAA headquarters saying he wanted to contact the person "who drifted a letter enveloped in a whiskey bottle...."

Terao's letter was ultimately delivered to Bill Murphy, Employment Branch Manager. He got in touch with Dracopoulos through the Alaskan Region's personnel office. Dracopoulos is now stationed at Newark, N.J., AF Sector and his stepdaughter lives in San Francisco, but she says she is answering the letter from the Japanese beachcomber.



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## Administrator Presents Top EEO Awards

Supporting the ideal of equal employment opportunity continues to grow in FAA if the results of this year's competition for the Administrator's Award for Excellence in EEO is any indication. The competition produced a record 36 nominees and a near record 11 winners who will receive their awards from the Administrator on January 19 in Washington Headquarters.

In all, six regions will be represented at this seventh annual awards ceremony, with the Alaskan, Western-Pacific, and Great Lakes regions each having two recipients. FAA Headquarters also has a pair of winners. The award recipients are:

Cathy M. Gruver, Alaska, for promoting a self-help training program which resulted in the selection of women and handicapped persons to high-level positions;

Charles W. Muhs, Alaska, for organizing community education programs which led to the appointment of minorities, women and handicapped employees throughout the region;

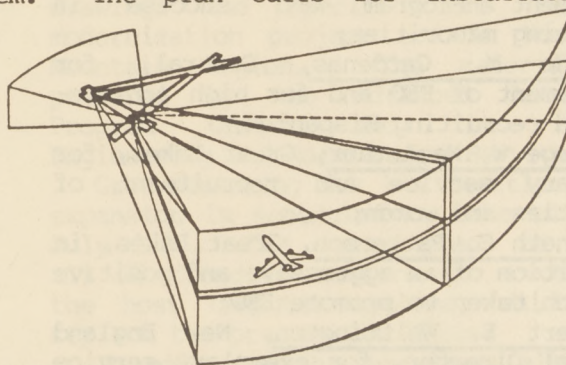
Alex R. Hammond, Western-Pacific, in recognition of superior (See page 2)

## MLS Contract Awarded

The agency has awarded a \$90.6 million contract to begin equipping the nation's airports with a new technology precision approach-and-landing aid called the Microwave Landing System (MLS).

Under the contract, Hazeltine Corporation of Greenlawn, N.Y., will deliver 172 MLS units over a five-year period beginning in the summer of 1985. Initial deliveries will go to airports in the Boston, Denver, Alaska, and Washington, D.C., areas.

MLS is a key element in the agency's National Airspace System (NAS) Plan for modernizing the nation's air traffic control and air navigation system. The plan calls for installation of



The Microwave Landing System (MLS) will give guidance for various glide angles and curved approaches.

1,250 MLSs at U.S. airports by the year 2000.

Perhaps the outstanding asset of MLS is that it will provide precision guidance over a much broader area than the present Instrument Landing System (ILS). This will allow much greater operational flexibility at airports by offering pilots a wide range of approach paths to the landing runway.

MLS will replace the existing ILS, which has been in use since the 1940s and accepted internationally since 1949. Although ILS has been improved and modified during the (See page 2)

## MLS (From page 1)

past 35 years, further redesign of the system has become increasingly difficult and costly because of its inherent technical limitations and the need to meet new operational requirements.

MLS has been adopted by the International Civil Aviation Organization (ICAO) as the worldwide approach and landing guidance system for the future. However, the equipment will be phased in gradually through the end of the century to minimize the operational and economic burden on aircraft operators.

FAA plans to install MLS using a network approach in order to provide the greatest use of the equipment in the shortest time frame. These networks gradually will be expanded to provide nationwide coverage.

## EEO (from page 1)

effectiveness in achieving measurable results in EEO;

Antonio Trevino, Western-Pacific, for participation as chairperson of the Oakland Center Civil Rights committee and manager of Northern California Hispanic Employment Program and success in recruiting minorities;

Elida M. Cardenas, Central, for enhancement of EEO and for high achievement in recruiting Hispanics;

George W. MacArthur, Great Lakes, for exemplary service and recruitment of minorities and women;

Kenneth C. Patterson, Great Lakes, in recognition of an aggressive and positive approach taken to promote EEO;

Robert E. Whittington, New England Regional Director, for exemplary service in promoting EEO and contribution toward the selection of minorities and women for key posts;

Edward V. Curran, Washington Headquarters, for exemplary service in recruitment and encouragement of minority and women employees;

Theodore W. Robinson, Eastern, for contributions to the Air and Space Museum's "Black Wings" exhibit;

John Williams, Headquarters, in recognition of his positive and aggressive approach to promoting EEO.

## FAA Kept 'em Flying Through Christmas Snow

Much of the country got that "White Christmas" this year, which was great for the man in the red flannel suit but created problems for FAAers who have to keep the National Airspace System running around the clock in all kinds of weather.

On December 26, for example, a water main broke on the 13th floor of the Denver-Stapleton Control Tower, flooding the elevator shaft and basement with ten feet of water. However, through the speedy action of Airway Facilities personnel, controllers and local fire fighters, the facility remained on the air using standby power and within an hour the situation was under control.

At the Francis Peak long-range radar in Utah, FAA field maintenance crews battled foot-a-day-snowfalls all through December to keep the access road to the site open. When the threat of avalanches forced them to suspend operations temporarily, helicopters were brought in to change the radar crew at the site.

Maintenance Mechanics Bobby Mills and Bob Williams had to use both ingenuity and persuasion to get a storm-damaged engine generator at the Byhallia, Miss., long range radar site back in service. Unable to get the necessary part from the depot, they had to talk a local contractor into interrupting his holiday celebration so they could get the item from his closed warehouse. Weather conditions were so bad at this time, that the two men decided to drive in separate vehicles for safety reasons.

Similar stories of employee dedication were reported from Atlanta; Chattanooga; Norfolk; Charlestown, W. Va.; Harrisburg, Pa.; Oklahoma City and the Dallas/Ft. Worth area, among others. They are a reminder that FAAers tend to do their best work in times of adversity.



## Clean Air Rules Set

Aircraft engines are only a minor contributor to the nation's air pollution problem, but FAA thinks even that's too much. Accordingly, the agency has issued new rules designed to reduce aircraft engine exhaust emissions 60 to 70 percent below existing levels.

Beginning this month, all commercial aircraft jet engines manufactured in the United States and rated at 6,000 pounds thrust or more will be required to meet new FAA regulations on unburned hydrocarbons. In addition, smoke limitations already in effect for some engines will be extended to all civil aircraft jet engines.

The revised rules were issued in response to clean air standards adopted by the Environmental Protection Agency earlier this year. The present FAA rules, originally adopted in 1974, covered only fuel venting and smoke limitations on selected classes of jet engines.

## New Look at Exec School

Two FAAers whose names are synonymous with the agency's Executive School have retired after devoting a total of more than 40 years to running that institution.

Vic Onachilla, the Executive School Manager, and John Slover, his assistant, both retired Jan. 3 and turned the reins over to Eleanor Quigley. A former IRS employee with a master's degree and extensive training experience, she will be in charge when the next Executive School class meets at Charlottesville, Va., at the end of April. Her assistant has yet to be selected.

During Vic's tenure as manager, nearly 2,000 FAA middle managers graduated from the Executive School and moved on the top Management jobs such as Associate Administrators, Regional Directors, and Service Directors among others. Vic and John's many friends may read about this "changing of the guard" at the Executive School in the February issue of FAA World.

## Response Good To Personnel Hotline

FAAers in Washington and the field are finding the "Personnel Hotline" a quick and easy way to stay informed on the latest changes and proposed changes in Civil Service personnel and retirement rules.

The service has received a total of 13,870 calls since it was hooked up in August 1983, Howard Richardson, Acting Director of the Office of Personnel and Training, said that the service will be continued as long as the response indicates employees want it.

The number is 426-3934 for headquarters employees. Field employees should first dial "8" to call on FTS.

## Enroute Centers Expand

FAA will take the first step this month to prepare air route traffic control centers for their expanded role in the future automated system. Since the Seattle Center will be the first en route facility to undergo expansion, Headquarters planners will turn over drawings and specifications for the modernization project to the Northwest Mountain Region. The material was prepared by the Advanced Automation Program Office and the Program Engineering and Maintenance Service.

Groundbreaking for the Seattle Center expansion is scheduled to take place in July 1984. The agency plans to expand all 20 domestic centers to accommodate the host computer systems, which will replace the present IBM 9020s.

In addition, the new wings also will provide space for control room expansion. After the new computers, sector suites, and other equipment are installed, the system will be able to handle air traffic on into the 21st Century.

The new wing at Seattle is expected to be completed by the spring of 1985, and similar wings at other centers are scheduled to be completed by early 1987.



## Computer Training Scheduled for February

In accordance with the Administrator's Information Resources Management Plan (IRMP), the Labor Relations and Career Development Branch, APT-140, is preparing to give a prototype course in computer literacy for headquarters secretarial/clerical personnel. The 10-hour course, which will run from January 30 to March 1, features color videotapes supplemented by follow-on discussion led by volunteer experts from a cross-section of headquarters organizations. Individuals to attend the training are already being nominated, and the deadline for selection is Jan. 18. Those interested in attending should contact their office training officers.

## Awards and Rewards

During the past week, the following awards were presented to headquarters employees:

Special Achievement Awards Based on Sustained Superior Performance:

L. Lane Speck,  
Herbert S. Sellers, and  
Robert L. Little, AAT;  
Rafael A. Ramos, and  
Joan Harris, APM;  
Donna Hansen,  
Robert Thompson, and  
Irma Hart, AAM;  
Truman Tillman, ABU;

Special Achievement Awards Based on Special Acts or Services:

James Jamitis, APM;

Letters of Commendation:

Timothy D. Booth, AAT;

Quality Increases:

Robert B. Hixson, AEE;  
Gary R. Rowland, AAP;  
Era L. Marshall, ACR; and  
Linette Brice, ALG.

## 'Old Glory' Flies Again

Becoming entangled in bureaucratic red tape is something that Federal employees learn to live with. However, when this entanglement involved "Old Glory" in front of the FAA headquarters building, James Byers from the Office of Flight Operations felt compelled to do something about it. Day after day last week, he noticed the flag hanging—not flying—at half mast. Finally fed up, he picked up the ball and ran and was responsible for alerting D.C. Fire Engine #14 between fire alarms. Firemen used their ladders to climb up and untangle the offending line, and the flag was pulled up to the top of the pole.

## Geier's a Thunderbird

Bernard A. Geier, AFO's General Aviation and Commercial Division manager, has been selected as an "Honorary Thunderbird" by the U. S. Air Force Thunderbirds.

Members of the Air Force's Demonstration Squadron named Geier an honorary member of the team during the annual awards ceremonies held recently in Las Vegas. Geier received the honor for ensuring during the past year that the Thunderbirds received the necessary FAA waivers and other support required to perform their air demonstration mission.

In making the announcement, Major Jim Latham, Thunderbird commander/leader, said, "Bernie has been a friend of the team for a number of years. He has a deep commitment to the same standards of excellence that have been the hallmark of the Thunderbird team."



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## Secretary Outlines NAS Progress

Today's airway system can be compared to the U.S. highway network before the interstate program of the 1950s, Secretary Dole told the Transportation Research Board recently. It needs to be modernized and upgraded to meet the needs of a growing and expanding America.

"Today's airways are safe for today's traffic levels, but we are using technologies from the fifties to serve the needs of the eighties," she said. "Industry's capacity to grow in the nineties and the century beyond depends on the expansion of automation technologies, modernization of air traffic control equipment, and a more efficient use of our airport facilities.

"The NAS Plan will deliver these improvements," she added. Procurement action already is underway for such items as new ATC computers, radars and microwave landing systems, among others.

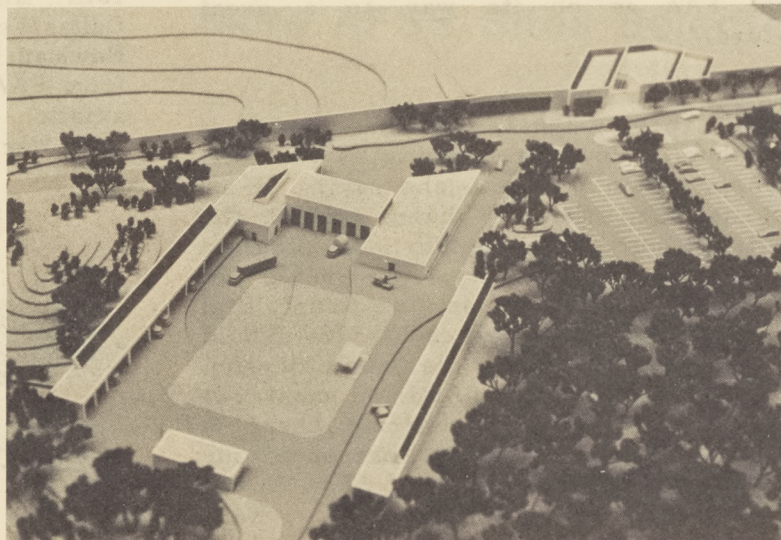
The Secretary also praised FAA actions to reduce aircraft noise and engine (See page 2)

## Tech Center Modernizing

The FAA Technical Center is rapidly becoming the world's most modern aviation technical and research facility. On January 23, ground was broken for the third major building construction project at the Atlantic City site. First, there was the Flight Operations building, dedicated in 1967; second, the Technical building, May 1980; and now the Technical Support Facility (TSF), which will house functions currently performed in 26

separated, outmoded buildings.

The TSF, which is scheduled to be completed by January 1986, is located between the other two new buildings. The major portion of the newest structure will contain 43,500 square feet of warehouse space; 32,600 square feet of shops and storage; 12,800 square feet of office space, and an additional 19,500 square feet of outside storage.



This model of the Technical Center's next building, the Technical Support Facility, is on display in the Technical Building, the most recently completed of the center's new structures.

## Shea Sees "New Order"

"Our human relations program is underway and working well," William F. Shea, Associate Administrator for Airports, says, but he adds a word of caution: "It will take time for the effort to be fully implemented. However, I can already sense that there is a very sincere effort taking place in building and improving relations in the FAA."

Shea's remarks this week are the third in a series of such statements by top FAA management. Deputy Administrator Fenello and Chief Counsel J. E. "Sandy" Murdock III, have already been heard from, and next's week Intercom will have a statement from Associate Administrator for Development and Logistics A. P. Albrecht.

Shea went on to say, "I am certain that these efforts will establish a new order, encourage a newly defined set of understandings among ourselves, yield a more fulfilling work climate, and develop a general character of interpersonal relationships. Each of these objectives must be built upon mutual trust and openness that allows supervisory and non-supervisory employees to participate in matters that affect their growth, to be appreciated, and to play a part in shaping FAA's character and performance in the years ahead. All in all, I can see that FAA is on its way to a great future."

## NAS (From page 1)

emissions. However, looking at the total transportation problem, she said: "I am not satisfied that we have probed the limits of our responsibility, or plumbed the depths of possibility. We should not tolerate excessive noise; we must find reasonable ways to reduce it. We should not excuse pollution; we must develop ways to prevent it. And we must not sacrifice history for progress; there is almost always a way to preserve our historic landmarks.

## AIA Seeks Journeymen For Foreign Assignments

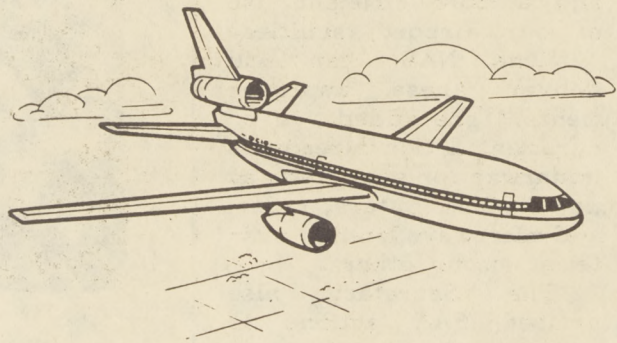
The Office of International Aviation has some short-term foreign assignments available for FAA employees at the journeyman level and above who have experience in one or more of the FAA specialty/technical areas. Those with experience in air traffic control and airway facilities are particularly coveted.

Employees who express interest in foreign, short-term TDY (one to six months average) will be sent a questionnaire to be completed and returned. Assignments will be made from among persons who complete these questionnaires after personal interviews are held with employees and their supervisors.

Those interested should contact AIA-210 immediately on 426-3167.

## Texas Honors Newman

Former Southwest Regional Director Henry L. "Hank" Newman is alive and well and still receiving honors for his long service to aviation. He recently was named the recipient of the first J. Eric Jonsson Award for his contributions to aviation in the North Texas area. The award was given this year as part of the 10th anniversary celebration of the Dallas/Fort Worth Regional Airport, which Newman helped bring into being. Retired from FAA since 1979, Newman now is an aviation consultant and makes his home in Fort Worth.



## Power Committee Formed

A National Power Committee, comprised of representatives from all FAA regions, technical support groups, APM, AES, and the Transportation Systems Center has been established to investigate and recommend solutions for problems growing out of the agency's conversion to solid-state electronics. A primary concern of the committee is the fact that solid-state equipment is more sensitive to power disturbances.

As a result of this concern, the committee is currently working on specific tasks in the areas of lightning protection, grounding, bonding, and shielding; standby power systems; power conditioning, and problem identification.

The committee will meet in workshop sessions twice a year. Also, they will periodically assess the quality and reliability of power at FAA facilities.

Members from headquarters are Anthony Froehlich, APM-530; Charles Gage, APM-150; Rodman Gill, APM-500; Murli Hasrajani, AES-100; Wilmer Hunter, APM-530, and Roderick Mason, APM-310.



## ARSA Implemented At Port Columbus

The FAA program to prove out the Airport Radar Service Area (ARSA) concept was expanded January 19 to include the Port Columbus, Ohio, International Airport. The first ARSA was set up at the Austin, Tex., Municipal Airport on Dec. 22, 1983.

ARSA is being evaluated as a possible replacement for Terminal Radar Service Areas (TRSAs). The validation period will run for one year at both locations. After one month in use at the Austin Airport, the concept "looks good," according to assistant tower manager Weslie Goheen. "Both pilots and controllers have said they like the new concept and it's working well." He added that both groups like the flexibility afforded by ARSA, and controllers particularly like the fact that all traffic is under positive control.

At Port Columbus, no problems with the new service area are anticipated by tower manager Art Hagen. He said approximately 30 meetings with pilot groups have been held and that controllers in the Columbus area, like those in Austin, like the flexible ARSA.

## More AFSS Sites Selected

The agency has approved three more Automated Flight Service Station (AFSS) locations. They are: Grand Forks, N.D.; Huron, S.D.; and Anderson, S.C.

In all three locations, the host city will build a new 8,000-square-foot structure to house the AFSS, and the FAA will pay \$1 per year on each lease. The agency will begin operations in Anderson in June 1985; in Grand Forks in October 1985, and in Huron in December 1986. The dates are based on delivery of the automated equipment.

These selections bring to 29 the number of AFSSs approved over the past two years. The remaining 32 locations will be chosen by the end of this calendar year.

# Headquarters News



## Awards and Rewards

During the past week, the following awards were presented to Headquarters employees:

Special Achievement Awards Based on Sustained Superior Performance:

William C. Davis and  
Donald C. Legge, AAT and  
Bobbie Smith, AWS;

Special Achievement Awards Based on Special Acts or Services:

Debbie Simon and  
Susie Bolling, ALG  
Virginia W. Price, APO;

Group Award:

Joseph Hawkins,  
Annette Drayton,  
Marguerite McAllister,  
Ward Keech,  
John Gable, and  
Susan Helzer, APO;

Group Award:

Julius Ganoza, and  
Joseph Asin, APO;

Group Award:

Susan Switts and  
Howard Murphy, APO;

Group Award:

Patricia Lyons,  
Mark Pfeifer,  
Marva Booker,  
Stefan Hoffer,  
Leslie Eder,  
Adam Cowles,  
Kenneth Geisinger,  
Susan Switts,  
Earline Burgess, and  
Robert Toenniessen, APO;

Group Award:

Earline Burgess,  
Carol Strong,  
Arnold Schwartz, and  
Olivia Erikson, APO;

Letters of Commendation:

Phyllis Burbank, APT;

Quality Increases,

Emilyne E. Yerby, AES  
Carol Carpenter, ASF and  
Renee Anderson, APT.

## Helms to be Honored

The Aero Club of Washington and the National Aviation club will sponsor a reception February 8 to honor FAA Administrator Helms. It will be held in the National Air and Space Museum from 7 to 8:30 p.m.

Reservation, which will be limited, can be made by sending a check for \$35 per person to: The Aero Club of Washington, 1133 15th St. N.W., Washington, D.C. 20005.

Phone reservations will not be accepted and mailed reservations will be on a first come-first serve basis.

## Safety Belt Film Set

A new film on safety belt use is scheduled to be shown in the FAA Auditorium at 10 a.m. and 2 p.m. on January 30 and 31. The film is being shown as part of the DOT Employee Safety Belt Program, and all employees are encouraged to attend.



General Counsel employees take their Redskins seriously and are already dressed up for the Super Bowl game. They are from left: Chief Counsel J.E. Murdock III, Kelly Corcoran, Hilda Weisbrod, John Cassady, William Ho-Gonzales, Richard Elwell, and Karen Davidson.



U.S. Department  
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# Headquarters Intercom

## Helms Bids Farewell

"It is not possible for me to express the depth of my appreciation, respect, and personal thanks for the cooperation and support given me these past nearly three years by employees of the Federal Aviation Administration. While most may think of the trials, I think of the accomplishments. Your efforts have set an enviable record and a challenge for all other Federal agencies to equal. I will value the association and benefits I have gained for the rest of my life. A simple 'thanks to each of you' is not enough; but I can make it no stronger than the depth of feeling in my heart.

"I will always be an FAA supporter and wish you good luck, professional accomplishment, and personal satisfaction."

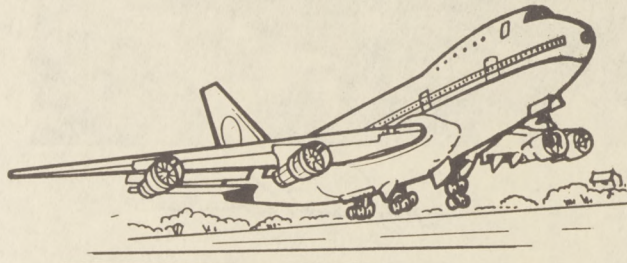


Deputy Administrator Fenello will be performing the duties of Administrator as of February 1, in accordance with the provisions of the FAA Act.

## Human Relations Program

This week, INTERCOM interviews A. P. Albrecht, Associate Administrator for Development and Logistics. He gives us his point of view on one FAA and one ADL.

"We have just completed our first year of the formal human relations interaction between ADL management and employees. However, even expressing the situation this way reinforces the obsolete notion of two discrete entities within the ADL structure. I believe that increased recognition of the need for one FAA throughout the agency and within each major organizational element is what's important. The Human Relations effort launched by the Administrator has as one of its basic goals fostering this 'one FAA,' in concept and in fact. Achieving the goal requires commitment for each of us but is certainly one we can expect to accomplish. Our first year of HR interaction was a learning experience for everyone. Our second year should see us—all of ADL—making greater strides toward one ADL and one FAA. For my part, I hope that the distinction between 'management' and 'employees' is reduced to the point that the ADL team can truly work together to do the big job facing us. I sincerely believe this is a must if we are to successfully execute the National Airspace System Plan upon which the continued safety and growth of aviation in the U.S. is based."



## Thompson Leaving FAA

If Administrator Helms was the "Father" of the National Airspace System (NAS) Plan, Jerry Thompson can be described as the obstetrician who delivered it. The 22-year FAA veteran spent most of 1981 heading up the task force that put the NAS Plan together for the Administrator. Those activities helped to win him a Presidential Meritorious Rank Award in 1982.

Now, having completed that task and two updates of the Plan as director of the Systems Engineering Service, he's leaving FAA to establish his own company. His departure date is sometime in March.

Thompson began his FAA career in 1962 as an electronics technician in the Western Region. He transferred to Washington Headquarters in 1970 and worked his way up through the ranks to become director of the Airway Facilities Service in February 1980. He took over his present post following the reorganization and consolidation of the agency's engineering activities in 1982.

## Aircraft Thefts Drop Again

Either people are getting more honest or airplanes are getting harder to steal. In either event, aircraft thefts dropped again in 1983 for the fourth straight year.

Figures released by the Aircraft Owners and Pilots Association show the number of stolen aircraft declined seven percent in 1983 with 181, as compared with 194 in 1982. On the other hand, avionics thefts jumped 20 percent over the previous year.

AOPA noted that Federal efforts to stop drug trafficking in the Gulf States produced a marked decline in aircraft thefts in Florida, but apparently the smugglers are moving west. That's indicated by the fact that California led all states last year in stolen aircraft.

## Airport Improvement

The agency approved \$58,287,780 in allocations under the Airport Improvement Program (AIP) during the first quarter of Fiscal Year 1984. The money went for 106 planning and development projects in 30 states, American Samoa, and the Trust Territory of the Pacific Islands.

Funds for the airport program come from the Aviation Trust Fund, which is financed by aviation user fees. Congress approved an \$800 million funding level for airports for FY 1984.

Of the \$58 million, \$30,785,684 went for 31 projects at primary airports, which are those accounting for .01 percent or more of the total annual enplaned passengers in the U.S. Another \$13,403,047 was allocated for 47 projects at general aviation airports and \$8,914,614 for eight projects at reliever airports that attract light aircraft traffic away from the busier primary airports.

Commercial service airports received allocations of \$5,125,935 for 19 projects. Airports in this category generate at least 2,500 enplanements a year, but less than primary airports.

Additionally, \$135,000 was allocated for a Master Plan Study for a new heliport at Anaheim, California, and \$58,500 was used to fund a system planning study in the San Francisco area.

## Air Vermont

Air Vermont, a commuter carrier based in Burlington, voluntarily suspended operations January 20 after an FAA inspection team found maintenance problems that threatened flying safety.

The agency was prepared to issue an order that would have grounded Air Vermont's 17 airplanes but did not do so because the carrier voluntarily surrendered its operations certificate.

This is the third suspension of an airline's operations in the past month. Air Illinois halted its operations Dec. 15 after an inspection team raised serious questions about the airworthiness of its operations. On Dec. 23, FAA grounded Global International Airways for numerous safety violations.

## Traveling? Check Your Per Diem

The Office of Accounting has established a general guideline of 46 percent of per diem for meals and miscellaneous expenses when an employee is on travel. For example, in a city where the maximum expenditure is \$75 and the hotel room is \$25, the traveler cannot spend more than \$34.50 for food and such things as laundry, tips, etc. without justification. On the other hand, if the hotel costs \$60, the traveler can not be reimbursed for more than \$15 in meals and miscellaneous.

The new guideline is in accordance with the rules set by the GSA and is an attempt to establish a uniform criteria for what will be considered "reasonable" when employees claim actual subsistence on travel vouchers. However, when confronted with unusual situations where expenses exceed the 46 percent, the higher amount may be claimed if sufficient justification is provided. The General Accounting Office has ruled that percentage guidelines are appropriate as long as higher amounts may be claimed when justified.

## Mobility Assignment Program Application Time Extended

Applications for the Mobility Assignment Program originally accepted only for the month of January will now be taken until February 13.

The program announcement, recently published as part of the Secretary's continuing emphasis on improving the status of women in DOT, provides employees with opportunities to broaden their experience with lateral mobility assignments lasting from one to 12 months.

The assignments will offer opportunities to work in another organization and to gain new experiences and knowledge as well as demonstrating other abilities.

All employees in pay plans GS and GM 11 through 14 are eligible.

For additional information, FAA employees may contact Marie Phillips, Special Emphasis Personnel Programs Staff, APT-30, FTS 426-3437, Room 520A, 800 Independence Avenue, SW., Washington, D.C. 20591.

# Headquarters News



## Problems? Help is on the Way

The Employee Assistance Counseling Program is available for use by DOT employees. The program is being conducted by Urban Resource Consultants. They will assist employees and their family members with drug, alcohol, emotional, and financial problems. Employees may use self-referral, or supervisors may refer them to the program. The counselors are located in the GSA building, 7th & D Street, SW., Suite 6040 from 8 a.m. to 5 p.m., Monday thru Friday. Their telephone number is (202) 646-1820, and if assistance is needed at other times, the hot line number is (202) 638-2003. There will be training sessions conducted by Urban Resources Consultants for both supervisors and employees within the next month. For further information call 426-8916.

## Awards and Rewards

During the past week, the following awards were presented to Headquarters employees:

Special Achievement Awards Based on Sustained Superior Performance:

Paul G. Johnston, AAT

Special Achievement Awards Based on Special Acts or Services:

Clara Thieling, AGC

Quality Increases:

Heinz J. Hellebrand, AWS

Thomas L. Connor, API

## Dance Marathon Pledges Sought by Summer FAAer

FAA summer employee, Melinda "Mindy" May who returned to work with the FSS Procedures Branch, AAT, during Christmas vacation, is participating in a muscular dystrophy dance marathon February 3 and 4 at William and Mary College. Those who wish to support her efforts may pledge an amount for each hour danced. Call AAT-360 on 426-8802. Good luck, Mindy.

## Phone Directory Delayed

A couple of weeks ago, INTERCOM printed an item saying the then 1983, but now 1984, DOT telephone directory would be distributed the week of January 16. Need less to say, that "firm date" slipped and the new date is reported to be the first week in February.

## Hints on Retirement

A recent article in the Eastern Region INTERCOM by Andrew Farrell, EPDS, New York Center, had some useful information on retirement for anyone who may be considering such a step in the future.

How do you avoid the loss of a retirement annuity? By retiring within the first three days of the month, you will receive retirement annuity payment for the entire month. However, if you retire on the fourth day or later in that month, you will not receive an annuity payment for that month and only start earning the annuity beginning the following month.

What is the best time to retire? If you have accrued a good deal of annual leave, this can amount to a sizable amount of money which, when added to your income, will place you in a much higher tax bracket. One choice could be to retire close to the end of the year to insure payment of a lump sum of money (for unused annual leave) in the following year, when you will be placed in a lower tax bracket.

**NOTE:** You do not pay taxes on your annuity until the money you have paid into your retirement fund is exhausted.





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## NAS Plan Support Contract Awarded

Secretary of Transportation Elizabeth Hanford Dole on January 31 announced the award of a \$684 million Federal Aviation Administration contract to Martin Marietta Corp. to provide technical and management support for implementation of the agency's National Airspace System (NAS) Plan over the next 10 years.

"The NAS Plan represents the fulfillment of President Reagan's pledge to modernize the nation's air transportation system to keep it the safest and most efficient in the

world," Secretary Dole said.

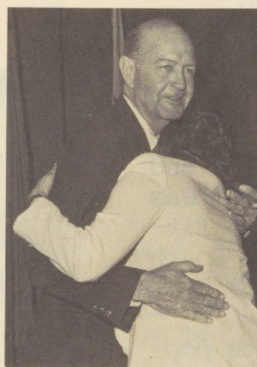
Secretary Dole described the NAS Plan as the largest nonmilitary government technical program since the Apollo moon landing project. She said the program already is well underway and noted that in recent months, FAA has awarded contracts for the design of new air traffic control computers, the procurement of 172 new-technology landing systems, and the installation of more than 100 advanced airport radar systems.

Other major programs already in progress include the automation and consolidation of FAA's flight service station network, which provides private and business pilots with weather and flight information, the replacement of all FAA's communication and navigation equipment with new solid-state technology, and the development of a new generation of long range weather radar.

The System Engineering and Integration (SEI) contract with Martin Marietta calls for the company to assist FAA (See Page 2)



They lined up outside the round room to say "goodbye" to the departing Administrator J. Lynn Helms. Here, Edward V. Curran, Director of the Office of Labor Relations shakes his hand.



Some got handshakes and some, like Tina Mallory of the Office of Public Affairs, got a hug when bidding the Administrator adieu.

## Budget up a Billion

The Administration has asked Congress for \$5.7 billion to operate and modernize all facets of FAA during fiscal year 1985. This is \$1 billion plus more than appropriated by Congress for FAA in FY 1984. The request provides for the continued safe and efficient operation of the National Airspace System (See Page 2)

## NAS (From Page 1)

FAA with the NAS Plan implementation by providing a broad range of management, system design, and technical engineering support. Specifically, the company will provide:

- \* Program management expertise to help FAA control plans, budgets, costs, and schedules for all elements of the NAS Plan;
- \* Overall system engineering and design expertise in preparing functional requirements for new subsystems, in planning system integration and installation, and in evaluating the performance of integrated systems;
- \* Technical engineering and project management support to NAS Plan program managers in the day-to-day accomplishment of their tasks, as well as technical direction, when required, to program contractors, and
- \* Validation of "in-the-field" installations to ensure that the total system meets the specified results.

## Pumping Iron at the ARTCC

You don't normally associate an ARTCC with Arnold Schwarzeneggers and Jane Fondas. but that just might change if the Oakland Center's new exercise facility maintains its popularity.

The 880 square foot gymnasium, located in the basement telco expansion room, was dedicated on Dec. 8, 1983. It is a complete gym in one, containing an exercise unit with six training stations like pro football players use, two rowing machines, two exercycles, one ping pong table, a punching bag, and a weight bench.

Thanks to the Center's recreation and welfare organization, OAK-AIR, \$5,000 was allotted toward the purchase of the fitness and exercise equipment, and a South San Francisco company sold them its best equipment at a very reasonable cost.

So far, it is proving to be quite popular. According to Center Chief Vincent Mellone, employees are allowed to use the gym during their breaks and some do. But most of the future Arnolds and Janes either go in early or stay after their shift is completed.

## Budget (From Page 1)

(NAS) as it resumes "normal" operation following strike recovery. It also includes higher funding levels to modernize and improve air traffic control and airway system facilities, as well as funds for airport development.

Approximately 82 percent of the total funding is proposed to be financed from the Airport and Airway Trust Fund with revenues generated from aviation system users. For example, of the \$2.7 billion requested for operations, \$1.76 billion is proposed to be financed from the Trust Fund.

Most of the 1985 budget increase is taken up by the Facilities and Equipment (F & E) request, which is up \$907 million from the 1984 figure. Major programs funded by this request include air traffic control host computer, airport surveillance radar, Mode S, and flight service station modernization.

The Research, Engineering and Development appropriation is \$269 million, about the same as last year, with \$153 million going for the continued development of the advanced computer programs and other programs, such as weather and communications service, aircraft safety, the SEI contract, and TCAs.

The Grants-in-Aid for Airports (Airport Improvement Program) obligation-level request of \$987 million is an increase of \$187 million over FY 1984. Also requested was \$49 million for operation, maintenance, and construction at the Metropolitan Washington Airports.



Vince Mellone, AT Manager, Left, and Bryon Mabee stand as AWP Director 'Mac' McClure and Bobbie Jones, AF Sector, and OAK-AIR stalwart, cut the ribbon to the new Gym.

## ATC Quality Program Reaches Halfway Point

Implementation of the program to use air traffic control computers to help identify operational errors reached the half-way point in January when the Los Angeles Center went operational. The program is a major element in Air Traffic's on-going quality-assurance campaign.

It was initially implemented at the Salt Lake City Center in July 1983. At that time, ATIS Director Raymond Van Vuren said that its purpose was not only to identify errors but also to increase controller attention and awareness. Since that time reports from the nine centers where the program has been implemented indicate that it is fulfilling its purpose.

The computers report any occurrences of less than the normal separation. But, in fact, most reports are not operational errors. Most are caused by VFR aircraft, aircraft already under the control of a tower where spacing requirements are less, or military aircraft engaged in midair refueling.

The computer is detecting some additional minor errors that are almost impossible for a controller or supervisor to detect. An error where 4.8 miles of separation exists instead of five miles is easily missed by a busy controller but is detected by the precise computer measurement.

The quality-assurance computer program is expected to be operational at all 20 domestic en route centers by July 84. The next center scheduled to implement the program is Fort Worth, Texas.

## More Improvements from NAR

The National Airspace Review's (NAR) output of recommended operational improvements continued to soar as another 56 recommendations were reviewed during the most recent NAR Executive Steering Committee (EXCOM) meeting held at FAA Headquarters on January 31. The recommendations were subsequently passed on to the FAA Administrator for his approval and for implementation.

These recommended changes in airspace use and ATC procedures bring the total number of NAR recommendations to 653 since the high-level review began in 1982.

The ten-member EXCOM is made up of seven representatives from industry and users groups and three FAA employees: Kenneth S. Hunt, Director, Office of Flight Operations; Raymond J. Van Vuren, Associate Administrator for Air Traffic and EXCOM's Executive Director; and Michael J. Fenello, Acting Administrator and EXCOM's chairman.

The recommendations made during the latest meeting were contained in four separate studies. They were: U.S./Canada/Mexico common airspace and procedures integration; traffic flow management; separation standards; and helicopter operations and charts.

To date, 49 studies have been reviewed, and there are only 17 remaining. In view of this, the study phase of NAR is expected to be completed by late August 1984, which will be 15 months ahead of the originally scheduled date for completion. Acting Administrator Fenello summed up the situation by expressing FAA's appreciation for the work done by user EXCOM members during the past 19 months.

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## Site Selection Halfway

The Automated Flight Service Station site-selection program climbed over the half-way point recently when three new sites were announced by the Alaskan Region. As a result of selections at Juneau, Fairbanks, and Kenai, 32 of the proposed 61 sites have been picked.

The latest sites were selected after FAA did a thorough economic analysis of the 12 Alaskan locations. At both Juneau

and Fairbanks, the building housing the automated facility will be constructed by the agency. At Kenai, the facility will be built by the city and leased to FAA for \$1 a year.

Of the 32 facilities at locations that have now been selected, the agency will lease 27 structures and has constructed or is constructing five new buildings.

# Headquarters News



## Computer Users Meet

After using the IBM Personal Computer (IBM/PC) to reduce time sharing expenditure and to improve office productivity, the Office of Policy and Plans (APO) has formed an IBM/PC users group at headquarters. At the first meeting, held on January 23, about 20 participants worked on common problems and shared technological advances made in the various offices represented.

According to Carlton Wine, APO-130, attending group meetings is an ideal way to make contact with knowledgeable computer users. He said that all employees interested in using or finding out about computers in their offices are invited to the next meeting scheduled for Feb. 7 in rooms 5 A/B from noon to 1 p.m. On the agenda is a discussion of the R Base 4000, a data base management system.

## World's Largest Planes Come and Go at Dulles

Year-end figures for activity at Dulles International Airport are in and reflect the continuing growth of this one-time underutilized facility. Airline operations for the airport now connected to downtown Washington by the recently completed access road link are up a whopping 26 percent, from 32,042 in 1982 to 42,684.

Air taxi flights were also up from 12,106 in 1982 to 15,775 in 1983.

The international airport not only handles the largest air carrier planes in the world but also the largest military aircraft.

Migratory geese have forced the world's largest plane, the USAF C-5, to Dulles. These planes normally make their practice approaches and landings at Dover, Del. AFB. But from time to time flocks of birds make it both dangerous and expensive to operate from there. That's when the planes are diverted to Dulles, and according to tower chief Art Harrison, handled just like any other plane by controllers used to landing big military planes.

Harrison also noted that the airport

## Awards and Rewards

During the past week the following awards were presented to headquarters employees:

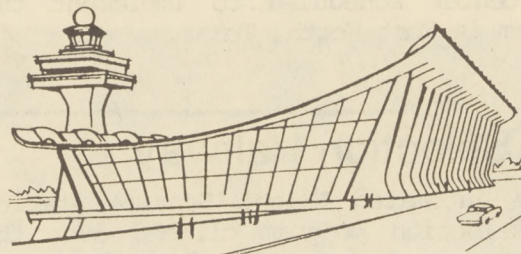
Special Achievement Awards Based on Sustained Superior Performance,

Robert Frazier, APM  
John G. Atkins, and  
William Jackson, AOA  
Thomas Williamson  
Thomas Morgan,  
John Wojciech,  
John L. Brennan,  
D. L. Williams, and  
Joseph L. Fee, APM;

Special Achievement Awards Based on Special Acts or Services,

Mildred Pilkerson, ACS and  
H. Lee Tucker, APM;

Quality Increases,  
Bruce Slater, ADL  
Wanda K. Hobbs,  
Verdell E. Rozier, and  
Harold Colvin, APM  
Louise C. Oertly, and  
Thomas E. Stuckey, AFO  
SuEllen Gardner, ACS, and  
Kenneth V. Byram, API.



is experiencing growth in other ways. For the first time since it was built in 1962, the tower is being revamped. New consoles, radios and furnishings are being installed.



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## Aviation Education Program Comes of Age

Aviation Education has come of age!

In January, former Administrator J. Lynn Helms signed the Aviation Education Agency Order, culminating a year of organizing, planning and rebuilding the Aviation Education Program, one of his major initiatives as Administrator. The ceremony took place one year after Helms ordered a revitalization of FAA's Aviation Education (AVED) Program and eight months after approving the initial AVED Program Plan.

Helms said he was "pleased and delighted" that the AVED Program had come so far in just one year. "It has been one of my top priorities, and I'm really proud that it has come so far in so short a time," he said.

"As I recently wrote the nation's top state school officers, our goal is to better acquaint our communities and schools with the important role aviation plays in our lives. That (See page 2)



## Dole Pushes FAA Budget

Just one week after the Administration's Fiscal Year 1985 budget went to Congress, Secretary Dole was on Capitol Hill pushing for full funding of FAA and other DOT programs, especially those related to safety.

Testifying February 8 before the House Appropriations Subcommittee on Transportation, the Secretary expressed her "strong support of the program to modernize and improve air traffic control and airway system facilities." She noted that the \$1.7 billion requested for facilities and equipment (F&E) is "the highest annual level of Federal capital investment for upgrading the National Airspace System in the history of U.S. aviation."

She said full funding is necessary "to handle the expanded volume of air traffic projected for the 1990s."

In addition, Secretary Dole stressed that 82 percent of FAA's total \$5.7 billion budget request will be financed from the Aviation Trust Fund and, thus, will not create a burden on the general taxpayer. She noted that Trust Fund monies will pay for all of the F&E, airport aid and research and development programs, as well as for nearly two-thirds of the operations costs.

Former Administrator J. Lynn Helms signs the Aviation Education Order. Looking on are AVED Management Team members (from l. to r.), Asst. Admin. for Public Affairs Edmund Pinto, Deputy Administrator Mike Fenello, Special Asst. John Hanks, and Director of Special Programs Don Clausen. Not pictured is Aviation Education Specialist Mary Jo Knouff.

## Education (From page 1)

way, we will have a more enlightened citizenry regarding aviation and FAA's world leadership mission and at the same time help ensure a future pool of talent for the FAA and the aviation-aerospace industry."

Assistant Administrator for Public Affairs Edmund Pinto, heads the AVED Headquarters Management Team consisting of Don Clausen, Mary Jo Knouff, and John Hanks. Pinto said, "Aviation Education works because of the team that runs the program--the thousands of FAA employees, from the AVED Headquarters Management Team to the regional coordinators and the nearly 3,000 local facilitators, now being selected--they are the ones who really make the program work."

Pinto said that in 1983, the first year of the new program, the regional coordinators and local facilitators together reported 350,000 face-to-face contacts with students and the general public in facility tours, career days, classroom presentations, seminars, workshops, etc., logging almost 16,000 hours, or 7.5 man-years, of work on and off duty. They also administered an aviation education writing contest among students from the fourth to the twelfth grades, which attracted over 10,000 entries nationwide, with prizes to be awarded on the state, region, and national levels during March.

## Weather Satellite Receivers To be Installed in 61 FSSs

The agency has ordered equipment for 61 flight service stations that will provide Flight Service Station specialists with near real-time weather information from satellites.

The equipment will be installed over the next year at selected locations and eventually will end up in the 61 automated facilities that will comprise the future FSS system. It will provide printouts of satellite transmissions that show, among other things, location and movement of weather systems as well as type and intensity of cloud cover.

United Press International will provide the "off-the-shelf" receivers, and install and maintain them under a \$1.6 million FAA contract. The contract price also covers the training of FSS specialists in the use of the equipment.

The data fed to the 61 FSS sites will be obtained from the Geostationary Operational Environmental Satellite (GOES) System, which consists of two satellites in stationary orbit. GOES is part of the larger National Operational Meteorological Satellite System.

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## Power Committee Formed

A National Power Committee, comprised of representatives from all FAA Regions, technical support groups, Program Engineering and Maintenance Service, Systems Engineering Service, the FAA Technical Center, and the Transportation System Center, has been established to investigate and recommend solutions for problems growing out of the agency's conversion to solid-state electronics. A primary concern of the committee is the fact that solid-state equipment is more sensitive to power disturbances.

As a result of this concern, the com-

mittee is currently working on specific tasks in the areas of (1) lightning protection, grounding, bonding and shielding; (2) standby power systems, power conditioning, and problem identification.

The committee will meet in workshop sessions twice a year. They will also periodically assess the quality and reliability of power at FAA facilities.

Members from headquarters are Anthony Froehlich, APM-530; Charles Gage, APM-150; Rodman Gill, APM-500; Murli Hasrajani, AES-100, Wilmer Hunter, APM-530 and Roderick Mason, APM-310.

## Minority Firm Gets Talking Computer Contract

The agency has awarded a \$20 million contract to a minority business firm for a computerized voice system that will provide weather information to pilots at 16 locations. Input Output Computer Services, Inc., of Waltham, Mass., will install and subsequently lease to FAA a nationwide system of talking computers that pilots can query for weather information through their touch-tone telephone.

The system, which was developed by FAA and tested in the Columbus, Ohio, and Washington, D.C., areas, is known as the Interim Voice Response System because it is expected to be in use only through September 1988. After that time, FAA will have a permanent version operating as part of the upcoming Automated Flight Service Station network.

According to the contract, the contractor will provide a central computer, which will store continuously updated weather information, and 16 remote units that the pilot will query for specific weather information. The central computer will be at Waltham, Mass., and the remote units at locations throughout the country.

## Flight Ban Eyed

Should flights be banned or limited over nuclear weapons production facilities in the interest of national security?

That's a question FAA is asking in an advanced notice of proposed rule-making that was issued because of the concerns of the Department of Energy and the national security council.

The FAA notice proposes the establishment of prohibited airspace at nine DOE nuclear facilities, which include Los Alamos, N.M., and Oak Ridge, Tenn. Helicopter flights would be banned entirely from these areas. Overflights of fixed-wing aircraft below certain altitudes also would be affected.

FAA is planning to hold a public hearing on the notice March 13 at its Washington Headquarters. Written comments also are being solicited.

## OPM Liberalizes Health Benefits Policy

The Office of Personnel Management has announced that Federal employees will be able to get immediate health benefits coverage for spouses who are laid off work and lose their own coverage. Previously, they had to wait for "Open Season" to obtain the necessary coverage.

The revised regulations, which OPM plans to issue shortly, also will benefit Federal workers who are covered only by their spouses non-Federal health insurance and are transferred for the convenience of the Government. They, too, will be able to apply immediately for Federal medical coverage if the transfer causes them to lose their health insurance. OPM guidance will be distributed to regional personnel offices as soon as it becomes available.

OPM also is liberalizing the rules governing life insurance coverage to allow some Federal workers who come back on the payroll after a break in service of 180 days or more to buy policies regardless of their health or age—even if they decline insurance when they previously worked for the Government. However, employees who returned since April 1, 1981, must sign up for this insurance before March 6. Additional information, is available from servicing personnel offices.

## Oldest Controller Retires

At the age of 64, the man who was FAA's oldest working controller has hung up his headset at the Nashville Airport Tower.

John Hettish spent his entire 24-year FAA career at Nashville, riding a motorcycle to and from work in all but the coldest weather. He was a favorite of former Administrator J. Lynn Helms who frequently cited him as an example of the "can do" spirit that has characterized the air traffic control workforce during the rebuilding program.

A long-time aircraft owner and a new boat owner, Hettish seems all set for retirement but first he has to paint his house in Murfreesboro, Tenn. He says he's been putting that off too long.



## Dulles Outgains National Bowlers Attention

The airline passenger growth rate at Dulles International Airport was double that for Washington National Airport in 1983 as FAA and local interests intensified their efforts to achieve a better balance in the use of the two facilities.

With 2.8 million air carrier passengers passing through the award-winning Dulles terminal building, the growth rate there was 17.3 percent when matched against the 1982 total. National's increase was 8.9 percent.

Dulles also recorded a 27.7 percent increase in air carrier operations during the year with the number of flights jumping from approximately 32,000 in 1982 to almost 41,000 last year. National showed a 6.5 percent gain.

In addition, Dulles recorded a healthy 41 percent gain in air cargo shipments whereas air freight was down two percent at National.

## Retirement List Reads Like Who's Who at FAA

Again, the headquarters retirement list for January reads like a page from Who's Who at FAA. We will not try to pick out familiar names, but will let our readers find their own.

### January Retirees are:

Harlan S. Hosler, AOA  
Robert C. D'Urso, ALG  
Lamar Trammell, ACS  
Carlos O. Segarra, and  
Elroy L. Nieweg, AMS  
Victor J. Onachilla, and  
John C. Slover, APT  
Donald E. Kemp, AFO  
Anne R. Baggs, AAD  
James E. Martin, ABU  
Bion R. Estabrook, AIA  
Dewey R. Roark, Jr., AGC  
James H. Muncy, APM  
Francis R. Schmidt, AVS.

Bowlers wishing to sign up for a short season, beginning March 8, or for the 1984 Winter Season, beginning in September, may do so at an organizational meeting to be held February 17 in Rooms 5 A&B. Information about the short and winter seasons will be available, and Atlantic City Tournament Committee members will be on hand to take reservations. For additional information call Darlene on 426-3854.

## Dole Kicks Off Black History Month

While kicking off Black History Month for the Department of Transportation in the FAA auditorium last week, Secretary Dole noted that, "DOT's observance this year focuses on the black legacy in the struggle for excellence in education." She went on to explain, "It is a rich legacy; one in which we can take pride and satisfaction. It is a story of many struggles and triumphs, countless heroes and heroines."

After mentioning the names of some of these heroes and heroines, she said, "Let us pay tribute, too, to the people whose names never appeared in history books." She concluded by noting that "our task is not finished and the struggle is not over, but together we will not fail."

Black History events scheduled for the next two weeks in room 2230 of the Nassif Building include: Film Festival, Feb. 16 noon; History of Jazz, Feb. 17, 12:30 pm; talk by Shirley Chisholm, Feb. 21, 10:30 am; Black Repertoire Theatre, Feb. 23, 1 pm; and a luncheon featuring Channel 9 Maureen Bunyan, at Bolling AFB, Feb. 29. Additional details will be included in next week's Intercom.

## Serving as Deputy

After the retirement of Normal Potosky, Office of Budget's Deputy Director, on February 3, Paul W. Peterson was designated to serve as Acting Deputy Director.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Donald Engen Recommended As FAA Administrator

Donald D. Engen, a retired Navy Vice Admiral and current member of the National Transportation Safety Board (NTSB), is Secretary Dole's choice to be the next FAA Administrator.

The Secretary announced Feb. 13 that she has recommended Engen to the President.

If, as expected, the President accepts the recommendation, he will formally nominate Engen for the post and submit his name to the Senate for confirmation.

Engen, who is also a former executive with Piper Aircraft Corp., where he worked for former Administrator Helms, retired from the Navy in 1978 as Deputy Commander-in-Chief of the U.S. Atlantic Fleet. During his 36-year Navy career, he gained broad experience in aviation and marine safety. He has flown more than 200 models of aircraft, including the Navy's first jets, and has logged a total of 6,000 flying hours.

Upon hearing that he had been recommended for the job, Engen said, "If President Reagan sees fit to nominate me, I would be honored to serve. I view the (FAA) Administrator's job as one of the most important in the aviation world."

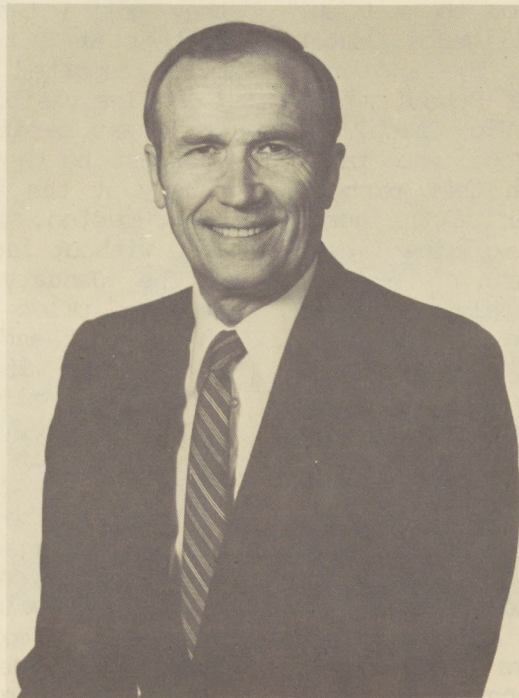
## Safety Inspector Force To Be Increased

FAA's corps of air carrier safety inspectors is to be increased by approximately 25 percent as part of the stepped up safety precautions that Secretary of Transportation Dole is recommending for

all forms of transportation. In announcing the increase during a National Press Club speech on February 13, the Secretary cited the recent grounding of three small airlines and said, "If more inspectors are needed to help keep an eagle eye out for safety deficiencies or infractions, we'll hire them."

FAA officials stated that in order to comply with the Secretary's proposal, over 100 new inspectors will be hired. At least 55 of these are expected to be on board by April 1, and the remainder should be hired by September.

This will bring the total number of inspectors up to the 1981 authorized level of 674.



Vice Admiral Donald D. Engen (Ret.)

## Flight Assists Up in '83

FAA's air traffic control specialists recorded only a slight increase in total flight assists last year, but they made each one count for considerably more. As a result, the number of people "saved" in these flight assists was up by more than 400 over the previous year.

Year-end figures for 1983 show 2,323 people on board the aircraft involved in the 1,005 flight assists. This compares with 1,899 persons and 959 flight assists in 1982.

Flight service stations continued to show the way with 459 "saves" in 1983, just slightly under the 1982 total of 462. Towers recorded 406 flight assists in 1983 and centers had 140. Their 1982 figures were 358 and 139, respectively.

## Keep FAA World Coming

FAA WORLD would like you to meet our man at the El Paso Intelligence Center that tracks down smugglers, the new manager of the FAA Executive School who's replacing the legendary Vic Onachilla, the agency's man in Europe who talks about job opportunities in that part of the globe, and the manager of the human relations program who explains where we're going with that effort.

But if you've moved lately, you need to make sure the WORLD moves with you. The home address used by the agency to mail WORLD is the same one used for mailing W-2 income tax forms every December.

The list is normally canvassed each November, but if you want your address corrected sooner to keep WORLD coming, you will have to initiate the change yourself.

Ask your time and attendance clerk for FAA Form 2730-18, "Payroll Address Information," and complete items 1 and 2 only (items 3 and 4 are for changing the mailing address of paychecks). The T&A clerk will forward the form to payroll for processing.

## Winter 'Saves' Feature Planes Caught on Top

Winter is just another way of saying "nasty weather" in most parts of the country, which probably accounts for the remarkable similarity of the Air Traffic Service's "outstanding flight assists" for the months of December 1983 and January 1984. In both instances, the pilots flew into hazardous weather conditions and needed help from air traffic controllers to put their airplanes safely on the ground.

The December "save" involved a single-engine aircraft that was low on fuel and unable to land at the College Station, Texas, Airport because of adverse weather. That's how supervisory controller Curtis N. Lee and controller Edwin Ingalls at Houston Intercontinental Airport got into the act.

Their first priority was to find a place for the troubled plane to land so they got a Lear jet to check out the weather at a nearby airport. When the pilot reported a 1,000-foot ceiling and two miles visibility, the distressed aircraft was carefully vectored through the overcast to the approach end of the main runway at the David Wayne Hooks Airport near Houston. From there a landing was made without incident.

The January save involved another troubled pilot who was caught on top of an overcast and low on fuel. This time controllers Mark Stevens and Robert Schultheis at the Portland (Oregon) International Airport had the job of getting the single-engine aircraft down safely.

However, they found that there were no cloud openings in the area, so they advised the non-instrument rated pilot that they would vector him through the overcast. Following the controllers' directions, the pilot broke out of the clouds 15 miles north of the Portland Airport and, subsequently, was guided down to the runway.

During December and January, 151 flight assists were reported in the system. Flight service stations were responsible for 41, terminal facilities for 82, and centers for 28. There were 401 persons on board the aircraft involved.

# The FAA Mini-City Provides Service

# Headquarters Intercom



"Ouch," Thelma Bagley, ALG, said automatically as FAA Clinic nurse "Sam" Hart gave her a shot.

FOB-10A, the FAA Headquarters building, is more than just a place to work. It's a place to stay healthy, a place to find the tools to do the job, and a place to learn the latest state-of-the-art as well as the background for today's challenges.

All these things are available in the clinic, the loan pool, and the Property and Services Branch of ALG and in the library. Of course, meals, snacks, hair cuts, and manicures for those so inclined are also available in this mini-city where FAA lives and works.

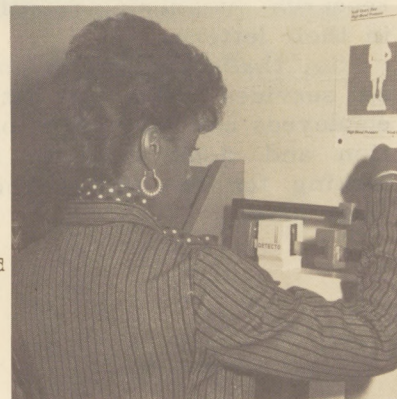


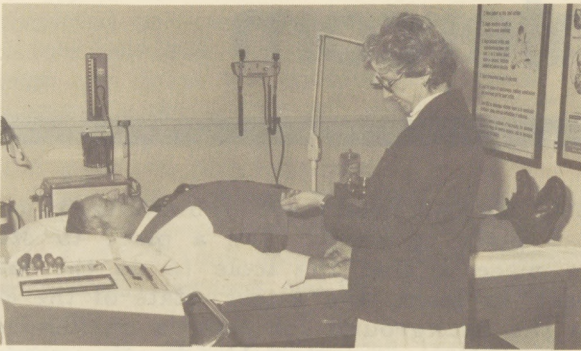
"Sam" gets Darlene Osborne, AAM, ready for the Glaucoma eye test.

According to Clinic Nurse "Sam" Hart an average of 50 people a day drop in to the third floor clinic for a variety of services.

The most popular item in the clinic's repertoire is the blood pressure test. Another stand-by is the allergy shot, and scores of employees stop in to check their health and weight on the "truth-in-weighting" scales by the clinic door.

For her own good health, Loretta McNair checks her weight on the Clinic's "no springs" scale.





Clinic nurse "Sam" Hart checks Carl Steins', AAS, heart in the emergency room.

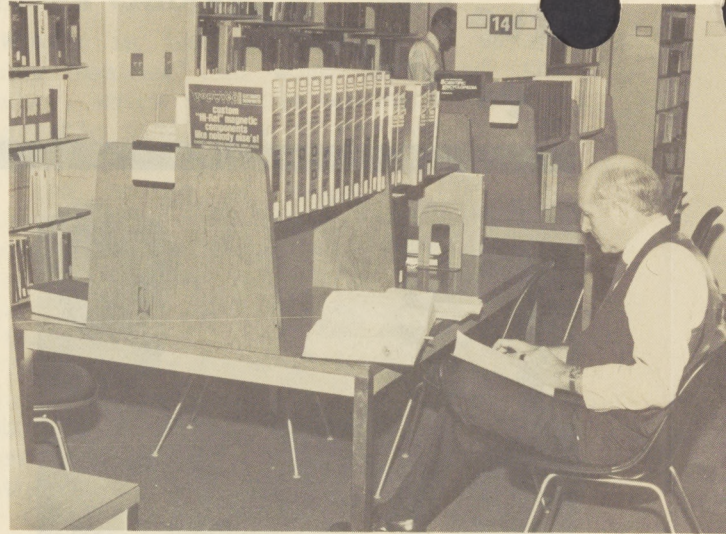


One of the many blood pressure clients is Wayne Startup, AAA. Here "Sam" does the honors.

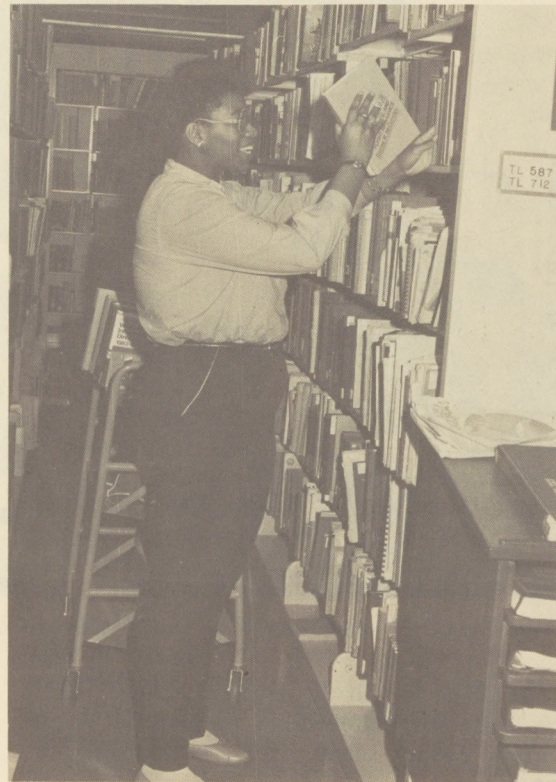
On the other hand, at the first floor loan pool the most often requested item is the overhead projector. Also always in demand is the video cassette. In this case, demand often exceeds supply so it's a good idea to reserve this equipment ahead of time.

The librarians, however, spend much of their time helping FAAers find answers to research questions or confirm facts used in their letters.

So, that's the way it goes in FOB-10A as services keep up with needs, and employees can stay right on the reservation and don't have to search around looking for the things they need to do their jobs.



Ronald Fandrick, AAT, finds work space and the materials he needs for a technical research project.



Library technician Sharon Beale puts references in order as she shelves books.



Between walls they find the materials they need for their projects.



ials he needs for



Librarian Bill Bays uses a computer to track down technical reports.



Linda Czajka does manicures in the second floor "Hairmetrics" shop.



en walls of current and historical periodicals, FAAers study projects.



Library technicians Victor Hanson and Margaret Swann take care of the technical reports index.



Mark Napoli (L) and Elliott Dempsey of the Loan Pool check TV receiver before it goes out on loan.

Elliott Dempsey of the Loan Pool inspects a 16 mm projector before loaning it out.



Diane E. Proctor, Property and Services Branch, hands "G" car keys to borrower John O. Powers, AEE.

Sharon T. Fletcher of the services branch gets a typewriter repair request over her much-used phone.



## Codes Can Be Checked Civil Rights Reminds

The Office of Civil Rights reminds us that a racial/national origin code has been entered into confidential Civil Rights records for each employee. Any one wishing to determine his or her code and/or correct it may do so by writing to ACR-1.

## Ultralighters Cite FAA

Former Administrator J. Lynn Helms and a group of FAA employees have been recognized for their efforts to improve the safety of ultralight flying.

Besides Helms, FAAers cited by the ultralight magazine "Glider Rider" were: Bernie Geier, Manager, General Aviation and Commercial Division, Office of Flight Operations; and two of his branch chiefs, Art Jones and Michael Sacrey, and one of his operations specialists, Gary Perkins. Also cited was Ken Peppard, a specialist in the Airspace and Air Traffic Rules Branch, Air Traffic Service.

In addition, the magazine honored FAA's bi-monthly safety publication FAA General Aviation News, which is edited by David Gelfan. It was cited "for contributing to the education of ultralight pilots and for educating general aviation pilots about ultralights."

## Hatch Act Spells Out Political Do's and Don'ts

The Office of Labor Relations notes that in this election year it is vital for employees to remember that certain political activities in both primary and general elections are governed by the Hatch Act.

This Act spells out what Federal employees may and may not do as far as elections are concerned. We can, of course, register and vote and help to register voters or help candidates as long as it is on a nonpartisan basis. We may wear political badges and attend political meetings, but we should not

## FAA Contest Winner Gets Kudo From Governor

The first state winners of FAA's Aviation Education Essay Contest now are being announced with some of the high school essayists, like the New Mexico winner, receiving personal congratulations from the State Governor.

That's what happened to Sandra Shoaf of Alamogordo, N.M. Besides being congratulated by Governor Toney Anaya, she received a plaque from him for her essay entitled, "The Importance of Aviation to our Society." Sandra's essay now will be automatically entered in the regional competition. A victory there would give her a shot at the \$5,000 Grand Prize Scholarship Award.

Regardless of what happens, she intends to make a career in aviation. She already has been nominated to the Air Force Academy.



New Mexico's Governor Toney Anaya presents a plaque to FAA Aviation Education Essay Contest winner Sandra Shoaf of Alamogordo, N.M., for her winning essay, "The Importance of Aviation to our Society."

speak at these meetings. By the same token, we can contribute money to a candidate, but should not collect contributions or sell tickets at political fund raising functions. Essentially, the act says that Federal employees must be nonpartisan.

## Headquarters News



### All Bomb Threats Taken Seriously

In the past several weeks there have been a number of bomb threats on Government occupied buildings. Because of this the Office of Associate Administrator for Administration wants employees to be assured that all bomb threats are taken seriously in spite of the fact that many threats turn out to be false alarms. When a threat is received, the first floor guard station becomes the building command center, and search procedures are started immediately.

If a full or partial evacuation of the building is necessary, employees will be advised by the building alarm, public address system, floor warden organization, or law enforcement and security personnel. If exit procedures differ from normal fire drills, special instructions will be given as the alarm is sounded.

If advised of a bomb threat, employees should avoid aimless wandering and avoid leaving their work areas without proper instructions.

While maintaining close coordination with the Human Resource Committee, the Office of Civil Aviation Security is taking the lead to review all procedures in this area and to determine the best way to distribute appropriate information on the subject.

### Temperatures Set

The summer of '84 may be the best ever for Washington Headquarters employees. That's because GSA has awarded a contract to install automated controls on the heating, ventilation and air conditioning system in FOB-10A. The new controls will automatically adjust temperatures throughout the building. Installation is currently underway and is scheduled to be completed in May.

### Pay Slip Problem Being Corrected

Pay slips for headquarters employees were delayed last week because of unforeseen processing problems in Atlanta. The Office of Accounting has advised us that the problems are being reviewed and appropriate safeguards are being taken to assure on-time delivery of earnings and leave statements in the future.

### Turning Off Lights Is Paying Off

According to GSA, turning off the lights in FOB-10A is paying off. Since the energy conservation article appeared in the July 19th Intercom, there has been a substantial reduction in energy consumption.

For those of you who remembered to turn off the lights, we all thank you. For those offices that remained lighted, this is just a reminder to ask you to please turn off the lights before you leave your office. It is your tax dollar that is paying for this waste of energy.



Cindy Zook, AEE, gets a letter of appreciation from Deputy Administrator Fenello as she leaves her position as Chairperson, Headquarters Human Resources Committee to assume responsibilities of the assistant human resource specialist for one year in headquarters.



U.S. Department  
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# Headquarters Intercom

## Agency Updates Engine Certification Rules

The agency has amended FAR Part 33 to update and streamline the certification requirements for aircraft engines. The new rules will help to increase engine reliability by taking full advantage of the latest state-of-the-art engine technology and in-service experience.

At the same time, the amendments further the President's Regulatory Reform Program by simplifying a number of technical requirements, eliminating unnecessary rules, and removing administrative burdens.

One way the new rules improve safety is by requiring that turbine engines used on small aircraft be able to contain parts that break away from the core of the engine in the same way that the engines now used on large aircraft must contain these parts. Another new safety measure requires that structural parts of the aircraft that are located in front of a turbine engine in the path of the airflow to that engine be subject to the same standards for resisting damage when hit by foreign objects, such as birds, as the engine itself. This is to prevent parts from being knocked loose and sucked into the engine. FAA World will have an article on the subject in a spring issue.

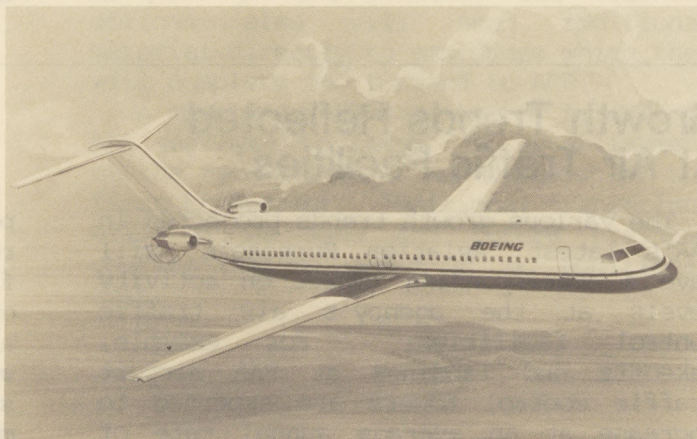
## Steady Growth Seen By Aviation Forecast

Aviation growth and more growth is predicted by the latest FAA "Aviation Forecasts."

According to the report, the nation's airlines are expected to increase passenger enplanements at an annual rate of better than 4.6 percent over the next 12 years and pass the 500 million mark in the early 1990s. The forecasts note that this growth trend already is underway and the major U. S. airlines flew more passengers more miles in FY 1983 than ever before surpassing the previous records set in 1979.

During the forecast period, commuter airlines are projected to grow at the even faster rate of 7.4 percent. This would produce 46.1 million passengers in FY 1995, more than double the FY 1983 level of 19.5 million.

Concerning general aviation, the report sees steady increases in aircraft sales and flight activity throughout the forecast period. Although sales of general aviation aircraft have declined (See page 2)



At the Forecast Conference held in Washington, Feb. 23, Boeing Vice President John M. Swihart predicted the emergency of highly fuel-efficient, counter-rotating turboprops, like shown here.

## Aviation Forecast (From Page 1)

in recent years, the forecasts predict "sustained growth close to historic levels" with the general aviation fleet growing from the present level of 210,000 aircraft to 287,000 in 1995.

Contributing substantially to this increase will be the rise in the number of turbine-powered planes, a trend which reflects the growing use of general aviation aircraft in business. From now until 1995, the number of turbine-powered aircraft is expected to grow at two and a half times the rate of piston-powered planes. The total is expected to reach 18,000 by 1995, just about double the present number. Similar growth is forecast for turbine-powered helicopters which are expected to increase from 3,700 in FY 1983 to 8,400 in FY 1994.

"Aviation Forecasts" was prepared by the Planning Analysis Division of APO, under the directing of Acting Manager Marvin Olson, and Gene Mercer, Manager of the Forecasting Branch.. The following persons were responsible for individual subject areas:

Commercial Air Carriers - Robert Bowles  
Commuter Air Carriers - Charles Moles  
General Aviation - Arnold Schwartz  
Helicopters - Thomas Henry  
FAA Workload Measures - Arnold Schwartz  
and Robert Bowles  
Statistical Assistance - Virginia Price  
Text Preparation - Earline Burgess

## New Method Devised For Airmen Tests

The agency has devised a new more efficient, money saving system for giving airmen written tests, beginning March 1.

Under this system, over 60 test question books and advisory circular test guides are being combined into 12 master questions books, one for each exam area. These areas include private pilot, commercial, instrument, instructor, and so on.

The new books will be available to both the applicant and the examiner. Applicants will use them as study guides and examiners in administering the tests.

When taking a test, an applicant will be given a question book and an individualized question selection sheet. This sheet will require the applicant to answer a selection—about 80—of the 1,000 or so questions in the question book.

When the test is completed, the answer sheet will be sent to the Airman Certification Branch at the Aeronautical Center for grading. That office will report back to the applicant giving the test score and listing the questions answered incorrectly.

In addition to the test question books, at least four new practical test guides will be available to airmen studying for written tests. The new Private Pilot Practical Test Book will be published soon and will be followed by guides for the commercial pilot test, airline transport pilot test, and combined instructor/instrument rating.

## Growth Trends Reflected At Air Traffic Facilities

The various growth trends projected in FAA's latest "Aviation Forecasts" will have a corresponding impact on activity levels at the agency's air traffic control facilities. For example, takeoffs and landings at FAA airport traffic control towers are expected to increase at an average annual rate of five percent, going from 57.2 million to 95.6 million in the FY 1984-1995 forecast

period. Meanwhile, flights handled by air route traffic control centers will rise from 31.2 to 42.6 million—a growth rate of 3.1 percent per year. Similar gains are forecast for flight service stations with pilot briefings and other flight services jumping from 60.7 million to 90.8 million.

## First Hires Planned In Airway Science Program

The agency plans to hire up to 25 individuals who responded to the first Airway Science Program job announcement. In all, 802 airway science college graduates, or those with equivalent backgrounds, answered the announcement issued last fall. Since many of these opted for more than one occupation, a total of 1,172 positions were applied for.

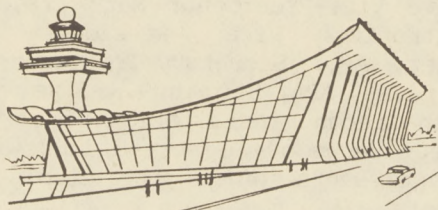
Of those who applied, over 400 were rated as eligible for further consideration.

Of the 25 that the agency plans to hire, approximately one half are expected to be graduates of universities with recognized airway science curricula. Other hires will have an equivalent background.

Jobs to be filled by these candidates are distributed throughout the agency and, in most instances, candidates will be employed in geographic regions for which they have stated a preference. Similar job announcements are expected to be issued semi-annually.

## Shea to Stay On

Associate Administrator for Airports, William Shea, who was planning to leave his post and step into a Tech Center job, has been asked remain in his present post by Acting Administrator Fenello. By remaining on the job, Shea will ensure the continuity of several airport projects during the transition period to a new Administrator.



## Airport Delays Drop in '83

The rate of airport delays at the 22 major hubs dropped sharply in 1983, averaging only half of what they were during the previous year.

FAA figures show the number of delays per 1,000 operations at the 22 locations was down from 40.7 in 1982 to 20.5 last year. LaGuardia, Chicago O'Hare, and Atlanta were among those having the best record of improvement. Only three airports—Denver, St. Louis, and Newark—had higher delay rates last year.

At the same time delays were dropping, traffic was increasing at most of the 22 airports. The aggregate increase was seven percent when compared with 1982. Moreover, the 1983 operations total was only one percent less than 1980, the last complete year before the PATCO strike.

## FAA Training Courses Equal College Credit

A number of FAA training courses have been recommended for specific college credit by the American Council on Education (ACE). This allows FAAers to apply their agency-sponsored training in pursuit of educational goals at the college level.

To obtain a transcript of their FAA training courses that have been recommended for college credit, employees should write their training branches (supplying their SSN) and ask that a copy of their training history be sent to ACE. As part of the process, the training offices also will send additional material directly to employees which they will complete and forward to ACE.

A charge of \$25 is levied by ACE on the employee to cover the establishment of the record as well as the cost of the first transcript. Additional transcripts will be \$5 each and future training courses can be added at no additional cost.

## Headquarters News



### IRMP Participants Honored

In November 1982, the Administrator directed that a long-term Information Resources Management Plan (IRMP) be developed, to integrate overall agency information requirement into a single coordinated plan.

In one of his last acts as the FAA Administrator, J. Lynn Helms recognized the achievements of those involved in the preparation of the plan, by presenting Certificates of Achievement to 42 agency employees for their efforts. The recipients from AMS were:

Edward T. Harris, Frederic C. Osgood, Millard F. Bohler, John D. Hospital, Margo L. Inskeep, Ruth S. Levenz, Ralph N. Straley, James M. Faber, Agnes E. James, Viola S. Jones, Amy Lai, Sharon Long, Toni Williams, Hubert E. LaCroix, Nicholas L. Soldo, Elroy L. Neiweg, Russell Robertson, and James M. Faber. Also honored were: Marisue C. Prince, ASF; Joseph R. Demeo, David H. Johnson, ADL; Thomas P. Kossiaras, AVS, Ginger Levin, ARP; Jocelyn Nakashima, and Beauford, A. Bancroft, AAT; Joe Anderson, ALG; Alan Armstrong, APT; Henry Brown, ASF; George B. Fineberg, AAA; Thomas G. Hammans, ADL; Michael J. Harrison, AAS; Heinz Hellebrand, AWS; Chester L. Longman, AFO; Bradley D. Pearson, ASF; Elizabeth A. Walker, ARP; Richard Brindley, AAL; Raymond H. Corley, Ruble G. Garner, Mark Lewis, and Durrell Treadway, AAC; Lindale Smith, AWP; John G. Larsen, ASO.

### Counseling Briefings Set

As mentioned in a previous issue of Intercom, briefings on the Employee Counseling Assistance Program are being planned. The briefings will be conducted by members of the Urban Resources Consultants Firm and will be held in the auditorium on March 12 and March 19. The managers' and supervisors' sessions will be from 9:30-11:30 a.m. and the employees' from 2-3 p.m. Along with the briefing session, attendees will receive a brochure that will explain the program in detail.



Ruby Jones, 1984 president of Speechmasters 2996 club of Toastmasters International, prepares to take the gravel of office from outgoing president Phillip Leach.

### FAA Toastmaster Club Installs New Officers

Ruby Jones, ASF, is the new president of Speechmasters 2996 Toastmasters. Other officers of the group, which provides experience in better communication and leadership, are: Larry Silvius, APO, Executive Vice-President; Mark Erb, AMS, Administrative Vice President; Ken Geisinger, APO, Secretary-Treasurer; and Gerald Lavey, APA, Sergeant-at-Arms.

At the recent installation of officers a buffet luncheon was served following a special presentation to the club's past presidents.

The public is welcome at meetings, which are held the first and third Tuesdays of each month from noon until 1 p.m. in rooms 5AB of FOB-10A.





U.S. Department  
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# Headquarters Intercom

## First 737-300 Flies



With its new engines generating 21,000 pounds of thrust, the redesigned Boeing 737-300 begins to rotate on its first-flight takeoff roll.

The new version of the Boeing 737—the 300—successfully completed its first flight Feb. 24. According to Hugh E. Waterman, manager of FAA's Seattle Aircraft Certification Office, the stretched passenger jet has been substantially changed, it is easy to tell from the older versions and is much quieter than its predecessor.

Besides the elongated airframe, the Pratt and Whitney JT8D engines used in the older version have

been replaced with CFM-56 powerplants, which are built by General Electric and France's SNECMA and produce 21,000 pounds of thrust each.

Waterman said that he estimates 20,000 to 25,000 man-hours will go into certificating the 300 version. He said FAA test pilots will probably log over 300 flight hours in the "almost like new" plane starting this summer. He added that he believes FAA will be able to meet Boeing's Nov. 14 certification target.

## Top 1983 AF Sectors Named

Airway Facilities sector offices in King Salmon, Alaska, and at the Salt Lake City ARTCC have been named "National Sector of the Year Award" winners in their categories. Martin T. Pozesky, director, Program Engineering and Maintenance Service, announced that King Salmon won the top spot in the general NAS category and Salt Lake City in the en route center category.

The two winners were selected from a group of regional winners which exhibited the highest standards of performance in maintaining the complex equipment used in air traffic control.

The Salt Lake Sector is responsible for maintaining facilities in a rugged 325,000-square mile expanse of desert and mountains. During 1983, besides providing superb maintenance service, the sector provided national leadership in the establishment of the National Airspace Data Interchange Network (NADIN) and the establishment of a 24-hour-a-day public relations program.

This is the second year in a row that (See page 3)

## FAA Flies Security For Space Shuttle

If you watch your TV screen very carefully during the next space shuttle "shot," you might notice a couple of Beechcraft Barons flying about. The Barons are security aircraft, manned by FAA pilots from the St. Petersburg, Fla., Flight Standards District Office (FSDO). Their job is to keep other aircraft out of the restricted area while the shuttle is blasting off or landing at Cape Kennedy.

During the February 11, landing at Kennedy, these planes were flown by principal operations inspectors Thomas Inglima and Dunton Wyatt. Riding as an observer was inspector Bob Simmons, who recently transferred to St. Petersburg from Albany, N. Y.

Inglima said that they often carry observers on the security flights. "However," he said, "usually they are volunteers from area air traffic facilities." He went on to explain that the planes they fly are rented from local airports, and the Baron is the best of those they have tried to date.

He noted, "Our principle job is to keep the area clear. Most pilots cooperate and leave the area when they see us wiggling our wings at them. We have a big FAA sign on our planes. But there are some pilots who still try to penetrate. We've had to file violations against six or seven of these, including a pilot who had his license for only three days."

"It's interesting work," he added, "and sometimes we get a good view of the shot. At other times we've been off chasing someone and have missed it completely."

## Special Inspection Planned

In response to Transportation Secretary Dole's announcements of stepped-up FAA inspection programs, the agency is preparing to initiate a special two-phase National Air Transportation Inspection (NATI). All available inspectors, including supervisors and managers from field and regional offices and FAA Headquarters, will participate in the all-out effort.

During the first phase, which was scheduled to begin March 4 and last three weeks, inspectors will concentrate on finding trends and potential problem areas. Phase II will be based on the data generated by Phase I inspection summaries and is scheduled to begin April 1.

If during Phase I, inspection reports of an air carrier indicate deficiencies that require immediate action, a Phase II type special emphasis inspection will be initiated immediately.

Phase II of the NATI Plan provides for the conduct of in-depth inspections of particular air carriers or for additional inspections and/or analysis of selected segments of the industry.

## The Way We Were

Twenty years ago (March 27, 1964), the "Good Friday" earthquake rocked Alaska, destroying the control tower at Anchorage International Airport, killing one agency employee.... Twenty-four years ago (March 15, 1960), the "Age 60" rule went into effect prohibiting anyone from serving as a pilot in air carrier operations after reaching his or her 60th birthday.

### GIORGIO



BY GEORGE HAESSLER

## Engen to be Nominated By President Reagan

President Reagan has announced that he will nominate Vice Admiral Donald D. Engen as the next FAA Administrator. Engen was first proposed by Transportation Secretary Dole for the Administrator's position.

Engen, who has been on the National Transportation Safety Board (NTSB) since June 1982, is considered a staunch safety advocate.

## Annual Leave Permitted Even if Comp Time on Books

Effective immediately, the Uniform Payroll System will permit the use of annual leave even though an employee has a compensatory time balance. The practice of automatically charging compensatory time balances when annual leave was recorded on the Time and Attendance Report, except during the last three periods of the leave year, has been discontinued.

However, the timely use of compensatory time is the responsibility of both the employee and supervisor; compensatory time is to be scheduled and used before annual leave, except when the use of compensatory time would result in the loss of accrued annual leave at the end of the leave year.

## Three More AFSS Sites Selected for Lease

Three more automated flight service stations have been approved by the agency. They are: Wichita, Kan., and Riverside and Long Beach, Calif. At all three sites, new buildings will be constructed and leased to FAA.

These stations are the 33rd, 34th, and 35th sites of the 61 to be selected by the agency.

## Sectors (From Page 1)

the King Salmon sector has won the regional award. The sector continues to overcome complicated logistic problems and severe weather while providing highly reliable maintenance. In addition, in spite of the harsh environment, the sector is a leader in human relations and was asked to lead a group workshop in this area because of their "demonstrated success in dealing with problems of this type."

All in all, they were both outstanding and will receive their awards in April, when all sector personnel will receive personal certificates of achievement.

Other Sector of the Year regional winners were:

### NAS

Albany, N.Y.  
Cleveland, Ohio  
Grand Island, Neb.  
Memphis, Tenn.  
New Orleans, La.  
San Diego, Calif.  
Windsor Locks, Conn.

### ARTCC

Boston, Mass.  
Cleveland, Ohio  
Houston, Tex.  
Memphis, Tenn.  
N.Y. TRACON

## Bridgeport FSS on Line

The Bridgeport, Conn., FSS, which is the first of the agency's consolidated flight service stations in New England, began operations March 3. The new station, which is housed in a building leased from the city, consolidates FSSs previously located at Boston, Mass.; and Windsor Locks, Conn.; into the single facility.

Initially, it will operate with equipment similar to that used in other FSSs. However, before the end of the year, the new state-of-the-art automated equipment that will turn it into an automated flight service station (AFSS) is scheduled to be delivered.

The station is staffed by 72 employees, including 66 air traffic control specialists (ATCSs), and up to five more ATCSs are expected to be added in the next few months. Within the next year, these FAAers are expected to provide more than one million services to pilots in southern New England.

## Headquarters News



### Garage Rules Change

In order to improve security, control access, and monitor contractor performance, several changes in the operation of the DOT and FAA Headquarters parking became effective March 1.

During normal duty hours, parking attendants shall require each vehicle entering or leaving the garage to come to a complete stop to check parking permits and accommodate visitors. During security hours, a physical barrier will block garage entrances. This will be removed when you sound your horn and show the attendant a valid parking permit or valid DOT identification card.

Security hours are in effect at all times on weekends and in FOB-10A (A level) from 7 p.m. to 6:30 a.m. Also, barriers will be removed a half hour prior to shift changes and will be replaced a half hour after shift changes. The B level will remain closed at all times during security hours.

### On the Way Up

The many Headquarters employees promoted in December and January included: Patricia P. Carlton, AAD; Janice M. Vitko, James W. Myers, George G. Bobik, Karen Y. Myers, Irene Underdue, David M. Archung, Dennis E. Davis, David K. Thompson, Kimberly L. Lydon, and Robert Bartanowicz all of AAT; Darlene M. Osborne, Walter P. Condon, and Barbara J. Watson, AAM; Lucretta D. Jones, ACS; Linda S. Cahow, Glenn G. Yotti, Gladys A. Jeffries, Paul J. Adams, Arthur L. Hansen and Salvador Roditi, AES; Genetta Digman, AEU; Ronald L. Page, AMS; Monica Russell and Denise Hall, AGC; Deborah Williams, API; Cynthia Pearson, Maria Harrison, Kyle R. Graybeal, Thomas A. Morgan, Richard Coffelt, Veronica L. Bland, Judith Schermerborn, George E. Brown, and Joseph Brown, APM; Pamela B. McCree, Charlene Brown, and Julius Ganoza, APO; Francis McCabe AIA; Kristi Tottan, ALG; Sherrie Angel, Mark Rosenthal, Geraldine Cappello, and Fred Phillips, APT; Lenora Jordan and Kenneth A. Parrish, AVS; and Barbara A. Burkhard, AWS.

### ATS Wedding Bells

Happiness abounded on February 17 when Air Traffic Service employees took their lunch hour to witness and help celebrate the marriage of two air traffic control specialists, Nancy Murdock and Dan Lathey. Nancy is in the Human Relations and Communications Branch, and Dan is in the Training Requirements and Certification Branch, both of Air Traffic's Resource Management Division, AAT-700. That division sure practices it's human relations!

Incidentally, they're both good security risks. They kept their courtship a secret, and their wedding announcement came as a surprise to most of their friends.



Air Traffic's bride and groom, Nancy Murdock and Dan Lathey take their wedding vows.

### Elevators Get New Carpet

The red carpet in the FOB-10A elevators definitely did not come from an airplane floor as some rumor mongers are telling gullible employees.

Actually, Acting Administrator Fenello ordered the carpet to improve the working environment and raise morale in the building. According to building manager Ed Neff, the red was selected because it is distinctly an FAA red.



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# Headquarters Intercom

## FAAer's Son Skied in Olympics

FAAers at the Minneapolis Center, both AF and AT employees, watched and listened with special interest to the Olympic games at Sarajevo, Yugoslavia, this winter. Todd Boonstra, the 21-year-old son of AF crew supervisor Gordon Boonstra, was participating in the Nordic ski events.

Todd got to the Olympics by winning high school and college championships. In addition, last year, as the youngest member of the U.S. men's cross-country ski team, he won a bronze medal at the University Games in Sofia, Bulgaria. This was the highest finish ever made by an American in the World University Games.

He didn't win a medal at Sarajevo, but he was one of the youngest skiers in the 15-kilometer cross-country race and finished in the middle of the pack. Anyway, for Todd, it was all part of his training, because what he's really shooting for is the 1988 Winter Olympics in Calgary, Canada.

To help him toward this goal, the Minneapolis technicians and (See page 2)

## New Airport Rule Will Cut Restrictions

The agency is dropping strike-related landing restrictions at Denver Stapleton, Chicago O'Hare and New York's LaGuardia Airports on April 1, as the air traffic control system continues its recovery. This means that after this date, the strike-related quotas will be in effect only at Los Angeles International. At that location, they will be continued until

Aug. 26, because one of the airport's four main runways will be closed for strengthening and because of increased traffic caused by the Summer Olympics.

At O'Hare and LaGuardia the slot quotas will be replaced by a less restrictive "high density" rule, which is designed to match traffic demands at the two airports to available capacity. Under this rule, increased operations will be permitted at both airports. At New York's Kennedy Airport, the rule will cause



The world's busiest airport, Chicago O'Hare, will be rid of strike-related restrictions by April 1.

virtually no change in total operations. In addition, hourly slots will be redistributed at the airports to give commuters a larger share.

Originally adopted in 1969, the first high-density rule was superseded by the strike-related quota system in Aug. 1981. FAA will review the rule again this fall and eliminate any unnecessary restrictions by Jan. 1, 1985.

The rule will be discussed at a public meeting on March 13.

## NMACs Down In Post-Strike System

One way of judging the safety of the post-strike air traffic control system is to count the number of near midair collision reports (NMAC) and, on that basis, the system appears to be working well.

According to Henry Brown, who tracks NMAC reports in FAA's Office of Aviation Safety, the number declined almost 50 percent in the first two years following the strike, as compared with three years preceding the walkout. Total NMAC reports dropped from an average of 542 per year in the Aug. 3, 1978 - Aug. 2, 1981, period to a yearly average of 279 in the Aug. 3, 1981 - Aug. 2, 1981, time frame.

In a paper presented at the Navy Safety Center in Norfolk, Va., Brown also noted an even sharper decline in the number of critical NMACs in the post-strike system. It was down almost 57 percent from an average annual figure of 125 before the strike to 54 per year following that event.

## Time Running Out On Noisy Jets

FAA has alerted operators of older, noiser jets, such as the Boeing 707 and McDonnell Douglas DC-8, that time is running out on the use of these aircraft in U.S. airspace and that they need to move quickly if they want to try for an exemption to keep them flying.

Effective Jan. 1, 1985, FAA will require all large turbojet aircraft, with certain exceptions, to meet the noise criteria in Part 36 of the Federal Aviation Regulations. This will have the effect of grounding 707s and DC-8s that have not been retrofitted with new, quieter engines or sound-absorbing nacelles.

Although FAA has no plans to extend the January 1 deadline, operators may file an exemption request if they believe they have a unique situation which would justify such action. The cut off point for filing exemption requests is April 1.

## Summary Of Benefits Coming

To help employees and their families understand how Federal benefit programs provide them with financial protection, FAA is developing a comprehensive annual summary of information on these programs. Presented in a convenient fold-out format, the summary will show employees which benefits take effect as a result of various events in their lives, such as illness, disability, retirement, and so on.

Early in April, all FAA employees in positions that qualify for Civil Service retirement will receive this personal summary statement of benefits. This statement will be mailed to their address of record and will provide a personalized summary of benefits and employment compensation.

Additional information about this special summary will be provided in future Intercoms.

## FAAer's Son (From Page 1)

controllers have started a "Support-A-Skier" fund. Tax-free contributions should be sent to Archie Whitaker, Minneapolis ARTCC, 512 Division Street, Farmington, Minn. 55024.



## Foster Back At Work

Looking trim and fit, Northwest Mountain Region Director Charles R. "Chuck" Foster is back on the job and wants to thank everyone at FAA who sent him a "get well" card when he was recovering from his heart attack. "I never knew there were so many different kinds of get well cards," he said. "I got hundreds and I only found two that were duplicates." Chuck added that he originally tried to respond to those who sent him cards but had to give up when the volume became so heavy.

## Braniff Startup Is Aviation's Biggest

With the help of air traffic controllers and a small army of FAA safety inspectors, the new Braniff Airlines pulled off the biggest single-day start-up in aviation history on March 1.

On that first day, the airline's fleet of Boeing 727-300s with their new paint schemes took off from Dallas/Ft. Worth and logged a total of 146 flights. FAA inspectors from five Southwest Region Offices rode on 74 of these to insure that pilots followed prescribed rules and procedures. The inspectors were drawn from district offices at Tulsa, Oklahoma City, San Antonio, Houston and Dallas.

No maintenance problems were encountered throughout the day, according to Dallas/Ft. Worth Air Carrier District Office manager George House, who said, "this was not surprising." He noted that he and his inspectors have been working with Braniff on a daily basis throughout the shut-down period to make certain maintenance and training were kept current.

## FAA Applauds ICAO Vote

U.S. officials have applauded an International Civil Aviation Organization (ICAO) resolution condemning the shooting down a Korean Airlines flight last September with the loss of all 269 on board.

The agency's Associate Administrator for Policy and International Aviation, Donald Segner, who headed the U.S. delegation to the meeting of the ICAO Governing Council in Montreal, said the March 6 vote fulfilled the organization's responsibility for the safety of international aviation.

"The world can now be assured that such attacks against a civilian airliner and its innocent passengers will not be condoned, no matter who is the perpetrator," Segner added. "ICAO itself will be strengthened by the evidence of its abil-

## FAA Getting Ready For New Orleans World Fair

The New Orleans World Fair which opens in May, is possibly the best kept secret in America. But FAAers in the "Crescent City" aren't counting on it remaining so and already are getting ready for the influx of traffic expected when the fair begins a six-month run on May 12.

Moisant International Airport Tower Deputy Manager, Charles Shuler, does not anticipate the establishment of any restricted zones in the New Orleans area. However, he said, the tower is sending out a letter to airmen patterned after the one distributed by the Knoxville Tower for the 1982 fair in that city. It will include a special map and special radio frequencies to be used by planes flying into the area as well as reminders of such things as minimum safe altitude and collision avoidance responsibility.

Also, the hours of operation at the Lakefront Airport Tower, where most of the non-airline traffic is expected to land, will be extended from 10 p.m. to midnight from May 1 to December 1.

In addition, FAAers are devising plans for landing traffic at downtown heliports even though the new, permanent Central Business District Heliport is not expected to be ready for business until mid-July. In the interim the roof of an elevated parking lot for the Superdome will be used.

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ity to deal with technical matters on their merits, despite severe political pressure."

The ICAO Council adopted a U.S. resolution accepting a staff report that found the Soviets did not try hard enough to identify the airliner before shooting it down. The report also found that there was no evidence to support the Soviet claim that the jetliner was on a spy mission.

## Headquarters News



### Ground Schools Offered

The FAA Flying Club will conduct Private Pilot and Instrument ground schools starting this month. The Private Pilot course will be conducted Tuesdays and Thursdays beginning March 20 from 6:30 p.m. to 8:30 p.m. for seven weeks in conference rooms 8AB. The Instrument course will be conducted in three, all day sessions from March 30 to April 1 in conference rooms 6AB. For additional information and registration, contact David Bacon (W) 821-4594 or (H) 281-6275.

### Awards and Rewards

During the past two weeks the following awards have been presented to headquarters:

Special Achievement Awards Based on Sustained Superior Performance:

Carol Driscoll and  
Curtis Alms, AAT,  
Pamela Trebbe, AGC,  
William Freeman, APT, and  
Barbara Cook, ABU;

Special Achievement Awards Based on Special Acts or Services:

Donald P. Byrne and  
Richard C. Beitel, AGC,  
Carolyn P. Williams, and  
Herbert E. Smith, AES,  
Mary Thomas, API, and  
Susan Pilkerton, ACS;

Quality Increases:

Willard H. Sinclair, API,  
Dianna Simpson, AGC,  
George Sakai, AES,  
Barbara Disharoon, AAT,  
Diane Ravenscroft, APM, and  
Dorothy Pennino, AVS; and

Letters of Commendation:

Jerald Davis, AFO.

### Changes Coming To FOB-10A Cafeteria

Beginning March 19, there will be some changes in the FOB-10A cafeteria. A new outfit called Servomatic will be providing the food service.

Food service director, Sam Stein, says they are planning to serve a variety of items that will make lunch-time a real pleasure. He said it will take some time to get things set up, but they are planning a nutrition bar and a speciality bar. For the speciality bar, he talked about subs by the inches, roast beef carved to order, and potato skins with various toppings.

In addition, he said they are planning a self-service salad bar, which eventually will include new condiment stands. However, he cautioned these things will all take a little time.

### PT Says O. K. To List Promotions

Several questions have been raised concerning the propriety of listing promotions for Headquarters employees in the INTERCOM. However, the practice will continue because the Office of Personnel and Training has informed INTERCOM that the agency Merit Promotion Program requires each personnel office to publish the names of employees selected for promotions. The Personnel Management Operations Division, APT-100, regularly uses INTERCOM to meet that requirement. This issue has been reviewed by the Headquarters Human Relations Committee which has recommended listing Headquarters promotions as one means to improve communications. Promotions are a form of recognition of a higher level of performance deserving acknowledgement. Finally, under the provisions of the Freedom of Information Act, each employee's position title, series, grade, and salary are considered public information and, therefore, are available for publication.



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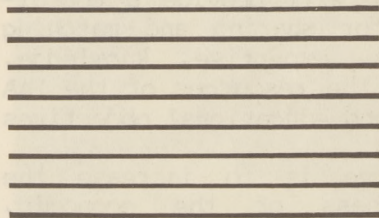
# Headquarters Intercom

## It's The Law

It's the law that the public be given full opportunity to participate in the agency's rulemaking process. This was apparent at Washington Headquarters on March 13 when two public meetings were held on major rulemaking actions.

One brought together top airline officials, including presidents and board chairmen, in the Headquarters auditorium to discuss the agency's high-density airport rule. Meanwhile, representatives from user groups and other organizations met in the ninth floor conference rooms to comment on a regulatory proposal which would ban overflights of certain nuclear weapons facilities.

John Cassady, Assistant Chief Counsel for Regulations and Enforcement, said comments made at these meetings will be considered along with written comments to determine the future course of actions on these regulatory dockets. For additional information about people who write the rules, see this week's pictorial insert.



## Airports Increased in 1983

The number of U.S. civil airports, heliports, and other landing facilities increased again last year, reaching a total of 16,029—a gain of 198 over the 1982 figure.

But the news wasn't all good. The number of landing sites open to public use decreased for the twelfth consecutive year. It dropped from 6,137 in 1982 to 5,987 in 1983, as an increasing number of owners chose to restrict the use of their facilities.

Of the total 16,029 landing facilities, there were 12,653 airports, 2,918 heliports, 392 seaplane bases, and 66 stolports. These figures do not include 12 ultralight flight parks, 32 gliderports and 7 balloonports.

The State of Texas (See page 2)



DOT Secretary Dole and FAA AVED team head Don Clausen flank Princess Whitfield, Principal of Hine Jr. High School. The school was adopted by the Department. The "adoption papers" were signed by the Secretary.

## Engen Nomination Official

President Reagan's nomination of Donald D. Engen as FAA Administrator is now official. The nomination has gone to the Senate and hearings before the Commerce committee are scheduled to begin March 23.

## Review Agency Functions Says OBM Circular

A-76 may sound like a secondary highway in Georgia, but it's probably the road to the future, as far as the operation of the Federal Government is concerned. That's because A-76 actually is the designation of the Office of Management and Budget circular that deals with whether FAA functions should be done in-house or by contract. As such, it's a document every FAAer should be familiar with.

The circular explains in detail how and when federal agencies should contract out for certain products and services. In doing so, it underlines the necessity for government agencies not to compete with private industry but contract out when this is both feasible and economical.

However, the circular does point out that certain functions are inherently governmental in nature and may not be contracted. Also, it says activities such as those required for national defense and essential programs that would be delayed or disrupted by contracting out should continue to be done "in house."

## Airports (From Page 1)

continues to lead all other states with 1,543 landing areas, followed by Illinois 909, California 862, Pennsylvania 720, and Ohio 678.

A total of 677 facilities are served by air carriers. Of these, 400 locations received scheduled commercial services and 268 are served by air carriers on an unscheduled basis.

## FAA Helps Adopt A School

Working under the banner of Secretary Dole's DOT Adopt-a-School Program and employing the revitalized FAA Aviation Education program (AVED), FAA Headquarters is playing a major part in the Department's "adoption" of Hine Jr. High School in southeast Washington. Given two weeks to introduce itself to the students and faculty at Hine, FAA made the most of it with teacher workshops, tours and a school-wide assembly.

On February 29, the AVED Headquarters Management Team, headed by Don Clausen, Director of Special Programs, with members John Hanks, Special Assistant, Mary Jo Knouff, Education Specialist, along with Tina Mallory, Visual Information Specialist, and FAA pilot Bob Barton, met with the principal and faculty at Hine to outline the FAA AVED Program. A full student body assembly followed with a presentation that covered FAA safety programs, aviation careers, and the use of computers in air transportation. Students then were treated to several field trips, including a visit to Hangar 6 at Washington National Airport to view agency aircraft with FAA pilots and the maintenance staff, a tour of Dulles Tower and a mobile lounge ride, and a firsthand look at the ATC en route center in Leesburg.

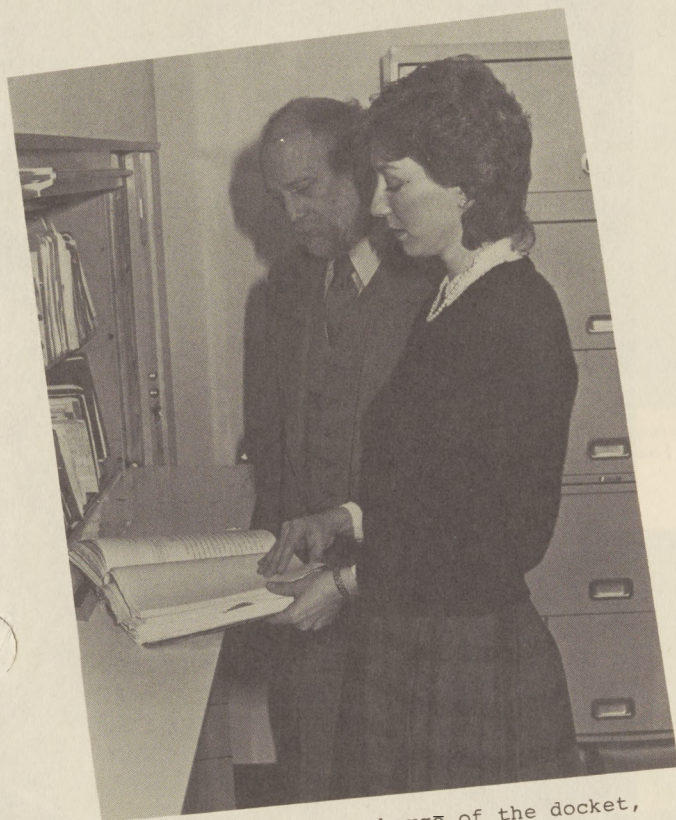
Programs such as these will continue through this school year, and FAA has established on-going educational aids such as films, audiovisual and print materials, field trips, speakers and aviation consultants. The AVED team also has set up a permanent aviation education resource center for teachers and students in the school library.

Clausen said, "This partnership/ adoption arrangement will provide a coordinated process for sharing and matching aviation skills, expertise, knowledge, information and the resources of the FAA with the needs and educational objectives of local schools.

"Our objective is to increase the public's awareness of the economic, social, and career values of aviation and to improve the math, science, and technology literacy of our young people through aviation education."

## The Rulemakers

# Headquarters Intercom



Ann Boylan, who is in charge of the docket, finds chapter and verse for John Cassidy, Asst. Chief Counsel for Regulations and Enforcement.



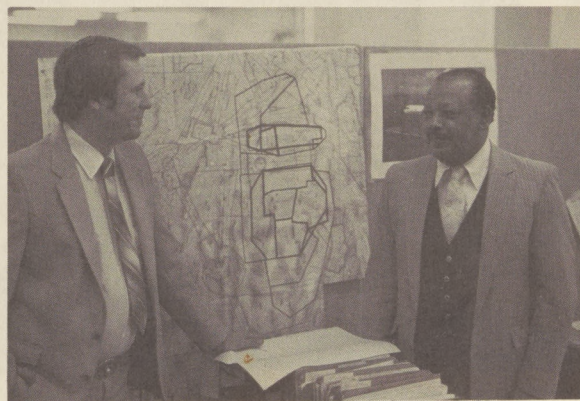
Joe Sullivan, Manager, Safety Regulations Division (ASF), reviews regulations with Fred Laird, Manager, Regulatory Projects Branch, and secretary Libby Brothers.

The Regulators are the people who stand behind the rules. While their product is essential to the agency, they, like many other FAAers, usually remain unsung. Generally, they are quiet, hard working types who sift through mountains of detail to come up with a single rule.

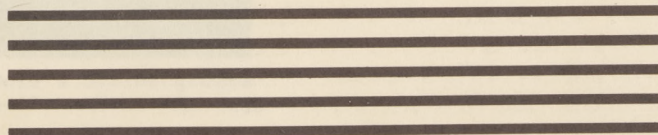
They come from all over the agency, but principally from four offices: Aviation Safety, Chief Counsel, Air Traffic Service, and Aviation Policy and Plans.

Essentially, ASF is responsible for coordinating, editing/writing, and publishing the rule, AGC for reviewing rules from a legal point of view, AAT for developing and checking operational aspects of the rules, and APO for developing and reviewing cost benefit aspects of the rules.

These offices, as well as the offices of Airworthiness, Flight Operations,



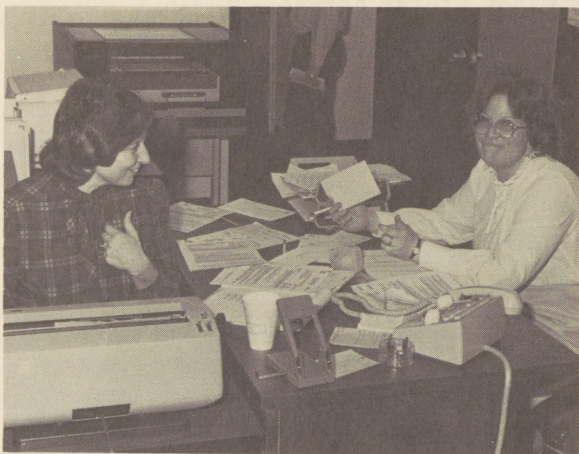
Boyd Archer and Lew Still both of AAT-230, study a map of the Utah Test and Training Range, one of FAA's projected restricted areas.



Aviation Medicine, and Aviation Security, are most often involved in the rulemaking process.

Even though they come from different backgrounds, FAAers from all these offices work closely together to come up with the preliminary and finally the ultimate rule. During the process they get comments from all facets of the aviation community, and they weight these diverse opinions carefully.

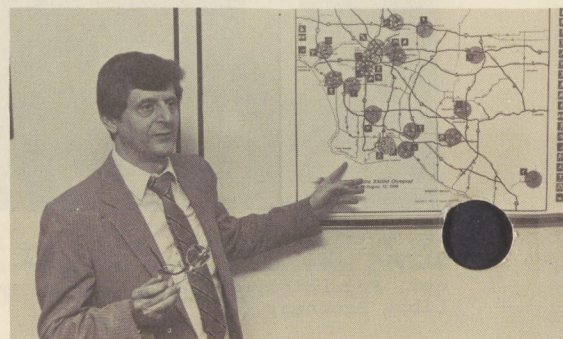
The final product is a rule that has been reviewed by all groups that have taken the time to participate. But more importantly, the final product is the safest aviation system in the world. These are rules that pilots can live by.



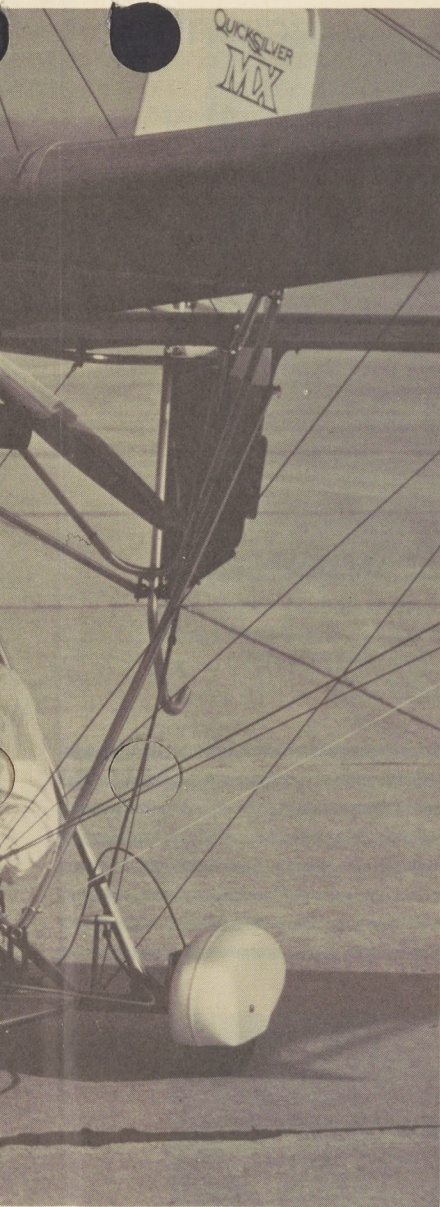
Rulemaking secretaries Denise Minner (AAT-230) and Lottie Perro (AAT-210) put rules into final form.



Sometimes investigation of rules starts aloft. Here, Air Traffic Manager prepares to take off in an ultralight. He is the Airspace and Manager.



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Harold Becker (right) of Air Traffic Rules Branch and Air Traffic Specialist Gene Falsetti (left) review proposed restricted airspace areas for the Los Angeles Olympics.

Gene Falsetti, Air Traffic Specialist, points to proposed restricted airspace areas for the Los Angeles Olympics.



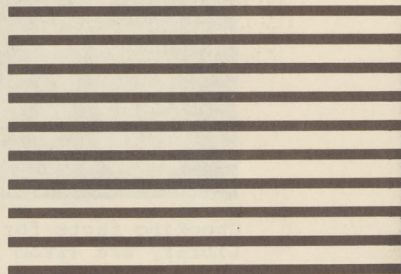
John Cassady, Mardi Thompson, Dan Karls and Dan Byrne of the Office of the Chief Counsel review the rules for their legal content.

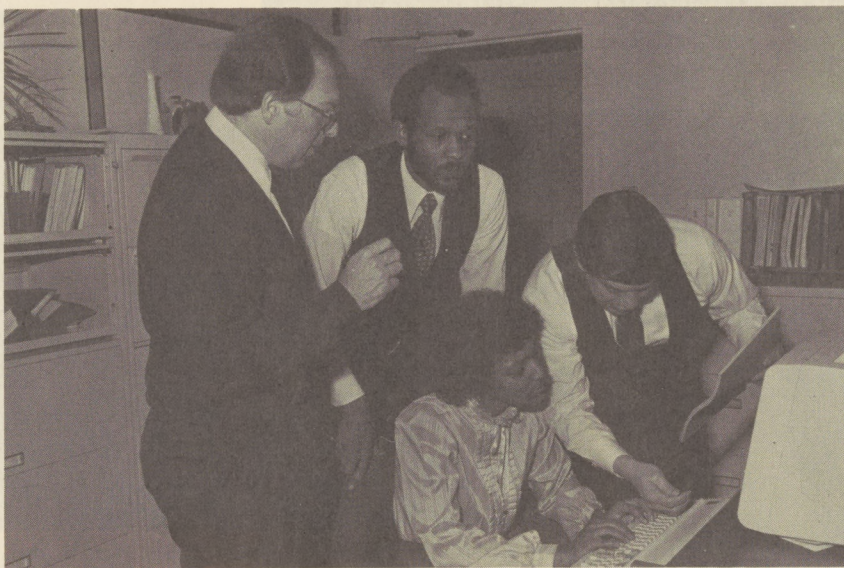


The panel for the high-density rule public hearing explain the rule. Panel members were Jack Ryan, Mgr., Operations Division (AAT-400), Ed Faberman, Dep. Chief Counsel (AGC-2), and Harvey Safeer, Dir., Office of Aviation Policy and Plans.

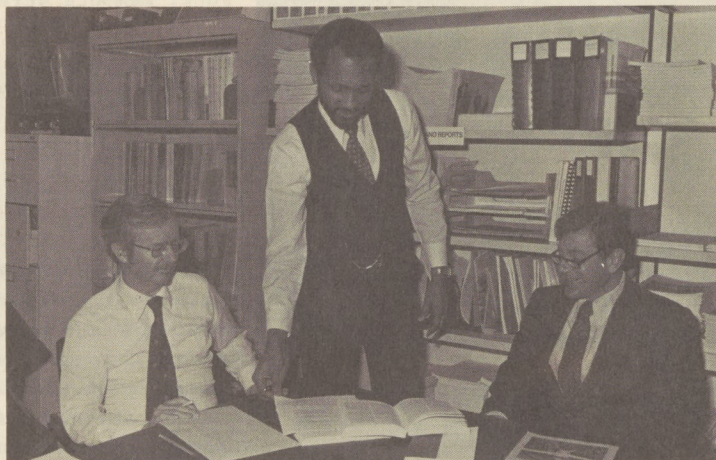


Shirley Ybarra of Secretary Dole's office greets Acting Administrator Mike Fenello before the high-density rule hearing.





Members of the Office of Aviation Policy and Plans regulation team gather around a computer operated by secretary Charlene Brown. Others are from left, Len Oberlander, Regulatory Analysis Branch Manager Joe Hawkins, and Julius Ganoza.



Checking facts for rulemaking in the Policy and Plans Library are (from left) Jack Smith, Hawkins, and Joe Asin.



Editing on a word processor are (from left) Sharan Sharp, Jackie Washington, and Ida Cronauer, all of the Safety Regulations Division, Office of Aviation Safety.

## "Twilight Zone" Accident Prompts Recommendations

As a result of the "Twilight Zone" helicopter accident that killed actor Vic Morrow and two others, the National Transportation Safety Board (NTSB) has recommended that FAA strengthen further its rules governing the use of civil aircraft in the production of motion pictures and television films. The helicopter crashed after being damaged by a special effects explosion during the filming of the motion picture near Valencia, Calif., in July 1982.

The Board noted that FAA already requires operators of fixed-wing aircraft used in film productions to prepare a Flight Operations Manual detailing the safety precautions that must be taken before flights are permitted below prescribed minimum safe altitudes. Although noting that helicopters have different operating characteristics than fixed-wing aircraft, the Board said, "The circumstances of this accident amply demonstrate the need for a requirement that helicopter operators prepare such a manual and carry out its provisions as a prerequisite to the use of a helicopter in movie and television film production."

## Harris AGL Deputy

Edwin S. Harris, Jr., is the new Deputy Director of the Great Lakes Region. Harris moved to the Chicago Office from the Aeronautical Center in Oklahoma City where he had been superintendent of the FAA Academy since 1979.

A 20-year FAA veteran, Harris has had extensive experience in both Washington Headquarters and the field. His last Washington assignment was Chief of the Program Management Staff in the office of the former Associate Administrator for Air Traffic and Airway Facilities.

Born in Meridian, Miss., he has a bachelor's degree from Mississippi State University and a master's in Political Science from Auburn University.

## New Pay Statement Form In The Works

A new, revised Earnings and Leave Statement form that is on the way will provide additional pay information of interest to employees. But don't hold your breath. The Office of Accounting, which is coordinating the project, says use of the form is still about a year away.

The new form will have statistics on pay, deductions, and prior pay period adjustments not found on the present form. Although the design is expected to be approved by April, it will not be distributed until next year when the current stock of forms is depleted and arrangements for implementing the new system are completed.

The size of the new form will be 5 by 11 inches, which is one inch deeper than the current version. The example below is a reduced version.

Page <u>    </u> of <u>    </u>		AGENCY NAME		U.S. DEPARTMENT OF TRANSPORTATION STATEMENT OF EARNINGS AND LEAVE											
PP.	PP. End Date	AO	Reg	Dist	Employee Name	Coat Ctr.	BA	ST	SS N'	GR	FL	Base Rate	Regular	Overtime	
EARNINGS AND DEDUCTIONS						LEAVE STATUS									
Item Description	Hours		Amount			Type	Beginning Balance	Accrued	Used	End Balance					
	1st Wk.	P.P.	1st Wk.	Pay Period	Year To Date						Bond	Annual Leave	Sick Leave	DOT Retirement	
							Bond Balance	Dollar Value	Dollar Value	Balance	Remarks				

# Headquarters News



## Bloodmobile Over Top

The Office of Aviation Medicine wants to thank all 1983 blood donors for helping FAA to go over the top on its Bloodmobile quotas.

Because of the excellent turnout at Bloodmobiles throughout the year, the agency collected 103 percent of its quota.

Now it's time to set another record in 1984. The first Bloodmobile of the year will be held on April 3 from 9:30 a.m. to 3:30 p.m. in rooms 5AB&C.



Instrumental in helping FAA go over the top were (from left) nurse "Sam" Hart; recruiter James Martin, who gave 30 gallons of blood during his career and is now retired from the Office of Budget; and Karen Kerrigan of the Red Cross. The other 28 recruiters were also essential to success.

## Simmons to UMTA

Audrey Simmons, who has been a Special Assistant to Director Leon Watkins in the Office of Civil Rights for three years, has moved to the Urban Mass Transportation Administration where she is Deputy Director of the Office of Civil Rights. Simmons joined FAA in May 1976 and was assigned immediately to ACR. She attended various colleges and is an FAA Executive Development Program graduate.

## Only Two Retire

Only two Headquarter employees retired in February. They are: Norman Potosky, Office of Budget and Kathleen M. Hartman, Office of Aviation Medicine.

## Olympics at Annapolis

Washington Headquarters employees can attend the 1984 Olympics without buying a plane ticket to Los Angeles. Just take Route 50 to Annapolis where Olympic soccer will be played from July 29 to August 3 at the Navy-Marine Corps Memorial Stadium. During this period, the Annapolis Hilton will serve as a mini Olympic Village for the players and spectators. Ticket applications for the games will soon be available in the FAA Office of Public Affairs, room 908C, and are now available at all Sears outlets. Olympic soccer will also be played in Boston, Palo Alto, California and at the Rose Bowl in Pasadena. FAA is playing a part in the Games by establishing Airspace Restricted Areas at these and 22 other Olympics locations.

## Awards and Rewards

During the past week the following awards were presented to Headquarters employees.

Special Achievement Awards Based on Sustained Superior Performance:

John R. Lindstrom AAT; Bessie Sherrod, Phyllis J. Vallario, and Leo Craddock, APM; Brenda Brown, ADL; and Yvette Jefferson, APT;

Special Achievement Awards Based on Special Acts or Services:

Billy J. Tidwell, AAT; Laurence A. Brock, AGC; Glenda Barnes, APM; Dorothy Black, AFO; Mark Rosenthal and Ida Mack, APT; and Angeli Sebastian, ARP;

Letters of Commendations:

Julie Gatling, ABU; Jerald M. Davis, AFO; George S. O'Connell and Philip FitzHugh, ALG;

Quality Increases:

Peter J. Lynch, AGC; Loretta M. Harrison, and Linda M. Frain, AEE; Harold Hanson, ADL; Rial F. Sloan, APM; James Witeck, APT; Lillie Morant, ARP; Dorothy Pennino, AVS; James Byers, and Gabriel Bruno, ASF; Timothy Forte, AFO; Charles Sarich, AWS; Sharan Sharp, Ida Cronauer, Brenda Courtney, Jean Casciano, Susan Yagoda, ASF.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## St. Louis Controller Makes Big "Save"

Controller Wayne Dimmic was on his break at St. Louis Lambert Field March 18 when his supervisor raced in and said, "I need you real bad."

The problem that was to occupy his next 52 minutes involved a Piper Dakota en route from Mountain View, Ark., to Aurora, Ill. When the aircraft was about 60 miles from the St. Louis Airport, the pilot of a high-flying corporate aircraft picked up the panicky voice of a woman in the Dakota reporting that her husband, who had been flying the aircraft, had fainted. She said she did not have a pilot's license, although she had taken a few flying lessons. The corporate pilot helped her get in touch with the Kansas City en route center which guided her toward St. Louis where Dimmic was waiting on the radio.

The most dramatic moment occurred minutes after radio contact with Dimmic had been established. The plane slipped out of automatic pilot and began to spiral downward, dropping from 4,500 to about 800 feet.

"OK, Bravo Victor," Dimmic said to her, "I don't want to disturb you too (See Page 2)

## Flight Tests Begin In Jet Impact Demonstration Program

FAA and the National Aeronautics and Space Administration have begun a series of flight tests at Edwards AFB that will culminate this summer with a "controlled impact demonstration" in the California desert.

The planned impact of the Boeing 720, which previously was based at the FAA Technical Center, is a key element in a comprehensive agency research and development program to improve the crashworthiness and fire safety characteristics of modern jet transports.

The plane will be packed with different experiments, including one to evaluate the effectiveness of



This Boeing 720 will make its final flight in late July to advance the cause of air safety.

anti-misting kerosene (AMK) in preventing post-crash fires in cases where the fuel tanks are ruptured on impact. AMK employs a polymer fuel additive to bind fuel droplets together and prevent them from forming into a highly flammable mist following such a crash.

The final flight is scheduled for late July and will be preceded by at least six test flights to check out systems and equipment. There also will be a dress rehearsal flight immediately before the impact demonstration. If all systems are go, (See page 2)

## Safety Improves Since Deregulation

Although most people now concede that the Airline Deregulation Act of 1978 has worked to the benefit of consumers, there are those who argue that the jury is still out as far as its impact on aviation safety is concerned. Maybe so, but the evidence to date is that deregulation has been accomplished without adversely affecting safety. In fact, safety levels have actually improved.

FAA's Office of Aviation Safety has compared the five years since deregulation (1979-1983) with the five years preceding it (1974-1978) and found that airline accident rates have gone down at the same time flight operations have increased. For example, total accidents dropped 12 percent (from 1,162 to 1,024), fatal accidents by six percent from (243 to 228) and fatalities by 24 percent (from 1,546 to 1,170)

During the same time span, total flight hours increased by 15 percent which means that accident rates based on total flight hours dropped significantly. One example is the fatality rate per 100,000 flight hours, which declined by 34 percent.

## Flight Tests (From Page 1)

the plane will be landed, refueled and configured for remote controlled flight. The flight crew then will start the engines and deplane after transferring command to a ground-control unit that will guide the plane on its final flight to impact on a prepared site on a dry lake bed.

Overall direction of the impact demonstration program is the responsibility of the FAA Technical Center's Aircraft and Airport Systems Technology Division (ACT-300) with primary NASA support provided by its Langley Research Center and Ames Research Center/Dryden Flight Research Facility.

## Non-Smokers Win Partial Victory

Another one of those on-going battles between smokers and non-smokers has resulted in a split decision with the Civil Aeronautics Board (CAB) banning smoking on airliners with 30 or fewer seats but rejecting a more comprehensive proposal that would have affected all short-haul flights of up to two hours. The Board explained its ruling by noting that smaller aircraft have less efficient ventilating systems than the big transports. The more comprehensive ban would have affected an estimated 85 percent of all airline flights.

The new rules are expected to take effect in mid-April but their long-range fate is uncertain. The CAB will go out of business at year's end and the smoking ban and other consumer-related rules will die with it unless Congress acts to extend them.

## St. Louis (From Page 1)

much, Madam, but I think you're making a left turn here. And we don't want to make any turns whatsoever. Can you just level the wings?"

"Tell me what to do—pull up or what," she said frantically. "The auto pilot must have gone...."

She was told how to re-engage the auto pilot and Dimmic then began to explain the instruments and to guide her to Lambert. There was rain, fog and a heavy cloud cover and Dimmic said he thought her chances "were slim to none and that I was going to be the last person she would ever talk to."

After two aborted attempts to land, he brought her in on a taxiway where she came to a bumpy stop at a grassy knoll. The Piper's nose gear collapsed and the prop was bent, but she was uninjured. "You did a good job there," Dimmic said. "We got you on the ground."

But what might have been a happy ending to a harrowing afternoon contained a sad note. The woman's husband later died of an apparent heart attack at a St. Louis hospital.

## New Weather Plan Published

Ignoring the axiom that "everyone talks about weather but no one does anything about it," FAA has published a 229-page plan detailing the agency's program for weather-proofing the National Airspace System.

The "Aviation Weather System Plan" addresses both the long- and short-range programs that FAA is pursuing in order to meet aviation's requirements for more accurate and timely weather services. Short-term efforts include expansion of the Hazardous In-Flight Weather Advisory Service and installation of wind shear alert systems at 51 additional airport locations. More long-range programs include the next generation of weather radar (NEXRAD), Doppler radar, the automated weather observing system, and the central weather processor complex.

Distribution of the plan has been made to branch level in Headquarters and the Technical Center and to division level in the regions. The plan also can be purchased from the Government Printing Office for \$7 a copy.

## World Goes International

The current issue of FAA WORLD has a photo of the Eiffel Tower on the cover for good reason. The lead story focuses on job opportunities with FAA overseas, particularly Paris, London and Rome. There also is an interesting article by Phillip Swatek, Director of the agency's Europe, Africa and Middle East Office. He reports from Brussels on the European challenge to America's historic leadership in aviation.

Additional articles deal with flying the Ford Tri-motor, EEO award winners and the work of the Houston ARTCC human relations committee. There's also a long list of January retirees that should be checked over to see who's here and who isn't anymore.

## HBCU Program Is Launched

On March 16, Acting Administrator Mike Fenello realized a major FAA Civil Rights goal when he signed the papers making Central State University in Wilberforce, Ohio, one of the first contract recipients of the agency's Historically Black Colleges and Universities (HBCU) Program. The program is designed to foster research and development opportunities for HBCU's through federally-sponsored programs.

Central State President Leonard H. Newsom and Vice President for Relations and Development Joseph L. Anthony participated in the Headquarters signing ceremony, along with Civil Rights Director Leon Watkins. Fenello described the \$181,000 contract to develop a theoretical model for airport pavement sub grade stabilization as a "milestone occasion" and part of "our total education program."

Former Civil Rights staffer Audrey Simmons was praised by all the participants as the chief architect of the agency's HBCU Program and for her role in the selection of Central State to initiate the program. Now Deputy Civil Rights Director at UMTA, Simmons said, "We hope this marks the beginning of a long and productive HBCU Program at FAA."



Gathered for the HBCU contract signing ceremony are (from left): CSU V.Pres. Joseph L. Anthony, Mike Fenello, CSU Pres. Leonard H. Newsom, and former FAAer Audrey Simmons.

Photo by Dennis Hughes

# Headquarters News



## New Cafeteria Management

The new management of the FAA Headquarters building cafeteria began service on Monday, March 19, with music and generally favorable reviews. Although there were some grumblings, especially about the five cent increase in the price of a cup of coffee, most noontime lunchers were of the opinion that the new team was off to a promising start.

And Servomation, which is a nationwide food and vending corporation, pledges that things will continue to get better. For example, there will be a weekly "Something Extra" line, featuring specialties like pasta. There also will be theme entrees centered on the seasons and other events. The management also is presenting a "Culinary Olympics" with posted recipes from around the world.



Servomation Management treated diners in FAA to the sounds of the Crystal Strings. Members of the group are (from left): Larry Laffoon, Stephanie Myers, Lou Cappola and Bill Hawthorne.

Photo by Dennis Hughes

## Buckling Up Is Down

The DOT Employee Safety Belt Program, which began over a year ago is still on but, unfortunately, not all the safety belts are. Since the initial surge of activity died away, FAA's present percentage of those wearing seat belts has dropped from a high of 61 to 46 percent. This is still much better than the dismal 17 percent registered by Headquarters employees when the seat belt program began. However, it is not as good as the Departmental average which has stayed up at the 59 percent mark.

## Nominations Wanted

With President Reagan's "National Year of Voluntarism" drawing to a close April 30, FAA is planning to honor employees who distinguished themselves during that period through community service work or similar activities.

But first the agency has to find out who did what. That could be a problem because of the natural reluctance of people to nominate themselves for awards and the fact that their co-workers may not know enough about their outside activities to do it for them.

In any event, FAA will be soliciting nominations in May and urges everyone to make their achievements known both to demonstrate the involvement of agency employees in their communities and to serve as a stimulus to others to follow in their footsteps. To quote President Reagan, "Greater emphasis must be placed on developing increased community commitment to voluntary services and on developing more volunteer leaders."

The contact for additional information on the nomination criteria and procedures is Gerrie Cappello, Labor Relations and Career Development Branch, APT-140. Her number is 426-8916.

## Awards and Rewards

During the past week the following awards were presented to Headquarters employees:

### Special Achievement Awards Based on Sustained Superior Performance:

Kay Payne, AVS; Floyd E. Etherton and Stephen C. Harless, AAT; Ronald Thimmons and Neville Weber, ALG; Joseph A. Love, APM; Darlene Kirby, ADL;

### Special Achievement Awards Based on Special Acts or Services:

Donald Shaklee, Judy Schermerhorn, and Donald L. Stone, APM;

### Quality Increases:

Diane Essig, Wilmer Hunter, Chrisann Fay, Linda Nelson, and Sharon Black, APM; Gary Mutzabaugh and Phillip Leach, AMS; Charles Mayernick, AWS; Joan Spalding, ADL.



U.S. Department  
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# Headquarters Intercom

## Proposed Rule Sets Flight And Duty Time

The agency has proposed a new, more flexible rule governing the number of hours airline pilots can fly and the rest they must get between flights.

The proposal is the first product of "regulatory negotiation" in FAA and one of the first in government. In this case, the agency worked with an advisory committee made up of various aviation interests and came up with a consensus that was used as the basis for the rulemaking action.

The proposal would replace rules that were drawn up more than 30 years ago and have required thousands of pages of interpretation. Previous FAA efforts to simplify and update the rules failed because of widespread opposition, prompting the agency to adopt the regulatory negotiation approach.

Specifically, the proposed rule is more flexible than the one it would replace, and it would reduce the need for airlines to cancel or significantly delay flights because crews needed additional rest (See page 2)

## Fenello Says H.R. Effort On Track

As part of its human relations program, FAA now has some 920 employee involvement groups comprised of more than 6,000 people, Acting Administrator Michael Fenello told Congress recently. In addition, the agency's human relations staff has held 1,280 workshop/ training sessions attended by nearly 11,000 people.

Facility Advisory Boards and "diagonal slice" working groups, that is groups including employees and management, also are playing an important role in the

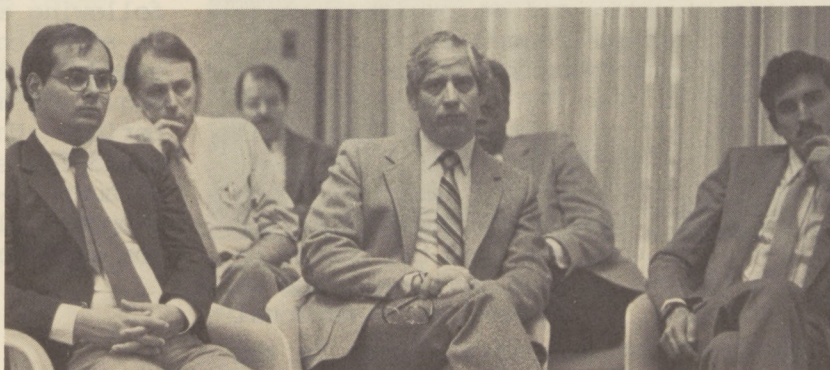
human relations effort he said. Last year, for example, the Air Traffic Service in Washington Headquarters convened 78 such diagonal slice groups involving 800 participants, with many more operating at the regional level.

Human relations training of managers and supervisors also is continuing, he added. Over 4,700 have taken FAA courses to date, and another 1,200 are scheduled to take them by the end of the fiscal year.

These and similar events demonstrate (See page 2)



AAAE panel members (left to right) Paul Bolinger, Spencer Dickerson, and Charles Barclay, address the FAA audience from airport offices (below).



## Airports Symposium Boosts H.R. Program

"Who Speaks for Aviation?" is a question the Headquarters Airports Offices are trying to answer with a symposium series aimed at creating open, informal dialogues between FAAers and various aviation interest groups.

The symposium is the brainchild of Airports' Human Relations Committee, headed by Chairman Wrensey Gill, with Vice Chairman John Kal and members Bessie Waiters, Gwen Law and Lowell Johnson. "We're all working for aviation and we'd like to work together," said Gill, referring to FAA's relationships with groups like the National Business Aircraft Association (NBAA) and the American Association of Airport Executives (AAAE).

The series began on January 25 with a visit from NBAA and was followed on March 21 with a presentation by AAAE. The AAAE panel explained its organization and goals and then fielded questions from Airports personnel on topics ranging from CAB sunset to fueling regulations. AAAE Executive Vice President Charles Barclay said, "We appreciated this invitation. More informal discussions like this would help us better understand each other's positions."

## H.R. On Track (From page 1)

that "FAA is serious about changing management attitudes and interpersonal skills," Fenello said. "No doubt there are still times when we encounter examples of poor management practices, but that doesn't mean that our efforts are not in good faith or that they have failed. We will maintain the intensity of those efforts, and we expect them to result in lasting change, which will make the FAA a much stronger organization." "Our theme is 'One FAA', meaning that we need the effort of every individual employee to accomplish this," he continued. "I am confident that the vast majority of FAA's employees from top management on down and from the bottom on up will respond to this challenge, and we will continue to improve on a national airspace system that is the best in the world."

## Human Resource Management Task Force Established

In a continuing effort to improve management and employee effectiveness within the agency, Acting Administrator Fenello has assigned three top executives to steer a new executive task force on human resource management (HRM), which is concerned with how organizations work or how an organization is organized. The task force will concentrate on such things as research, strategic planning, and organizing participatory management. HRM is a broader concept than Human Relations which refers essentially to how people work together. Edward Curran, Director of the Office of Labor Relations, will chair the task force, which will include Howard Richardson, Acting Director of Personnel and Training, and James Boone, National Human Resources Staff Manager.

Essentially, the task force will assist in implementing the agency's HRM decisions, which are intended to help all employees be more effective in their day-to-day accomplishment of the agency's mission. In the short term the task force will insure that HRM is a part of the agency's overall planning. It will also see that employees with HRM skills are identified and trained, and it will develop written information and videotapes for discussions with employees.

Service on the task force will be an additional duty and task force members will continue to do their assigned jobs while working closely together on the transition to human resource management.

## Flight/Duty Time (From page 1)

following a late arrival the previous day. In addition, the proposal more adequately guards against short-term fatigue by requiring minimum rest after every flight period. Under the current rules, a pilot could fly eight hours every day until the 30-hour weekly limit is reached. The proposal also would impose stricter rules for commuter airline pilots.

## Airline Coupons, Etc. Must Be Surrendered

Those free trips to Hawaii and other promotional gratuities offered by the airlines to increase their load factors aren't for government employees who fly at Uncle Sam's expense. Most of us already know that, of course, but the Office of the Comptroller General thinks it never hurts to pass along an occasional reminder.

Therefore, be reminded that the Comptroller General has ruled that anything of value received by employees incident to the government's purchase of common carrier tickets may not be retained by the employee. This includes coupons, cash, bonuses, discounts, merchandise and so on. They must be turned in with the employee's travel voucher.

## Proposal On Single-Engine Turboprops Issued By FAA

The performance and efficiency of turboprop engines has made them a very popular alternative to jet and piston engines. And now they are beginning to show up in single-engine general aviation aircraft. This has prompted the Central Region's Aircraft Division to issue a Notice of Proposed Rulemaking that would require that the design of such single-engine aircraft include an analysis of the "whirl mode effect" to make sure it won't result in the engine tearing away from the aircraft. The whirl mode effect was determined to be the culprit in Lockheed Electra crashes in 1959 and 1960 after a long and painstaking analysis of the cause of the accidents. For more on the resurgence of the turboprop engine, see the article in the April issue of FAA WORLD.

## Engen Says Communications Vital To Cabin Safety

Good communications between airline flight crews and flight attendants "is crucial to cabin safety" FAA Administrator-designate Donald D. Engen has told the Independent Union of Flight Attendants.

Speaking in Washington, D.C., in his present capacity as a National Transportation Safety Board member, Engen said the free flow of information between the front end and back end of the airplane "can defuse a potential emergency, or avoid an unnecessary incident." He added that "total crew coordination is the key to the survival of each person—passenger and crew."

In his March 27 speech, he pointed out that NTSB had just made several recommendations to FAA for improving communications among crewmembers during emergencies. Included was a recommendation for a standardized signal that would alert flight attendants to instruct passengers to assume the brace position.

Engen said that some airline people talk about cabin crews and cockpit crews as if they were always two totally separate entities and cited the need for "bridge building" between the two. "Neither the flight crew nor the cabin crew is doing the job properly if they adopt a 'two different worlds' philosophy, and in an emergency situation, a lack of this needed free-flowing communication can hinder any crew's performance," he concluded.



Cessna's Caravan I is a single-engine turboprop that can carry 14 passengers and cruises at 214 miles per hour.

## Headquarters News



### CFC Thanks FAAers

The National Capital Area Council of the National Health Agencies is extremely grateful to FAA employees for the support they received during the 1983 Combined Federal Campaign.

In a letter to all Washington area FAA employees, CFC Chairman James A. Fitzgerald wrote, "There is no way of showing you how much your contributions benefit the many individuals living and working in the Washington metropolitan area who are affected by the various illnesses and disabling conditions that are represented by the National Health Agencies. However, I can assure you that the effectiveness of our programs of care, health services and research would be far less without your support."

### Awards And Rewards

During the past week, the following awards were presented to Headquarters employees:

Special Achievement Awards Based on Sustained Superior Performance:

Stephen E. Unthank, ABU; Ruth Hinkley and Jacqueline Vincent, APM;

Special Achievement Awards Based on Special Acts or Services:

Vivian Grissinger, APT;

Letter of Commendation:

Mary Ann Hall, ABU;

Quality Increases:

Sharon A. Corbett, ABU; Eileen R. Stickley, ASF;

Certificates of Achievement:

Barbara A. Cook, Julie L. Gatling, and Clara L. Colbert, ABU.

### Last Official Act Is Humanitarian

The last official act of a long time FAAer will be a humanitarian one. Joe Sirkis, ASF-420, is all set to retire. His last day on duty will be April 3, and he will celebrate the occasion by once more giving blood. An agency Bloodmobile star, Sirkis who is a 20 year FAA veteran has already given almost five gallons of the precious life saving liquid.

### Accounting Made Easy

FAA can now do all its bookkeeping on one computer system with the Uniform Accounting System (UAS). The final segment of UAS has just been put on line at Metropolitan Washington Airports, completing a system that was first implemented at the Aeronautical Center in November of 1982. The project was a joint effort by the Office of Accounting, the Office of Management Systems, the Aeronautical Center and the regional offices. The leadership was shared by Jim Faber, (AMS), Steve Newborne, (AAA), and Pat Poe and Jim Pittman, (AAC).



As Washington Metropolitan Airports Director James A. Wilding tests the terminal equipment, FAA officials look on. Standing from left are: Brooks Goldman, Director, Office of Management Systems; Charles E. "Gene" Weithoner, Associate Administrator for Administration; and Gilbert Donn, MWA Accounting Officer.

### Secretaries Picture Scheduled

Intercom would like as many FAA secretaries as possible to be in a picture which will be used in the special National Secretaries Week insert. To take the picture of a "sea of secretaries" a photographer will be in the FOB-10A lobby at 10 a.m. on April 9. With your help, this can be a memorable picture.



U.S. Department  
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# Headquarters Intercom

## President Lauds Controller For Flight Assist



St. Louis Controller Wayne Dimmic and Secretary Dole at DOT Headquarters, where Dimmic received a Letter of Appreciation from the President.

St. Louis tower controller Wayne Dimmic would be the first to say he was only doing his job when he talked down a non-pilot to a safe landing last month after her husband suffered an in-flight heart attack.

But that's not the way President Reagan sees it...or Secretary Dole...or Acting Administrator Fenello. They think the 16-year veteran of the ATC system is a hero.

Accordingly, Dimmic was brought to Washington, D.C., on April 3 so Dole and Fenello could present him with a Letter of Appreciation from President Reagan in recognition of a job well done.

The President wrote: "Air traffic controllers are expected to be able to handle

## Engen Wins Senate Approval: Swearing In Set

By unanimous consent on April 6, the Senate confirmed the nomination of Donald D. Engen to be FAA Administrator. The swearing-in ceremony is scheduled for this week with Transportation Secretary Elizabeth Hanford Dole administering the oath of office.

A former Naval aviation and engineering test pilot with more than 6,000 hours in his log book, Engen has been a member of the National Transportation Safety Board for the past two years. He retired from the Navy in 1978 after 36 years service with the rank of Vice Admiral. He was deputy commander-in-chief of the U.S. Atlantic Command and U.S. Atlantic Fleet at the time.

From 1978 to 1980, he was general manager of Piper Aircraft's Lakeland, Fla., Division and corporate director of government operations. He then joined an Arlington, Va., based analytic consulting firm as senior associate.

Engen is a graduate of George Washington University and the Naval War College. He still is an active pilot and holds a commercial certificate with an instrument rating.

tough problems at a moment's notice, but what you did was extraordinary and I commend you for it."

These sentiments were echoed by Dole and Fenello during a presentation ceremony in the Secretary's

office. "Your heroic act not only saved a life," Dole said, "you demonstrated anew the kind of skilled and courageous public service America's air traffic controllers provide day in and day out."

## 101 Aircraft Models Can Use Auto Gas

A total of 101 aircraft models have now been approved by FAA to burn unleaded auto gas instead of the more expensive aviation fuel. The latest aircraft approved under supplemental-type certificates issued to the Experimental Aircraft Association (EAA) are the Aeronca and Piper models powered by Continental engines. Among them are Bellanca and Champion, as well as the Piper J&L series models, and the 8 series of Luscombe aircraft.

EAA estimates that nearly 5,000 aircraft owners have now switched to auto fuel. Currently, the non-profit association is in the midst of a 500-hour test of a Cessna 172 with a Lycoming engine. Among the aircraft that are expected to be tested this spring are a Piper Cherokee, a Beechcraft Bonanza, and an Ercoupe.

## Airway Science Program

The agency's Airway Science Program continues to build steam, with 21 schools now having FAA approved curricula and 11 more currently being considered.

The goal of this demonstration project is to meet NAS Plan's call for a cadre of technically-trained candidates to fill future supervisory level positions with FAA.

The curriculum itself has received high marks from FAAers thus far. The Great Lakes Region recently hired three airway science graduates to serve in its Aviation Safety Inspection Division.

## Watch For Benefits Statement

That personalized summary of benefits promised FAA employees in an earlier INTERCOM will be mailed out the third week of April. Among other things, the statement explains various employee benefits in cases of illness, disability, retirement and death. More detailed information will be provided in future INTERCOMS.

## Fenello Pushes '85 Budget

FAA expects to have 80 percent of the National Airspace System Plan set in concrete by the end of FY 1985, according to Acting Administrator Michael Fenello.

However, there is one "catch." Essentially, Congress has to approve full funding of the agency's \$5.7 billion budget request for FY 1985.

Testifying April 3 before the Senate Appropriation Subcommittee on Transportation, Fenello said the FY 1985 money would fund NAS Plan hardware programs such as long-range radars, advanced automation, remote communications equipment, airport surface detection equipment, a terminal computer system, and automated weather observation systems, among others.

"Based upon current progress and anticipated accomplishments from the FY 1985 request," he added, "we will have, in place, the contractual basis for the accomplishment of about 80 percent of the major programs in the NAS Plan."

## Problems With Reagan/Bush Contributions Cited

It may be illegal for Federal employees to contribute to the authorized campaign fund to re-elect President Reagan and Vice President Bush (Reagan-Bush '84).

That word comes directly from Presidential Counsel Fred F. Fielding, who notes that the Federal law prohibits U.S. Government workers from making political contributions to their "employer or employing authority." This language could be interpreted to mean the President, although the courts have never ruled one way or the other.

Because of this lack of judicial interpretation, Fielding says Federal employees should be advised of the "potential restrictions of this statutory provision."

## More AFSS Sites Selected

The automated flight service station site selection program is "on a roll." Since passing the halfway point in January with the selection of the 32nd of 61 sites, five additional locations have been picked. Three of these were announced in March and the latest two are Seattle, Wash., and McMinnville, Ore. The Seattle facility will be built by the agency on no-cost leased land, while the station at McMinnville is being built by the city and leased to FAA for \$1 a year. FAA expects to complete the selection process at all 61 locations by November 1984.

## FAA Certificates Helicopter Ice Protection System

For the first time, FAA has certificated a helicopter for flight in known icing conditions. The helicopter is the turbine-powered "Super Puma" which is manufactured by Aerospatiale and can carry 22 passengers and two crew members.

The FAA action culminates 20 years of research and development work by the French firm. The formal application for certification was made in 1979.

Since that time, FAA engineers from Brussels and the Southwest Region Helicopter Directorate have worked closely with Aerospatiale on the ice protection system. Early in March, two helicopter specialists from the Fort Worth office, Wayne Barbini and Jay Shapley, traveled to Paris to meet with the French airworthiness authority. The group then went to Aerospatiale's headquarters near Marseilles where they conducted what amounted to a type certification board meeting. The icing system approval was granted on March 14.

Barbini said that providing icing protection for helicopters is much more complicated than for fixed-wing aircraft and added that they had to proceed "very cautiously" because of the additional problems. But he noted that the system is very basic once you figure it out. "When I looked back on it, I thought 'how easy'."

## Tech Center Conducts High Altitude Tests In Colorado

The Technical Center recently completed three weeks of tests at Longmont, Colo., to see if high-flying aircraft have difficulty maintaining assigned altitudes in heavy turbulence.

The flight tests specifically studied aircraft above 29,000 feet to determine if the present requirement for 2,000 feet vertical separation can be reduced to 1,000 feet. Researchers believe this reduced separation would create more airspace, reduce traffic delays, improve air traffic control efficiency, and save fuel. The Denver area was selected for the tests because of the heavy incidence of clear air turbulence over the Rockies, typical at this time of year. Altitude data collected on the test aircraft, including data from height-finding radar, will be placed on a Technical Center computer and analyzed to discover if closer altitude separation is feasible in turbulent areas.

Last August, high-altitude tests in non-turbulent air were conducted by the Center at NASA's Wallops Island, Va., facility. These two tests are the first in a series that will lead to a decision on altitude separation. More testing is scheduled by FAA and several European countries in 1985-86.

## New Bus Service For Aeronautical Center

There is a new contractor—and a new procedure—for bus transportation for students and visitors at the Aeronautical Center. Starting April 5, transportation is being provided by specially-marked Oklahoma City transit buses. There will be no change in the bus schedule or stops.

Students who are TDY at the Aeronautical Center will be given a bus pass on their first day of class entitling them to bus transportation. Center visitors on TDY should report to Room 135A of the Administration Building between 1 and 2 p.m. with a copy of their travel order and/or a Government ID card or building pass. All travelers will need to pay the \$1.00 cash fare for their first trip to the Center.

## Headquarters News



### Fountains Are for Drinking

The Headquarters Human Relations Committee reminds all employees that the water fountains in the FOB-10A building are for drinking and are not intended as disposal drains for assorted refuse. The committee says there have been reports of coffee grounds being dumped into the fountains and clogging the pipes. They caution that it is also unsanitary to dump other liquids and/or foodstuffs into fountains.

### FAA Has 'The Graduate'

The Program Planning and Requirements Branch of APT recently threw a party with both pomp and circumstance to honor their own Minnie Brown. Brown, an APT Administrative Assistant, will be receiving her bachelor's degree in Public Administration from Bowie State College in May.

She was lauded by her co-workers for returning to school while working at FAA and running a family. Her juggling act paid off. Brown will graduate with a 3.5 grade point average and an award from the Bowie State Business Department for academic excellence.

The party included an appearance by Chuck Hicks, APT Aviation Safety Inspector, in high-camp drag as the "graduate" to give a mock acceptance speech.



Chuck Hicks and Minnie Brown at the graduation party. Minnie is the pretty one.

### Too Much Of A Good Thing

Successful human relations programs often are composed of a series of small victories. An example occurred recently in Public Affairs when a staffer complained to HRC member Fred Pelzman that the nearest water fountain hadn't worked properly in living memory.

Pelzman swung into action and found that previous phone calls about the problem had produced no results. So he got on the phone himself, found the appropriate party, and the water fountain was working the very next day.

In fact, it worked a little too well. Employees unused to the powerful jet of water quickly created a puddle around the fountain. That prompted one wag to post a sign saying, "Welcome to Lake Pelzman."

### Only Eight Retire

March was another light month for retirements. In all, only eight retired during the month. They were: Charles Blake, ADL; Jeanne Martin and Cager Sutton, ALG; Arthur Hilsenrod, APM; Victor Mahler and Guy Darone, AAT; Loren Spencer, ASF; and Mary Borg, ACR.

### Tech Center Bowling

The Tech Center has scheduled its 7th Annual Bowling Tournament for June 15-16 at the Verona Lanes in Atlantic City, billing it as a "Fun Week-end By The Ocean." The closing date for entries for this ABC/WIBC sanctioned event is June 9. For applications contact Herb Smith, AES-100, at 426-3597.

### Look Out Below

An express elevator in FOB-10A is such a rarity that a non-stop flight from the top floor to the lobby can be the cause of consternation. An INTERCOM staffer experienced such a trip recently and as the elevator passed the third floor, the other passenger cried out with mock alarm: "My God, I think the cable snapped."



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## Standardization Stressed By Administrator Engen

If there's one point FAA Administrator Donald D. Engen wants to drive home to agency employees it's, "standardization, standardization, standardization."

Speaking to Washington Headquarters employees on April 12, Engen said, "I am going to strive for standardization. I really do believe in standardization—in 'One FAA.' For this, it's very important that headquarters puts out a reasoned policy, and it's very important that everybody in the field follows that policy."

He also reminded employees that we are "a service organization." He said we are here to serve the public and pointed out that even though we are a regulatory agency, we can enforce our standards in a polite and understanding way.

In addition, he stressed the need for FAAers to be "responsive" in everything they do—especially in their dealings with the public. He also underlined the importance of responsiveness within the agency, saying, "Being responsive is vital to good management. I like to be a very responsive person....I am going to be emphasizing the need for responsiveness throughout the agency."

Speaking of the agency's human resources program he said, "this is the key to success in FAA."



DOT Secretary Dole and Donald D. Engen after his swearing in as FAA Administrator.

## Deputy Administrator Set to Resume Retirement

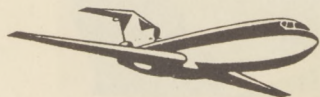
After an "exciting career" as Deputy Administrator and then Acting Administrator, Michael Fenello is ready to resume the retirement that was interrupted two and a half years ago. He now plans to leave FAA May 1, after the Budget hearings and move to a Florida community of retired pilots.

"There just happens to be an airport nearby," he said, "and I'm still fascinated by airports."

He said he plans to keep flying occasionally and stay active in aviation even if only as an involved citizen.

In summing up his FAA career, Fenello said, "The single thing that impressed me most was the dedication, competence and loyalty of FAA employees. Their dedication to safety has made them world leaders in this field."

In conclusion he said something akin to what he had already told Congress, "As Deputy Administrator I was proud of them, and as a citizen I am grateful for them."



## That Benefits Statement Is on The Way

Most, if not all, FAA employees should soon have their Personal Statement of Benefits in hand. As previously announced in INTERCOM, the statements were scheduled to be sent to each employee's home address of record on or before April 20 to help them and their families understand in dollars and cents terms how the benefits programs operate for their protection—now and in the future.

The large fold-out pamphlet contains two major sections. One is a projected summary of the employee's total pay for calendar year 1984 and the benefits available. The second section provides additional information about these benefits, including what should be done in case of (1) medical expenses, (2) disability, (3) death before retirement, and (4) retirement.

All information in the personalized statement is projected for 1984 from data available in the FAA personnel and payroll systems on February 3. As a result, changes made after that date will not be reflected in the statement. In addition, it should be noted that since projections are based on a given day, wage-grade employees receiving premium pay, part-time employees or any employee whose compensation fluctuates, can expect that the projections will not be entirely accurate.

## Air Traffic Rules For Olympics Announced

As far as FAA is concerned, the summer Olympics can begin any time. The agency has done its part by issuing a Special Federal Aviation Regulation (SFAR) to provide for the smooth and safe flow of air traffic arriving and departing the Los Angeles area before, during, and after the games. The rule will be in effect from July 14 to August 26, with the games themselves running from July 28 to August 12.

Generally, the SFAR is less restrictive than the rule proposed last November and, consequently, will afford the airlines greater flexibility in scheduling Olympic flights. Helicopter-borne television crews and other airspace users also will benefit from the changes. FAA said that the changes were based on a consensus of aviation interests that the Olympics will generate only a light to moderate increase in air traffic. Moreover, the airlines will be able to accommodate much of the traffic increase by using larger aircraft and flying with higher load factors.

Key provisions of the SFAR include the establishment of an advance reservation system at Los Angeles International (LAX) for U.S. scheduled air carrier flights and a separate reservation system for U.S. unscheduled flights at LAX and four other southern California airports. It also requires 30-day advance notice for unscheduled foreign flights.

Other provisions include the designation of a "Los Angeles Olympic Area," and the establishment of 26 restricted areas to provide additional security at Olympic events. Among them are Palo Alto, Calif., Annapolis, Md., and Cambridge, Mass., where Olympic soccer games will be played.



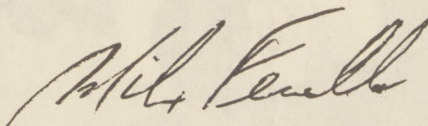
## National Secretaries' Week Proclamation

April 22-27, 1984

On April 22, 1984 the Nation will begin the thirty-second annual observance of National Secretaries' Week. The purpose of this occasion is to recognize our Secretaries, upon whose professional skills, loyalty and efficiency the functions of business and government offices depend. I fully support this special week and I am pleased to proclaim this observance in the Federal Aviation Administration.

It is most appropriate and fitting for our agency to pause and demonstrate an appreciation to those who contribute so much to the fulfillment of our mission. The FAA awards program is but one way we can recognize and applaud the contributions of our Secretaries.

I encourage all Managers and Supervisors to demonstrate and express their appreciation and support to the Secretaries at the Federal Aviation Administration not only during this special week but throughout the year.



ACR Secretaries (from left) Mary Streat, Veretha Tolonda and Angela Greenlead help forward ACR's important mission.

## National Secretaries' Week

National Secretaries Week is one recognized week in the year when government and private industry do what they ideally should do every day—thank secretaries for their invaluable work in the modern office place. FAA is especially rich in secretaries with both talent and commitment. For your contributions, dedication and patience, we thank you.



Margie Ross and Kelly Corcoran of the Litigation Division of AGC help keep FAA within the letter of the law.



FAA Headquarters Secretaries keep their sights set high.

"I'm proud to be a secretary. I like working as on a team. Sometimes people forget what the profession we are."

Claudia Long



(from left) Sharon Long, Viola Jones, Lonie William, Evelyn Gardner and (seated) Janice Gordon check out a new Wang word processor for the Office of Management Systems.

"The role that I have now is greater because I'm trying to get involved with the whole office. Secretaries can and should get more involved in the learning process of administering the office."

Mary Streat  
Secretary, ACR



Secretary Becky Wright (seated) and Barbara Wilson of WNA take a crack at the new Uniform Accounting System.



Shirley Murphy, Karen Bitterman on track in busy





gh.

ng as Professional  
 professio nals, but  
 Long Secretary, ADL



phy, Tricia Hightower, and  
 rman (from left) keep things  
 busy APT.

AAT-620 Paychecks  
 depend on Deborah  
 Rood's careful book-  
 keeping.



(From left) APA's first-rate typing and clerical team: Vanessa Dixon, Michael Dean, Pam Snowden, Peggy Callan, Anne LeSesne, and Connie Alvarez.

National Secretaries Week  
 April 23-27, 1984

Schedule of Events

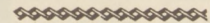
- |                         |  |
|-------------------------|--|
| April 23<br>(Monday)    | 9:30 a.m. = 10:30 a.m.<br>All Employees<br>Opening Reception<br>= FAA Cafeteria<br><br>Secretaries should arrive<br>at 9:15 a.m.<br><br>Refreshments will be served                    |
| April 24<br>(Tuesday)   | 10:00 a.m. - 11:00 a.m.<br>"Career Strategies That Work"<br>Constance Hansborough<br>EEO Specialist, FHWA; Independent<br>Career Consultant<br>= FAA Auditorium (Third Floor)          |
| April 25<br>(Wednesday) | 10:00 a.m. = 11:30 a.m.<br>"Dressing for Success"<br>Candy Cean of Casual Corner<br><br>"Image Building Through Fitness"<br>Andy Larusso of Spa Lady<br>= FAA Auditorium (Third Floor) |
| April 27                | 10:00 a.m. = 11:30 a.m.<br><br>Tribute to Excellence Awards<br>Program<br>= FAA Auditorium (Third Floor)   |



Karen Bitterman, APT-2  
 collects information from  
 the Regional Offices.



The Public Inquiry Cen-  
 ter has Pam Snowden to  
 field questions.



\*I enjoy secretarial work. I think secretaries are being increasingly recognized. For instance, we are getting top priority for computer literacy training. This is the sort of opportunity I can use to pursue my career goals while keeping up to speed with changes at FAA.\*

Carol Strong  
 Secretary, APO

TRIBUTE TO EXCELLENCE HONOREES FOR 1984

**AAA**

Bakri, Lauren K.  
Byrd, Shelia T.  
Opperman, Catherine L.  
Vanagas, Norma Jean

**AAM**

Ford, Laurie A.  
Stone, Carol A.

**AAP**

Caldwell, Jane P.  
Herbert, Deborah M.  
Newcomer, Lois E.  
Ryan, Carolyn A.

**AAS**

Anderson, Joanne K.

**AAT**

Hoover, Patricia K.  
Martinez, Helen J.  
McClure, Tina M.  
Perro, Lottie A.

**ABU**

Corbett, Sharon

**ACR**

Martinez, Irene V.  
Streat, Mary A.

**ADL**

Brown, Brenda M.  
Herbert, Jacqueline B.  
Mehalso, Carol A.  
Willingham, Brenda L.

**AES**

Simone, Sandra L.

**AFO**

Black, Dorothy E.  
Hall, Joyce M.  
Jennison, Patricia M.  
Lutz, Rita A.  
Payne, Lillian J.  
Young, Vicky L.

**AGC**

Simpson, Dianna

**AIA**

Finger, Martha

**ALG**

Edwards, Vera M.  
Snead, Patricia

**ALR**

Brooks, Carol A.

**AMS**

James, Agnes E.

**AOA**

Carter, Pauline  
Ward, Raina

**API**

Ullman, Clara G.  
Williams, Deborah

**APM**

Buckmon, Cynthia D.  
Davis, Judy L.  
Hodge, Paula  
Pullin, Carol J.  
Redden, Erna  
Rozier, Verdell E.

**APO**

Strong, Carol

**APP**

Campbell, Patricia A.

**APT**

Stewart, Sharon L.

**ASF**

Finley, Melody G.  
Guido, Glenna S.  
Holcombe, Christy L.

**AVN**

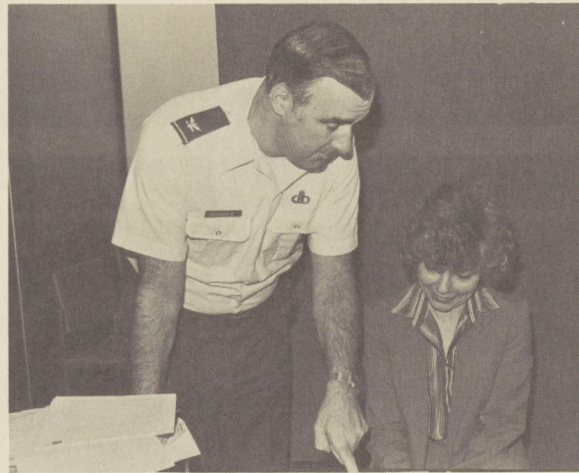
McConnell, Irma L.

**AVS**

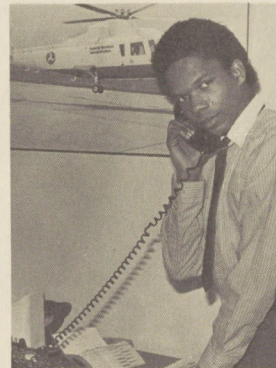
Dean, Dixie L.  
Miller, Denise L.  
Payne, Kay F.  
Pennino, Dorothy

**AWB**

Bryant, Naomi J.  
Jessee, Barbara R.  
Renaud, Jacqueline B.  
Turpin, Bernadette M.



Military Liaison Secretary Ruthia Cologero confers with USAF Col. Steve Budesheim.



James Bell of the Rotorcraft Office is one of FAA's male secretaries.



Lisa Taylor, AFO-250, combines motherhood and working with ease.

Joan Harris, APM-3, keeps pace with modern word processing techniques.



"I was a secretary in private industry, but I think being a secretary at FAA is much better because there is more guidance and training. The specialists here in AAT take the time to explain the issues to me so that I can make contributions and suggestions."

Becky Harman  
Secretary, AAT

"I was a secretary with FAA for 6 years, left for 16 months, and returned because the opportunities are so much better here. I'm now HRC Chairman for AAA and am enthusiastic about the chances for real participatory management. I find that very challenging."

Lauren Bakri  
Secretary, AAA



Juanita Owens has her hands full as AFO Asst.Division Secretary.

## Proposed Change for 'Age 60' Rule Dropped

The agency has dropped the proposal that would have allowed some airline pilots to continue on the job after their 60th birthday because it found no valid way to predict which ones might pose a safety hazard for medical reasons. FAA issued the proposal last June in an effort to provide airline pilots with some relief from the present "Age 60" retirement rule, which has been in effect since 1959. The notice itself asked for data or suggestions that could be used to identify those pilots who could continue to fly with the airlines after age 60 without endangering the lives of passengers and other crew members due to a sudden incapacity illness.

However, based on the response to the notice, the agency concluded that it is "impossible to accurately predict when an incapacitating event might occur with respect to any given individual age 60 or older."

Concurrent with the withdrawal action, FAA is suspending action on a petition to extend the Age 60 rule to flight engineers, noting that the role of the flight engineer is not as critical to safety as that of the pilots.

## CR Makes Airport Poster

The Headquarters Office of Civil Rights has prepared a gentle reminder that equal employment opportunity is required at all airports receiving Federal grant money. The message has been put on a poster and distributed to airports around the country to advise the public that airport operators, lessees, and concessionaires must provide services and employment opportunities without regard for race, sex, color, creed, national origin or handicap.

The bilingual poster—English and Spanish—also tells where discrimination complaints may be filed.

## Things Are Getting Lighter in Kansas

Things are a bit lighter in the Hutchinson, Kan., Airport Traffic Control Tower. Five employees, including Manager Jack Skelton and Assistant Manager Ed Yost, completed a competitive weight loss program that saw the group shed a total of 98 pounds over a five-week period.

Skelton was the individual winner, losing 26 pounds, or 12.2 percent of his top body weight; Lee Nutterfield lost 10.9 percent; Yost, 10.8; Roy Belew, 7.2; and Dan Truesdell, 4.5.

Skelton said the group didn't follow some magic diet, but cut out the noon buffet, refused seconds, and generally ate sensibly. Every week they all got together to weigh in, and every week they were all winners by being losers.

## ARTS III Due For Upgrade

The agency has awarded the Sperry Corporation \$20.8 million to upgrade the automated radar terminal systems (ARTS III/IIIA) at some 60 of the nation's major airports. The contract with Sperry also provides for the expansion of the en route version installed at the Anchorage, Hawaii, and San Juan Air Route Traffic Control Centers and Nellis Air Force Base.

Under the contract, Sperry will provide additional computer units and associated equipment which will expand the capacity and, in some cases, enhance the capability of existing ARTS III/IIIA and En Route Automated Radar Tracking System (EARTS) system. At the Philadelphia and Portland (Ore.) Airports, for example, the new equipment will provide expanded processing capabilities to be used in conjunction with a second radar installation.

Sperry developed the basic ARTS III in the early 1970s. Most of this equipment now has been upgraded to ARTS IIIA which, among other enhancements, has improved aircraft tracking capabilities. For example, it can track both transponder and non-transponder equipped aircraft.

# Headquarters News



## Thank You

Barbara Hinton Boulware wishes to thank the many parking garage users for the gifts of cash and clothing donated to her relatives after they were recently burned out of their McLean home. To the many FAAers who gave and the parking garage attendants who cooperated she said, "It's people like you that make life a little better and a little easier. God bless you all."

## Asian/Pacific American Heritage Week Set

In observance of Asian/Pacific American Week, May 7-11, 1984, the DOT Office of Civil Rights and the Southwest Federal Interagency Committee invites all FAAers to attend a kick-off program on Monday, May 7 at 10 a.m. in the FAA auditorium.

This commemorative week was enacted in 1979 with legislation initiated by Rep. Norman Mineta, who will be featured as a guest speaker on May 7. In addition to Congressman Mineta, the program will include the highest ranking Asian-American in the armed forces, Maj. Gen. Dewey K. Lowe, USAF, and Ms. Miyuki Yoshikami performing on the koto, a musical instrument of Japan.

## LR Branch Has Election Year Info

Besides the Hatch Act requirements already covered in Intercom, the Labor Relations and Career Development Branch (APT-140) feels there are things FAAers should know this election year. Available through APT-140 are such publications as "Absentee Voting—How to Do It," a booklet entitled, "Political Activity and the Federal Employee" and Fed Facts #1 entitled, "Political Activity of Federal Employees."

As far as the legality of Federal employees contributing to the Reagan-Bush campaign is concerned, APT-140 says these queries should be directed to the Office of Chief Counsel.

## Awards And Rewards

During the past two weeks the following awards were presented to Headquarters employees:

### Special Achievement Awards Based on Sustained Superior Performance:

Carl G. Peterson, Sharon T. Boland, Maria Taglieri, and Bonnie Giampietro, APM; Parker E. Harris, Jr., AAP;

### Special Achievement Awards Based on Special Acts or Services:

David K. Thompson, AAT; Rodman D. Bourne and Delbert Weathers, AAP; Jack Reilly, Tom Smith, Jack Nager, and Carmine Primeggia, APM;

### Quality Increases:

Herbert Greenberg, Hubert Cox, Robert Dyke, Madeline S. Taylor, John Ward, Jack Nager, Allen F. Beard, and Rose Trotta, APM; Philip DeCara, AAP; Spencer Fitzgerald, AAT; Lonnie Gordon, ADL.

## McNeil and Marshall Plan New Careers

Two of the agency's human relations stalwarts are leaving Headquarters. John McNeil, Headquarter's Human Resources Specialist, and Era Marshall, the Federal Woman's Program Coordinator, are both moving on to "bigger and better things." John is going to the Western-Pacific Region and will continue to work in the field of human relations.

Era is staying in the Washington area. As a matter of fact, her new job with the Nuclear Regulatory Commission (NRC) in Bethesda is closer to her Silver Spring home than FOB-10A. She will be promoted at NRC to Federal Woman's Program Manager.

A reception in her honor will be given April 19 from 2 to 4 p.m. in Rooms 5AB&C. For additional information, call Mary Streat or Irene Martinez on 426-3785, Room 1030.

A get together was held last Friday in the Roundroom to bid John farewell.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Site Selection Two-Thirds Complete

The Automated Flight Service Station (AFSS) site-selection program is now two-thirds complete with the three most recent picks bringing the total to 40.

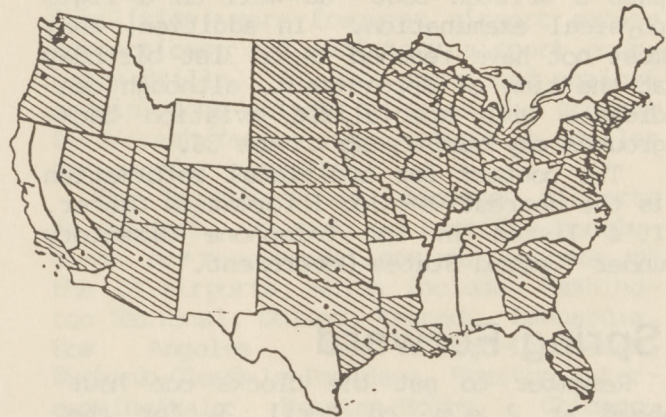
The newest sites are Williamsport, Pa.; Chesterfield, Mo.; and Millville, N.J. The Williamsport and Millville buildings will be constructed by the local communities and leased to FAA. The Chesterfield site will be located in the existing FSS building at the Spirit of St. Louis Airport, which will be modified by the county to meet the AFSS requirements.

Selection of the 21 remaining AFSS sites is scheduled for completion by the end of 1984. Nineteen of these now are in some stage of negotiation, evaluation or selection. The remaining two, Puerto Rico and Hawaii, will begin the selection process in the near future.

## Murdock Acting Deputy

As of May 1, FAA's Chief Counsel J. E. "Sandy" Murdock will be the Acting Deputy Administrator until the permanent selection process is completed. Murdock came to the agency as Chief Counsel in August 1981 and has been responsible for a broad range of legal matters, such as regulations, litigation and legislation. Before joining the agency, Murdock was the general attorney for United Airlines, where he worked for seven years. A graduate of Princeton, he received his law degree from Columbia and is now vice chairman of the Int'l. Bar Assn.

## AFSS Sites



Most of the U.S., including Alaska, is now covered by the AFSS system. Site selection will soon begin for Hawaii and Puerto Rico!

## One Half Percent Raise Scheduled

Most Federal employees are due for an surprise 1/2 percent pay raise retroactive to January. For an employee in the \$30,000 a year neighborhood, the raise will amount to almost \$150 a year. The retroactive part will come to about \$45. It is expected to show up in individual pay checks sometime next month.

The pay raise was approved by the Congress as part of the Omnibus Reconciliation Act of 1983. The bill was signed by the President but, in order to implement the new pay schedule, he must still sign an executive order, which he is expected to do in the very near future.

## FAA To Recruit Additional Controllers

The agency will begin recruiting a new group of candidates for air traffic controller positions for a 30-day period, beginning May 1. Although FAA currently has more than 12,500 controllers on the job or in training, additional personnel still are needed to fill vacancies due to attrition.

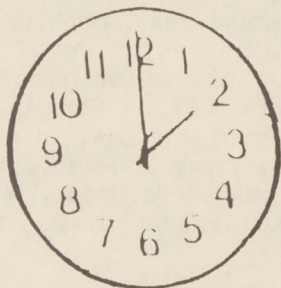
All applicants must have at least three years work experience or an equivalent educational background. They also must pass a written test as well as a rigid physical examination. In addition, they must not have reached their 31st birthday at the time of appointment, although candidates with specialized aviation backgrounds may qualify up to age 36.

The contact for additional information is the nearest OPM Job Information Center. It's listed in the telephone directory under "United States Government."

## Spring Forward

Remember to set the clocks one hour ahead at 2 a.m. on April 29 for the beginning of Daylight Saving Time (DST), which will be in effect until the last Sunday in October 1984.

Employees working during the 2 a.m. change to DST may be scheduled to work an additional hour after the end of their normal shift or may be charged annual leave to make up the hour lost. Supervisors are encouraged to provide employees with the opportunity to work the additional hour. For further information, contact your personnel office.

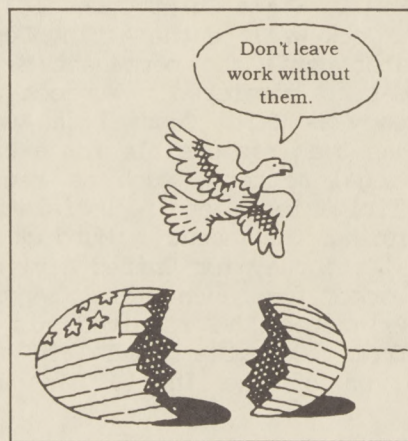


## FAA Shepherds Lost Pilot To Bismark Landing

Few pilots will ever admit to being lost but most will concede that occasionally they have been "unsure of their position." Bismark, N.D. tower controller Michael Miller was involved with such a pilot recently and found that he not only was unsure of his position but also "caught on top" of an overcast without an instrument rating and running low on fuel.

Miller's first priority was to identify the aircraft on radar which he did, and then find the pilot a place to land. Since the only two area airports with VFR weather were too far for the aircraft's dwindling fuel supply, Miller was left no choice but to instruct the pilot to maintain VFR on top as he began vectoring him to Bismark for a radar approach. Eight miles from the airport, the pilot began entering the clouds and radioed that he was icing up, dropping altitude and had "lost it." "I urged the pilot to level his wings and he was able to regain control and climb back on top," said Miller. The aircraft was then vectored for a 15-mile final approach for Bismark's Runway 13. The runway number proved lucky in this case because the airplane broke out of the clouds a mile from the field and landed safely.

This "save" was one of 76 for March. Flight service stations were responsible for 31, while terminals accounted for 33 and centers handled 12. There were 132 persons on board the aircraft involved.



## World Focuses on H. R.

There are a couple of good reasons to read FAA WORLD this month. One is to learn about a planned survey of all FAA employees that will ask how they feel about their jobs and work environment. Another is to get some straight answers on the status and future direction of the human relations program from the man who should know—National H.R. Program Manager Jim Boone. Aviation buffs will find an article on the resurgence of the turbo prop, and sport fans can read about an Olympic skier in the "FAA Family." Also, look for the regular features.

## NATI in Phase II

As a result of the National Air Transportation Inspection (NATI) program, FAA has issued an emergency order of suspension against Rich International Airways for violations of maintenance and other safety regulations.

The Miami-based charter operator is the second airline to be grounded since the NATI program got underway in early March. The other was Sundorph Airlines, a small commuter operator in Cleveland, Ohio.

During the first phase of the NATI program, which ran for three weeks in March, over 800 FAA inspectors conducted more than 14,000 checks on the nation's 350 airlines. Approximately 6,500 of these involved aircraft maintenance and 7,500 involved operations.

Transportation Secretary Dole congratulated FAA inspectors for "an outstanding job in conducting this large, intensive inspection on such short notice." Although the inspections did not turn up any system-wide deficiencies, it did identify areas that require additional scrutiny, she noted.

The second phase of the NATI program began in early April and will run for 60 days. It will involve continued checks on those airlines previously identified as needing closer attention. The agency also is looking into some problem areas that appear to be common to a number of carriers.

## NTSB Study Finds Airport Pluses and Minuses

The National Transportation Safety Board (NTSB) has found "measurable improvement in airport safety" since the inauguration of FAA's Airport Certification program in 1972, but says the program can be strengthened even more.

In a study that focused on 14 major air carrier airports but applies to all 662 FAA-certificated airports, the Board came up with 21 recommendations for improving safety regulations. Included were recommendations on new regulations for airport fuel farms and refueling facilities; more frequent airport safety inspections; and mandatory airport emergency drills. It also cautioned against precipitous action to relax the present fire/crash/rescue requirements at smaller air carrier airports.

The Board's study addressed airports in general. It made no specific conclusions or recommendations on any one of the 14 airports, which included Washington National, Dulles, Kennedy, LaGuardia, Los Angeles, San Diego-Lindbergh, Burbank-Glendale-Pasadena, Houston Intercontinental, Houston-Hobby, Chicago-O'Hare, Chicago-Midway, Denver-Stapleton, Boston-Logan, and Ft. Lauderdale-Hollywood.

## FAA Technicians Aid Shipwreck Survivors

Two Alaskan technicians who help pilots by maintaining NAVAIDS on lonely Middleton Island recently also gave help to shipwreck survivors.

Buck Braun and Francis Curtin were startled when two survivors of the fishing vessel "Amanda Rose" stumbled into their facility at 6:30 one morning.

When the survivors reported that two others were at the end of the island. Braun and Curtin immediately notified the Coast Guard, then drove to the end of the island themselves. There they picked up the two other survivors and took them back to the FAA facility, the only habitable building on the island.

# Headquarters News



## Fenello Party Set

There will be a gala "sorry to see you go" party for Deputy Administrator Mike Fenello at the Bolling Air Force Base Officer's Club, May 21. The cash bar opens at 6:30 and dinner is at 7 p.m. Anyone wishing to make a presentation should contact Larry Kotzker, ADA-2, but do it quickly.

## Awards and Rewards

During the past two weeks, the following awards were presented to Headquarters employees.

### Special Achievement Awards Based on Sustained Superior Performance:

Charles W. Schaffer, AWS; Barbara White, ADL; Floyd T. Messick and Robert De Mott, AES; Joseph Hoover, AOA;

### Special Achievement Awards Based on Special Acts or Services:

Donald E. Grove and Barry Saltzman, AEM; Donna Richardson, James H. Loss, AIA; Duane Van Etten, APO; Irene E. Howie, AGC; Jacqueline Renaud, Rebecca Link, AWS;

### Special Achievement Awards Based on Special Acts or Services for the Facility-Consolidation Plan:

Mary Ellen Kraus, Paul Rosenwald, AAT; Mary Bobb, AVS; Patricia Hall, Harriet Tucker, Lessie Dorse, Samuel Boone, and Samuel Pendleton, AMS; Charlie Baker, Catherine Sullivan, and Terence Wendel, APM;

### Quality Increases:

Madeline Jean Hetsko, AMS; Mary Manatos, ADL; Ernest Lucier, Louis L. Olsen, Laurence Taubenkibel, Billy A. Holland, and Helen Koch, APM;

### Certificate of Achievement for the Facility Consolidation Plan:

David Hodge, Mary Ellen Kraus, Paul Rosenwald, and Barbara Hertton, AAT; Howard Murphy and Susan Helzer, APO; Mary Bobb and Kenneth Parrish, AVS; Charlie Barker, Catherine Sullivan, Terence Wendel, Dennis DeGaetano, and Warren Lichtenberg, APM; Lessie Dorse, Samuel Boone, Samuel Pendleton, Evelyn Gardner, Leonard Bell, Patricia Hall, and Harriet Tucker, AMS.

## Call SATO For Airline Tickets

"Please call so you won't have to stand in line," is what Marsha Williams of the Scheduled Airlines Ticket Office (SATO) on the second floor of FOB-10A, has to say to all potential ticket buyers.

"Call us ahead of time," she says. "The number is 245-7257. Just tell us where and when you want to go. We'll take the information and arrange a time for you to pick up your ticket." She explained that the office is now in a better position than ever to help FAAers with their personal and official travel plans. A new agent, Elaine Balducci, has been added to the staff of Marsha and Fran Rubino, and a new computer has also increased their efficiency. So, travel when you want, but call to book your passage, and don't stand in line.

## Please Complete Questionnaire

The Personalized Employee Benefits Statement should have arrived in your homes this week. Please study it carefully before filling out this questionnaire and sending it to APT-220. SERIES, GRADE: \_\_\_\_\_ REGION: \_\_\_\_\_

\* My statement helps me understand the full value of employment benefits available to me.....yes \_\_\_\_\_ no \_\_\_\_\_

\* The statement made me aware of benefits that I did not realize were available to me.....yes \_\_\_\_\_ no \_\_\_\_\_

\* The personalized information is accurate.....very \_\_\_\_\_ moderately \_\_\_\_\_ not at all \_\_\_\_\_

\* I would like to receive a similar statement annually.....yes \_\_\_\_\_ no \_\_\_\_\_

\* I suggest the following items be included in future statements, or recommend the following changes:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name: \_\_\_\_\_  
(Optional)



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Controllers Keep PVDs Up

Controllers at the Oakland En Route Center do not miss the long-standing inconveniences of lifting their displays when switching to the backup radar system known as the Direct Access Radar Channel (DARC). The problem was caused by the physically demanding task of converting the Plan View Display (PVD) from the vertical to the horizontal position so the controllers could keep track of aircraft with plastic chips called "shrimp boats."

Now, the PVDs may stay in a vertical position thanks to a new software system called RAHØ1 which was installed on March 25. Oakland Center was the first to implement the new system. The software has been shipped to all other en route centers and will be operational shortly.

The new RAHØ1 software provides controllers with full data blocks with coast status in the event radar coverage is lost. The basic Direct Access Radar Channel (DARC) provides only a limited data block on aircraft targets, which must be supplemented with data written in grease pencil on "shrimp boats." This task required the PVDs to be lowered to the horizontal position to accommodate the use of the "shrimp boats."

A future enhancement of DARC, E-DARC, is proceeding on schedule and is expected to be completed by July 1, 1985. The final stages of E-DARC will include hardware innovations that will give controllers the ability to switch from the primary NAS system to backup radar at the touch of a button and will render the two systems nearly identical.

## NAR Excom Says Farewell To Chairman Fenello

Heartfelt farewells to Deputy Administrator Mike Fenello and 97 more recommendations for airspace safety highlighted the eighth National Airspace Review (NAR) Executive Committee (EXCOM) meeting held at FAA Headquarters April 24. Fenello has run the NAR program since its inception in May 1981 and also has served as the EXCOM chairman.

Administrator Engen addressed the EXCOM meeting saying that he would support the NAR concept and feels it has been highly productive.

The ten-member EXCOM considered four studies submitted by individual task groups and sent all (See page 2)



Before new software system was installed, controllers followed targets with "shrimp boats" as Washington Center Controller Rich Freeman is doing.

Photo by Dennis Hughes

## Jacksonville History Compiled by Controller

The Jacksonville Center recently celebrated its 40th anniversary by publishing a history of the facility. The profusely illustrated, 38-page, paper-bound volume was compiled and edited by controller Jan H. Johannes, the center's quality assurance specialist. Johannes became interested in history in 1973 when he volunteered to help the Nassau County, Fla., Bicentennial Committee. At that time his project was to do a six-month, 60 page picture history. Three-and-a-half years later Johannes came up with a 400 page book which was published locally and sold successfully.

Since that time, history has been his hobby. In 1977 when then Jacksonville Center Chief and now AAT Special Projects Manager Karl Trautman came up with the idea of doing a facility history, Johannes naturally volunteered.

For over a year he worked on weekends and after his shift at the center almost every day. However, after interviewing scores of controllers, visiting the Smithsonian and the Library of Congress in Washington and collecting over 700 photos, he left the area and dropped the project.

Nevertheless, when he returned to Jacksonville in 1982, he picked up where he left off. By February 1984, the volume entitled "EARLY AVIATION AND JACKSONVILLE'S AIR ROUTE TRAFFIC CONTROL CENTER" was published.

FAAers who have served at the center or have special reasons for seeing the book should contact Ron Brown at Jax ARTCC.

## Faberman Acting AGC-1

Edward Faberman, FAA's Deputy Chief Counsel, has been named Acting Chief Counsel, effective May 1, while J. E. "Sandy" Murdock serves as Acting Deputy Administrator. Faberman has been with the Agency since 1970. He is a graduate of American University and received his law degree from Saint John's University Law School.

## NAR (From Page 1)

recommendations on to the Administrator to be cleared for further considerations. The four studies concerned were: Standard Instrument Departure (SID) and Standard Terminal Arrival Group (STAR) charts and the Airport/Facility Directory; parachute, glider, and ultralight operations; flight plan format; and international delegated airspace.

Fenello told the EXCOM members that "Working with these user groups and accomplishing what we have has given me tremendous personal satisfaction."

EXCOM members then responded in kind. Major General Robert D. Beckel presented a bronze plaque from the Department of Defense and commended Fenello for his "Let's get it done" leadership.

Glenn Leister of the Helicopter Association International also presented Fenello with a plaque, and John H. Winant, of the National Business Aircraft Association, gave the retiring deputy a paperweight, "to keep his NAR papers together."

Last, but by no means least, FAA's own Steve Harless, representing Air Traffic's Special Projects Staff, presented the departing Deputy with a framed montage of NAR participants.

Now that Fenello has departed, Acting Deputy Administrator J. E. "Sandy" Murdock will take over as the EXCOM Chairman.



Steve Harless, AAT-30, (left) presents montage of NAR participants to Deputy Administrator Fenello as a going away remembrance.

## Headquarters Has An HRC Workshop

Human Relations is a Journey, not a Destination ...



Mike Fenello receives his official Hug button from Cindy Zook.

...is how former Acting Administrator Fenello characterized the HR effort during his opening remarks for the Headquarters Human Relations Committee's Workshop held last month in the Springfield, Va., Hilton Hotel. Here's what happened....

A total of 64 HRC members showed up and divided themselves into smaller groups with names such as: "Thunderbunnies" (APT, ALG, ALR); "Sunshiners" (AAA, AMS, ABU); "O/P Gang" (Optimists and Pessimists - ADL, AEE, APA); "Thee Group" (AAT); "Avis #1" (AVS); "GGB's" (Good and Getting Better - ARP, AMA, AVN); and "Archers" (AGC).

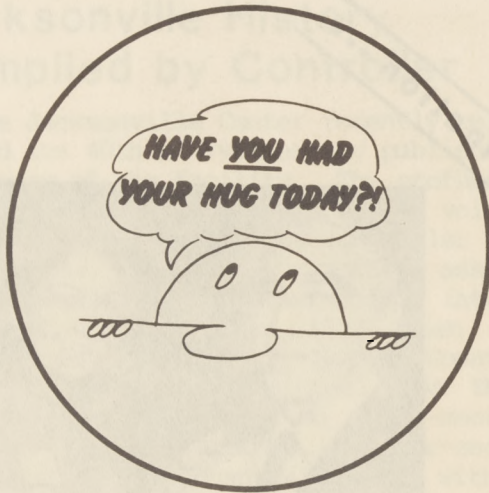


Deputy Administrator Fenello addresses the gathering.

"I like being in an environment where I felt relaxed in meeting people from FAA, many of whom I have known by sight for years. A conference like this helps promote an FAA team feeling."

"Thee Group" ...  
Air Traffic's HRC.





WONDERING ABOUT HUGS . . .

...in Headquarters recently...Hugs (And Hug Buttons) were just one of the things which came out of the workshop. The button originators assure us that you don't need a button to get hugs, just ask...and if you ask, its NOT sexual harrassment!

"We must realize t  
a small portion of  
this storehouse of  
techniques is put  
FAA, the more mean  
beneficial it will  
dissemination is e

MAJOR THEMES . . .

...of the workshop were clarification of the purpose and operating procedures of HRC's with emphasis on ways to improve effectiveness in determining what issues and opportunities exist in organizations. Also explained were ways to improve the working relationship between HRCs and management.

"This conference has taught me about presenting opportunities or the possibilities of HR within our organization. To use an analogy, John and Cindy are like coaches and this work here is like a huddle. All of our questions do not have "pat" answers. It is up to us to take this information and play the HR game in our organization using the methods which will best work there. The focus of this workshop is on what's possible.

ENTHUSIASTICALLY RECEIVED . . .

...and greatly appreciated by the attendees was the guest appearance of Gene Weithoner, Associate Administrator for Administration, and Jim Boone, National Human Resource Manager. They discussed a wide range of human relations issues and plans and answered several questions from workshop participants.

Tina Mallory, APA, gives guest manager Fred Osgood, AMS, a special hug as Terry Wendell, APM, and Jim Cha, AAP, look on.



Doris Griffing, Cathy Thomas, Jim Davis, and Lina Moyer, of AMA, like group hugs.



Members  
optimist

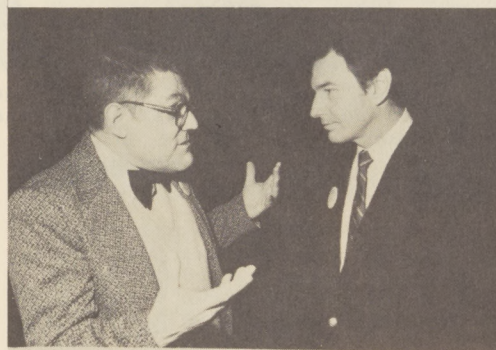
realize that we represent  
 portion of... The more  
 house of information and  
 is put to use throughout  
 ore meaningful and  
 it will be. Wider  
 ion is essential."

"The workshop made me aware of the  
 effort going on in FAA and where  
 each particular organization is in  
 that effort. Secondly, I can now  
 appreciate more fully management's  
 concerns about the nature of the  
 program."



Jim Densmore, AEE, and  
 Keith Potts, AAT, were two  
 of the quest managers.

\*\*\*\*\*  
 \* GUEST MANAGERS . . . \*  
 \* ...participated on the last \*  
 \* day and went to lunch with HRC \*  
 \* members. The visiting managers \*  
 \* were: \*  
 \* B. Keith Potts AAT-200 \*  
 \* Charles Burwick AAT-101 \*  
 \* Jerry Ball AAT-360 \*  
 \* Steven Rothschild APM-601 \*  
 \* John M. Williams APM-540 \*  
 \* Jim Densmore AEE-100 \*  
 \* Fred Whiteside AAA-200 \*  
 \* Luigi Iori AAS-110 \*  
 \* Dick Danforth AGC-130 \*  
 \* Don Byrne AGC-240 \*  
 \* Jim Parker AAm-600 \*  
 \* Bob Ross ALG-340 \*  
 \* Bill Davis ALG-202 \*  
 \* Lionel Driscoll APT-100 \*  
 \* Fred Osgood AMS-200 \*  
 \*\*\*\*\*



Fred Osgood, AMS, makes his point  
 with John McNeil.



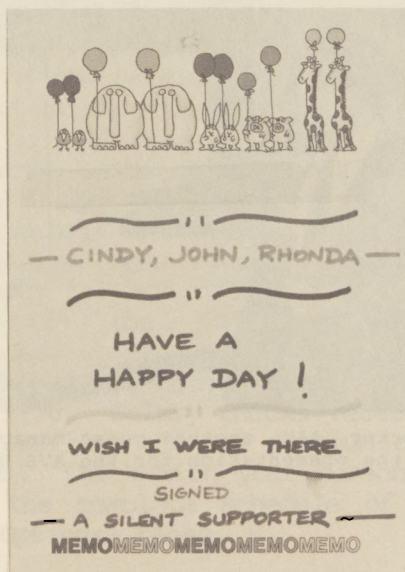
BALLOONS ARRIVED . . .

...midway through the final  
 day of the workshop when a clown  
 arrived with a large bunch of  
 balloons accompanied by a note.



Members of the Optimists/Pessimists Gang move to the  
 Optimists side.

"Exchanges with other HRCs and  
 managers that showed we all have  
 basically the same concerns,  
 weaknesses and strong points."

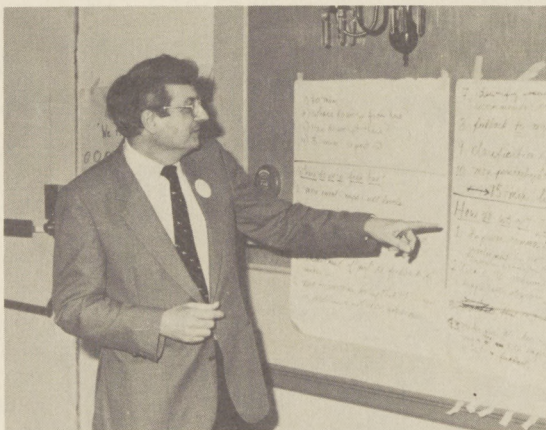




Wrensey Gill, APP, records major points while Steven Rothschild, APM, and Ernestine Williams (Atlanta FIFO) direct the action.



The "Thunderbunnies" Group brought their own self portrait.



Jim Parker, AAM, another guest manager, gives the presentation for the AVS HRC.

Workshop participants had a chance to give their opinion when critique forms were passed out on the last day. Here are some typical comments:

"The conference emphasized the need for more understanding of HRCs in the FAA and several of the session's group activity charts stimulated thought for what our individual committee can take back to the organization and use to improve that understanding."

"This workshop was very useful because it has given me the directions needed to develop our HR committee into a more viable, constructive and useful tool."

"I find that being here with our entire HRC network will have a lasting effect on how much we can contribute to the HR effort as well as to those employees whom we represent."

"It gave me a much better understanding of the role of HRCs and some of the issues that they can properly address."

"I liked having a chance to hear management's point of view and to work with the supervisors."

"This workshop was worth the effort!"

"The session has helped in establishing more overall cohesiveness in the HRC task and the HR effort."

"By far, the most positive exposure I've had to a human relations effort within the FAA structure (over 12 years). Thank you!"

"This conference reduced the feeling of "They-Us" and led me to look more closely at the problem of how to involve managers."

"I feel that if I apply what I have learned in these 3 days to my everyday work life I will be a easier person to get along with."

## FAA Evaluating Fire Blocking Materials

The FAA proposal to require fire blocking layers on airliner seats is keeping Technical Center personnel busy evaluating a flood of materials submitted by industry.

According to Tech Center researchers, more than 250 samples already have been tested to see if they meet the agency's criteria and over 100 have been found acceptable. These materials include neoprene foams, thermally resistant aluminized fabrics, heat stabilized polyacrylonitriles, high temperature blends and fiberglass cloths.

The Tech Center also reports that the weight of these fabrics continue to decline, making them increasingly attractive for airline use. Their weight ranges from four ounces a yard for the fiberglass and up to 24 ounces a yard for the neoprene foams.

FAA issued its Notice of Proposed Rulemaking on fire blocking layers in October with a 120-day comment period. A final rule is targeted for this fall.

## Update Mailing Address

If you haven't been receiving your copy of FAA WORLD because you moved across town or had a permanent change of station, the culprit is your W-2 address.

The home address used by the agency to mail the magazine is the same one used for mailing the W-2 income tax form every December. The list normally is canvassed each November, but if you want your address corrected sooner to ensure that FAA WORLD keeps coming, you will have to initiate the change yourself.

Ask your time-and-attendance clerk for FAA Form 2730-18, "Payroll Address Information," and complete items 1 and 2 only. (Items 3 and 4 are for changing the mailing address of paychecks.) The T&A clerk will forward the form to payroll for processing.



Deputy Administrator Fenello and artist Kitty von Kann unveil former Administrator J. Lynn Helms' portrait outside the administrator's office as Helms and his wife, Lorraine, as well as Fred Gilmore, ALG-1, watch.

## FEGLI Rates To Go Down

Federal employees who have become accustomed to constantly paying higher rates for just about everything got a pleasant surprise recently. The Office of Personnel Management announced that the premium rates for the Federal Employee Group Life Insurance (FEGLI) Program are actually going down for the average employee.

The new premium structure will create lower costs for nearly all coverages. The cost of Basic Life has been reduced from 24 cents to 22 cents biweekly for each \$1,000 of coverage. The rates for the three forms of optional insurance also have been reduced, except for the premium for age groups 55-59 and 60 and over in the Additional and Family Options.

The new rates went into effect April 30. Salary checks received June 5 will reflect the new premium rate deductions. Check with your personnel office for the complete schedule of new Basic and Optional rates.

# Headquarters News



## Awards And Rewards

During the last two weeks the following awards were presented to Headquarters employees:

### Special Achievement Awards Based on Sustained Superior Performance:

Janet Glivings, AAT; Pauline Carter and Uraina Ward, ADA;

### Special Achievement Awards Based on Social Acts or Services:

Marion Peter, AIA; Patricia Buckler, APM, Clara Colbert, Aubrey Canaday, and Ronald Price, ABU; Mary Ann Guntow, AFO;

### Quality Increases:

Kathleen Mook, Gordon Bateman, William G. Collins, James A. Helton, and Alphonso Petteway, APM; Tonie Williams, AMS.

## Thanks To Contributors

A special thanks to all the FAA employees who contributed funds for the flowers and refreshments at the Administrator's reception for secretaries. And hats off to Ruth Levernz, AMS-560, who headed up the project and the Federal Women's Task Force which assisted her in making it such a special occasion.

## Coed Softball

Last year's league champs, API, and 1983 tournament champ, AVS, have issued a challenge to other offices/services/organizations. Will there be any repeat "champs"? Any office willing to accept this challenge should have its representative contact Don Blazer on 426-8798.

## Engen Honors Secretaries

A well-attended reception in the FOB-10A cafeteria featuring remarks by Administrator Engen and yellow roses for each secretary launched National Secretaries Week in grand fashion.

Most of Headquarters' 576 secretaries and clerks showed up for the morning gathering where donuts and punch served as the main fare. Before the flowers were passed out, Engen expressed a few words of gratitude: "If you did not come to work this building would stop." Then, after the cheering subsided, he added, "You fill a very important role and one we're all appreciative of."

## Tennis Anyone?

The FAA tennis team is looking for experienced players who would like to participate in the DOT intramural doubles league this summer. Matches are played on Monday evenings at the GSI courts at East Potomac Park, from 6:30 to 8:00 p.m. Anyone interested in swinging a racquet for the FAA should contact Debbie Weekly (426-8154) or Ed VanDuyne (426-3008).

## Savings Bond Campaign Begins

The 1984 U. S. Savings Bond Campaign for FAA Headquarters was kicked off on April 24, in the FAA Auditorium. Deputy Administrator Fenello encouraged employees to purchase bonds during the May Campaign. Robert Sweeney of the Treasury Department explained the advantages of the new variable market-interest rates of U.S. Savings Bonds. Series EE bonds are now paying over nine percent.

APA-300



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## FAA Co-Hosts NATO Meeting

FAA recently played a major role on the busy stage of international aviation when it co-hosted, with Headquarters, Air Force Director of Operations, the 16th North Atlantic Treaty Organization (NATO) Air Traffic Services Working Party. The meetings were held in the Administrator's Conference Room from April 30 to May 4.

The working party is traditionally convened at NATO Headquarters in Brussels, but this year's meeting was held in Washington, D.C., because the European members requested briefings from FAA on the National Airspace Review process and the National Airspace System Plan.

Air Traffic representatives from the 16-nation alliance meet annually to discuss air traffic procedures, phraseology, and questions of system compatibility.

The meeting was brought to order with a military honor guard, which presented the U.S. and NATO flags. (See page 2)

In addressing the NATO Working Party, Administrator Engen pledged continued FAA support for the group.



## Administrator Engen Pushes Airport Development

FAA Administrator Engen called for additional airport construction and other capacity-enhancing measures in his first speech since taking over as the agency head. He warned that airports could face severe capacity problems in the next decade and said,

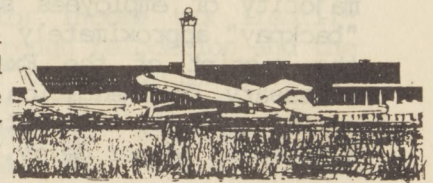
"I think we all have been lulled into a false sense of security by the events of the last several

years. The recession, the controllers strike and other factors have combined to reduce and control the demand on the system. Consequently, the need for airport iprovement has been masked."

Speaking to the American Institute of Aeronautics and Astronautics in the Washington, D.C., Convention Hall, he noted that projections indicate that we can now expect a decade of record growth for both airlines and general aviation.

Engen said airport capacity is most critical in major metropolitan areas and listed the following problems common to these locations: inadequate general aviation airport capacity; the closure or potential closure of privately owned airports; airport terminal building congestion; aircraft noise and land- use conflicts; inadequate ground access to major airports and inadequate air carrier runway capacity.

The Administrator conceded that there was no (See page 2)



## Retroactive Pay Increase

A previous Intercom article indicated that employees could expect the retroactive part of the recently announced one-half percent Federal pay hike sometime during May. However, the Office of Accounting reports that first it must receive a Presidential Executive Order implementing the revised pay schedules. A delay in the receipt of guidance from the Office of Personnel Management and the Department of Transportation prescribing documentation will also postpone the payout date, AAA said.

The retroactive date of the increase is January 8 for most employees. However, wage board employees will have different retroactive dates based on the effective date of the last increase for their prevailing rate area. According to payroll officials at Headquarters and the Mike Monroney Aeronautical Center, the majority of employees should receive the "backpay" approximately 4 to 6 weeks after the receipt of the Executive Order and necessary documentation. Wage board and certain special-rate categories can expect a somewhat longer delay.

## NATO (From page 1)

Administrator Engen welcomed the NATO representatives with praise for NATO Air Traffic Control's record of coordination in Europe, and he pledged continued FAA cooperation in international aviation.

## Administrator (From page 1)

easy answer to the airport capacity problem, but said, "I am carrying a message of concern to you today so that the entire industry will understand this challenge." He said he remained optimistic that industry "can solve the continuing airport problem" as it has other problems in the past.

## Minimum TCAS II Undergoing Certification

An industry prototype of the minimum TCAS II aircraft collision avoidance system developed by Dalmo Victor for the FAA is presently undergoing certification tests.

The system has been configured for operational evaluation on an in-service Piedmont B-727 aircraft. Following certification by the Atlanta Aircraft Certification Office, the system will be installed for an eight-month evaluation, which is expected to provide 1,600 hours of operational experience.

In a separate activity, the FAA plans to award two contracts that will provide a total of seven minimum TCAS II installations for evaluation by the air carrier community. These units will be developed as production systems and will accumulate an additional 13,000 hours of air service experience.



The Air Force color guard marched into the tenth floor round room for the NATO meeting.

## No Fatal Airline Accidents in 1984 First Quarter

There were no fatal airline accidents during the first quarter of 1984. During the same period last year, there were seven accidents, two of which involved fatalities.

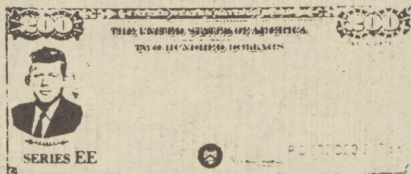
The same figures indicate that during the first three months of 1984, there were fewer fatal general aviation accidents than during the same period in any of the last three years. This year, 212 fatal GA accidents were reported. Last year, during the same period, there were 253 such accidents; 259 in 1982 and 265 in 1981.

That's the good news. The bad news is that there were 40 air taxi accidents. Of these, seven were fatal. Last year at this time there were 22 accidents, only four of which were fatal.

## Air Traffic Service SUPCOM Meeting Scheduled

A national meeting of the Air Traffic Service's Supervisors' Committee (SUPCOM) has been scheduled for June 4-8 at Washington Headquarters, with a talk by Administrator Engen highlighting the gathering.

SUPCOM is made up of first and second level air traffic supervisors from terminal, center and FSS facilities. It is designed to bring problems and supervisory concerns from the field directly to the attention of the Associate Administrator for Air Traffic and thus improve communications between field employees and management.



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Savings Bonds.

## GSA Makes Moving Cheaper

The General Services Administration recently released guidelines on new relocation allowances for Federal employees who move at Uncle Sam's behest. The new entitlements were authorized by Public Law 98-151, enacted on November 14, 1983, and apply to employees and certain appointees who report to duty at their new or first official work stations after that date.

Among the new features are: an increase in household goods weight allowance from 11,000 lbs. to 18,000 lbs.; longer periods for temporary quarters allowance; eligibility for certain Presidential appointees; a requirement of reasonable advance notice of transfer; an increase in the reimbursement limit for the purchase of a new home from \$5,000 to \$7,000 or 5% of the purchase price, whichever is less.

The parts of PL 98-151 authorizing reimbursements for income tax liabilities incurred through relocation and the Government's use of relocation services will be implemented later by GSA.

For more detailed information on these allowances, you should contact your servicing accounting office.

## Another Airline Grounded

San Francisco-based Spirit Airways has become the third airline grounded since the National Air Transportation Inspection (NATI) program began in February. However, in this case the inspection work had already been completed by San Jose GADO inspectors before the special inspection program was instituted.

The carrier was issued an emergency order of revocation on April 25 by the Western-Pacific Region as a result of numerous operational and maintenance violations.

The grounded airline had been operating jet-powered helicopters while serving various municipalities in the San Francisco/San Jose area.

# Headquarters News



## Parking Fee Reduced

In an effort to streamline its operation, decrease the number of overdue accounts, and cut fees for commuters, the DOT Parking Management Section is introducing a new monthly parking payment system.

Commuters will be pleased to know that the monthly fee is being reduced from \$10.85 to \$8 effective June 1. The other major change effective on that date is that fees must now be paid in-person and stickers will be issued and attached to the large window pass. The stickers are color-coded and will be changed every month.

Stickers are now on sale at each of the DOT Headquarters' Imprest Fund offices, including the FOB-10A location in room 536A. The hours of operation are 9 a.m. to 3 p.m.

## FOIA

Any incoming mail under the Freedom of Information Act should be forwarded to Gladys Stewart, APA-420.

## Only Three Retire

April showers may bring May flowers, but they don't bring many retirements. Only three Headquarters employees retired in April. They were:

Joseph Sirkis, ASF; Rafael A. Ramos, APM; and Carmine F. Trivigno, ALG.

## Air Conditioning Fixed GSA Promises

It should be getting cool in FOB-10A this week. The building was uncomfortably hot last week because the cooling tower located on the roof of the NASA building was being repaired. According to the General Services Administration, it was scheduled to be operational May 8.

## Awards And Rewards

During the past two weeks, the following awards were presented to Headquarters employees.

### Special Achievement Awards Based on Sustained Superior Performance:

James M. O'Mally, AAT; Roberta Proffitt, AIA; Bernadette Neumann, and Carol Mehalso, ADL; Frank Palumbo and Russell Robertson, AMS; Juanita Owens, AFO, and Judith Ogle, ALG;

### Special Achievement Awards Based on Special Act or Services:

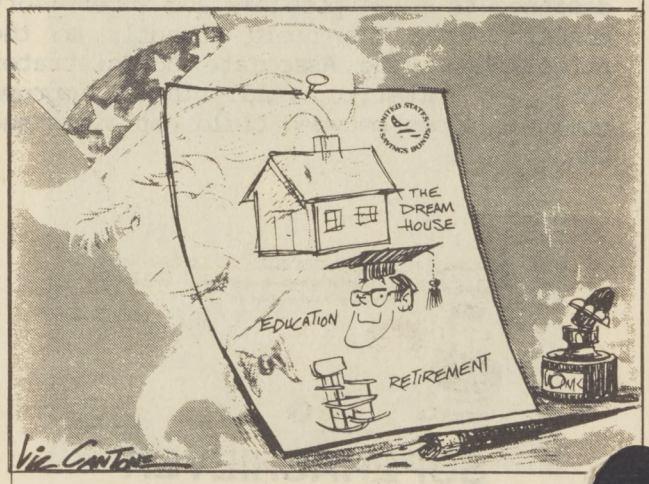
George N. Bishop, Gloria J. Cleveland, Nolean J. Deskins, Bernice M. Harris, Deborah O. Wray, Evelyn T. Ryles, and Elsie N. Hauge, AAA; Susan Sanders, AIA; Thomas R. Devine and Deborah E. King, AGC; Carol Brooks, Maureen Coe, Christine Coates, Emily Jones, and Van Der Veer Smith, ALR; Carol Ashby, Kathy Oliver, Frederick Najmy, and George Johnson, APM; John Cunningham and Gloria Dant, APT;

### Letters of Commendation:

Judith Morrill, AES; Elizabeth Moore, ALG; Donald P. Dwyer, AFO;

### Quality Increases:

Patricia Carter, AMS; Thomas Quinlan, AFO; Thomas J. Palowich, APM; Linda Springer, AOA, and Robert Seger, AWS.



**DRAW YOUR OWN CONCLUSIONS  
WITH VARIABLE RATE  
U.S. SAVINGS BONDS**



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## CID Program on Schedule

FAA and NASA engineers at Edwards AFB have successfully completed the second series of test flights with the Boeing 720 involved in the Controlled Impact Demonstration (CID) which is scheduled for the end of July.

The next major milestone in the program is set for June 12, when the aircraft will use anti-misting kerosene (AMK) for the first time. The plan calls for the 720 to burn AMK in one engine on this flight and then two and three engines on later flights. AMK will be used in all four engines on the final flight when the aircraft is flown intentionally into the ground by remote control.

The CID will be a major milestone in a continuing FAA program to improve aircraft safety. The prime objective of the test is to validate the effectiveness of the AMK in suppressing post-crash fuel fires and obtain crashworthiness data on airframe, seats, seat belts, galleys, flight recorders.

## Associate Administrator Name and Duties Changed

Demonstrating his support for the agency's human resource management program, Administrator Engen has directed a change in the name and the responsibilities of the Office of the Associate Administrator for Administration. The new name will be the Office of the Associate Administrator for Resource Management. The routing symbol has not yet been determined.

In a memo to all Associate Administrators, Offices and Service Heads, Engen said there will also be a Deputy Associate Administrator for Human Resources who will have direct access to the Administrator's Office. The Deputy, under the direction of the Associate Administrator, will oversee FAA's human resource management activities, such as human



The Boeing 720 to be used in the controlled impact demonstration takes off on test flight from Edwards AFB. Engineering markings have since been added to help evaluate crash damage. (see page 2)

relations, organizational development, personnel, training, labor relations, human resource planning, executive selection, development, and other associated functions.

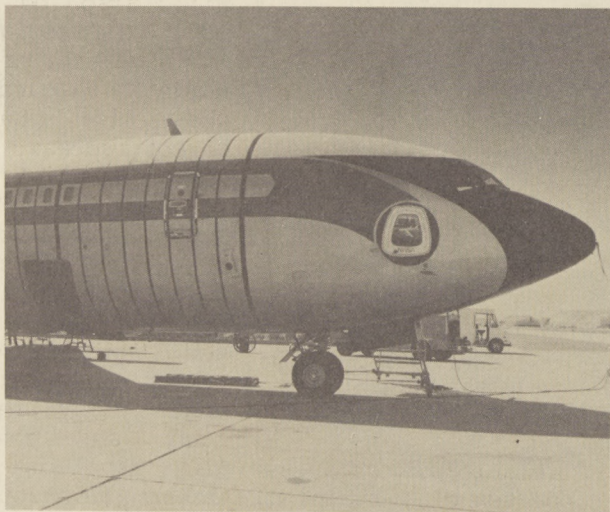
## FAAer Won't Stay Retired

Duty seems to keep calling Santa Fe Tower Controller Jim Morton, and he has been more than willing to answer. After three separate tours of duty and two brief spells of retirement, Morton recently received his 30-year career service pin.

Morton has spent most of his career at Santa Fe, but he was reassigned to Albuquerque in 1981 when the tower closed after the controllers strike. After a year and a half at Albuquerque, he retired at age 50. He was rehired shortly thereafter on a part-time basis because tower personnel were in short supply. He retired a second time when new controllers were taken on.

Then, last October, when Santa Fe Tower was reopened and Morton's experience was needed, he was once again called out of retirement. His invaluable contributions were recently recognized when, in addition to his 30-year pin, Morton was honored with a Letter of Commendation.

Now serving on a part-time basis again, Morton said, "I look forward to returning to retirement, although I really haven't had enough of it to know what it is like."



Engineering markings will help analysts assess damage after the controlled crash.

## First Unrestricted MLS Dedicated in Michigan

The first public use, unrestricted Microwave Landing System (MLS) in the continental U.S. was dedicated recently at Wexford County Airport in Cadillac, Mich.

The system is one of three purchased by the state of Michigan for installation at airports which do not meet the traffic criteria for a federally-funded system. Also scheduled to get equipment are airports at Sturges and Bellaire.

All three MLS installations will be operated and maintained by the state. However, they will be certified and flight tested by FAA.

The agency also cooperated with the state of Alaska in the commissioning of the MLS at Valdez last year. But that system is restricted to STOL aircraft.

Earlier this year, FAA awarded a \$90.6 million contract to the Hazeltine Corp. for the procurement of 172 FAA MLS units. Deliveries are set to begin in the summer of 1985.

## Much "ADO" in Seattle

The Northwest Mountain Region is planning to establish an Airports District Office in Seattle, Washington, on or about July 2 to serve the needs of airports and aviation interests in Idaho, Oregon, and Washington. Previously this function was performed by the Regional Airports Division.

The new ADO will be located at Boeing Field/King County International Airport in Seattle. George Buley, now Manager of the Planning and Programming Branch of the Regional Airports Division, will serve as the ADO manager.

FAA expects that the new ADO will provide the local aviation community with a much improved service. The move is also a fiscally sound one—the ADO will provide annual savings of \$15,800 in present office rental costs.

## PWC Elects President

The new president of the Professional Woman Controllers (PWC) is Judith Terrana from the Air Traffic Division of the Eastern Regional Office. Serving as her good right arm—or vice president—is Debbie Canter from the Ohio State University Airport Tower.

Both were elected at the PWC convention held in Atlanta earlier this month.

After the election, Terrana reported that the organization continues to pick up membership and support.

She noted that during the past year the list of corporate members has grown from three to eight and pointed out that such companies as Mitre and SDC now support PWC.

Also elected at the get-together were several new area directors, including Susan House, Anchorage FSS, AAL; Cynthia Hiles, Dubuque, Iowa, ACE; Kathryn Higgins, Quad-City Tower, Moline, Ill., AGL; Janet Ellis, Macon, Ga., FSS, ASO; Jackie Miner, Dallas, FSS, ASW; Marjorie Edmiston, Oakland, FSS, AWP; also, Janette Sroka of Norfolk's Patrick Henry Tower was elected New England's out-of-region acting director.

## Opinion Survey Gives FAAers Voice in Future

In order to give the majority of FAAers a greater voice in the future, opinion survey questionnaires are expected to be sent before the end of June to all agency employees.

The survey will solicit employees' opinions on such things as job participation, communications, feedback on performance, supervisor competence, cohesiveness within workgroups, how change is managed, and other organizational issues. Employees will also be asked for their general opinions of the work environment. Information gathered by the survey will allow FAAers to know how their opinions compare with fellow workers and the overall workforce.

## Administrator Challenges Safety Specialists

Administrator Engen has challenged FAA accident prevention specialists to come up with answers to tough human performance questions in order to cut general aviation accidents. In a talk to Accident Prevention Specialists and other Aviation Standards personnel in Las Vegas on May 8, the Administrator noted that "75 percent of all accidents and more than 85 percent of the fatal accidents involved pilot error in one form or another."

"Now you can come up with...all sorts of permutations of these figures, but they tell me one thing loudly and clearly. And that is that we've got to get the bugs out of the people--particularly the people who fly single-engine aircraft on personal flights without a flight plan." He noted that airplanes today are relatively 'bug free' but he added "the same cannot be said for people who fly them. They continue to—and I hope you will forgive my bluntness—do foolish things. And as we all know, doing foolish things in an airplane can be fatal. By foolish things I mean lapses in judgment, carelessness, and forgetfulness."

He went on to say, "you as accident prevention specialists know that there is nothing new about the problem; it's one you have been doing battle with for years without a great deal of success. People continue to die needlessly because they just aren't paying enough attention to the demanding job of flying an airplane."

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Although employees will be asked for their location identifier on the questionnaire, responses will be read by computers and the anonymity of all respondents will be protected.

## Headquarters News



### **AIR CONDITIONING TOWER WAS NOT FIXED**

The General Services Administration (GSA), landlords of the FAA Headquarters building, did not fix the cooling tower, which provides air conditioning, as they promised. They blame inclement weather and gave May 14 as a new repair date.

Once it's fixed, GSA will provide air conditioning between 8:30 a.m. and 5 p.m., Monday through Friday.

In order to have the building temperatures meet the summer temperature standard of 78-80 degrees during the core hours, GSA will turn the system on prior to 8:30 a.m. Tuesday through Friday, depending on the outside temperatures. Monday "turn on" will be dependent upon temperatures over the weekend.

### **U. S. SAVINGS BONDS CAMPAIGN UNDERWAY**

Twenty-one new buyers signed up for Savings Bond during the first week of the 1984 campaign, which is being held during May. Also, 45 other employees increased their existing allotments. The signs you may have noticed in your office advertising 9.38 percent interest rate are already obsolete. Series EE Bonds now earn 9.95 percent for the six-month period beginning May 1, under the new variable market-based rate system. "There's still plenty of time to take advantage of the higher rate by taking stock in America," says Leon Watkins, FAA Headquarters Savings Bond Chairman. See your keyperson and invest in your future by signing up today.

### **AWARDS AND REWARDS**

During the past week the following awards were presented to Headquarters employees.

#### Special Achievement Awards Based on Sustained Superior Performance:

Carol Brooks, ALR;

#### Special Achievement Awards Based on Special Acts or Services:

Steve Fewell, APT; Carol Mattox, AAM; Robert Eisengrein, AGC;

#### Quality Increases:

Carolyn Boosey, APM; Stephen Hopkins, AMS; Roy Stienker, AFO.

Employees at Washington National Airport recently received the following awards:

#### Quality Increases:

Donna J. Vanlandingham, Bernard J. McGinnis, Peggy L. Dodson;

#### Special Achievement Awards Based on Outstanding Performance:

James C. Fisher, Jr., Errol A. Pelham, Robert E. Baggett;

#### Special Achievement Awards:

Wanda A. Becker.

### **LIBRARY TOUR PLANNED**

The FCB-10A section of the DOT Library will conduct a summer employees orientation tour at 8:30 a.m. on June 14. Section Manager Tom Haggerty said, "I hope supervisors of summer employees will encourage attendance and come themselves."

He also said that any employee who wants to know about the library is welcome. The tour will cover services, policies, equipment operation, and an orientation to the catalogs and arrangement of materials in the collection.

# Join the Payroll Savings Plan.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Michael Jackson and DOT "Beat It"



President and Mrs. Reagan, Secretary Dole and Michael Jackson at the White House-ceremony.

Last fall, Secretary Dole and officials of the National Highway Traffic Safety Administration (NHTSA) went looking for an effective spokesperson to warn teenagers, through a national ad campaign, of the dangers of drinking and driving. They succeeded beyond their wildest dreams by landing the hottest property in show business in recent years—Michael Jackson (the fellow with one glove and all those "Grammys.")

After agreeing to allow his hit song "Beat It" to be used in a T.V. and radio campaign against drunk driving, Jackson was invited to Washington in connection with National Transportation Week for a ceremony on the White House lawn by a cost-conscious Administration that was probably thinking of the millions of dollars a soft drink company had to pay out recently to get the 25-year old superstar to plug its product.

President Reagan presented Jackson with an award at the White (See page 2)

## SES Candidates Picked

Six FAA employees will participate in this year's DOT Senior Executive Service (SES) Candidates Development Program. Selected from among 168 applicants over an eight-month period were: Alan Armstrong, Acting Manager, Personnel Programs Division; Joan Bauerlein, Special



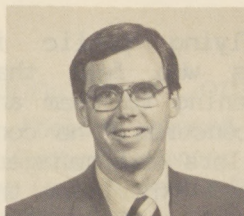
John B. Turner

Projects Staff; and Robert Birdsong, Deputy Director, Office of Civil Rights—all of Headquarters; Lawrence Andriesen, Assistant Manager, Aircraft Certification Division,

Southwest Region; Teddy Burcham, Assistant Manager, Air Traffic Division, Great Lakes Region; and John E. Turner, Manager, Data Services Division, Aeronautical Center.



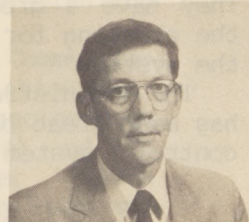
Joan W. Bauerlein



Lawrence W. Andriesen

and indoctrination program, highlighted by a visit from Secretary Dole. Later, the FAA candidates, as well as three other DOT candidates, met top agency officers, including the Acting Deputy (See page 2)

The candidates are now selecting their individualized developmental programs. They began their training May 1 when all 28 Departmental participants attended an



Teddy W. Burcham

## "Beat It" (From page 1)

House and Dole praised him for his efforts, saying, "We have a common message, but only an uncommon talent could deliver it. Michael Jackson is such a talent."

NHTSA set its sights on Jackson last October when it decided that a music video format might be the surest way to alert a young audience to the growing crisis of teenage drunk driving.

"I figured we'd start with the top and work our way down. Lo and behold, it worked," says Rick Smith, head of NHTSA's Consumer Affairs Division, who guided much of the project's development.

It happens that Jackson has long been concerned about the problems of teenage drug and alcohol abuse and was glad to help. Maybe next time National Transportation Week rolls around, FAA can persuade Jackson to promote aviation safety. Wouldn't that be a "thriller?"

## Engen Speaks to ATCSs

Following a mid-May meeting with Regional Directors and top Headquarters officials in Chicago, Administrator Engen issued a statement to all FAA facilities outlining his plans for dealing with "growing traffic volumes handled by air traffic controllers at some peak times at certain en route centers."

"I am aware of the competing pressures that act on the air traffic control system" he said. "While industry seeks free and unfettered access to the skies, our first concern continues to be the safety of the flying public...."

"Safety for the flying public is enhanced by controllers who feel that their managers are listening to them and are sensitive to their concerns," he continued. "These controllers and managers are on the front lines and experience the daily peaks and valleys of traffic flow. They have a great deal to contribute to the planning for the orderly rebuilding of the system."

The Administrator noted that the agency has made great progress in the air traffic control system as well as overall

## SES (From Page 1)



Robert Birdsong



Alan Armstrong

Administrator and all Associate Administrators.

During the two year training program participants will be assigned to positions both in and out of FAA, will attend special seminars, and take various training courses.

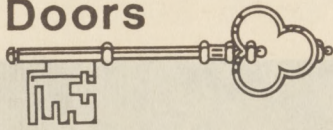
Candidates who complete this demanding program may be appointed non-competitively to SES positions.



management-employment relations and added: "Secretary Dole and I are committed to efforts to improve the working environment in the FAA so that what occurred in 1981 never happens again. As part of this effort we have again asked the Jones Committee to visit the FAA management and controllers to ascertain whether we are continuing to move ahead in this area.

"Success in this task is vital as we continue to improve our air traffic system, and if we are to remain true to the commitments we have made to our employees who stayed with us during the strike and who have joined FAA since the strike...

## Behind Closed Doors



# Headquarters Intercom



Manager Jim Davis has the world at his fingertips in the Aviation Command Center.

## Behind Closed Doors

After June 1, all of us in Headquarters will be working behind closed doors. Starting then, I.D. cards will be required to enter the building. However, this will be nothing new for the distinctive groups of FAAers who for years have worked under the "lock and key" of electronic security.



Barbara Gordon tests the lines at a telephone console in the Aviation Command Center.

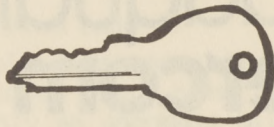


Barbara Gordon keeps track of events in the aviation world through the Center's elaborate switchboard.

## Communication Control Center

The "behind closed doors" Communications Control Center is a three-room complex on the tenth floor that uses its state-of-the-art global communications system to keep the FAA in touch with the world.

The three sections are the Communications Control Center, the Aviation Command Center (used during emergencies such as hijackings and air disasters) and the Management Operations Center (which serves as a high-level meeting room and as a back-up Aviation Command Center.)

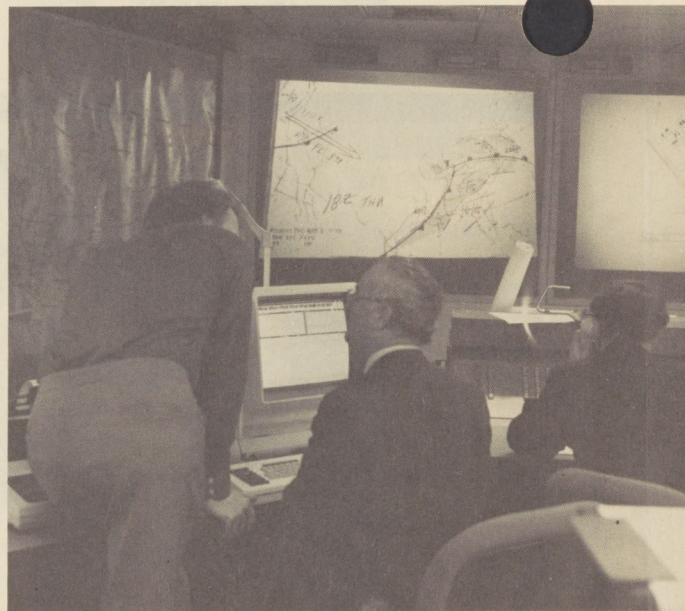


## Central Flow Control

Central Flow Control personnel working in the air traffic control facility on the sixth floor of the Headquarters building have been behind closed doors since the mid-seventies.

Electronic cypher lockers were put on the doors at that time to keep various groups of protesters out of this sensitive area. Like all controllers, these Headquarters employees are directing and controlling live traffic, and a disruption in this area could cause confusion, delays and potentially dangerous traffic saturation.

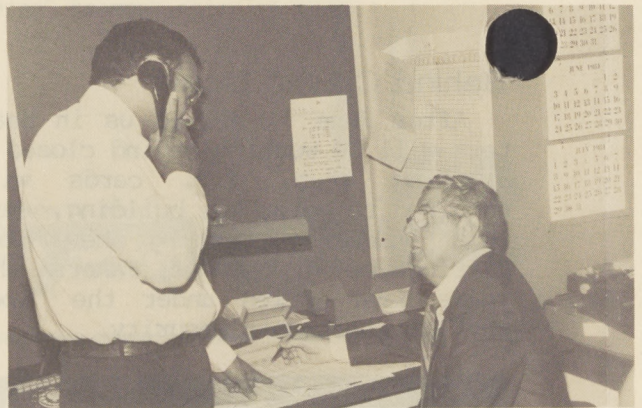
Within the secured air traffic area is an inner sanctum, the Central Altitude Reservations Facility (CARF), which has its own security. CARF employees assign available altitudes to various military missions and must display top secret information days or weeks ahead of time.



John Richardson (center), AAT-450, sits at a Central Flow system terminal, which he helped procure. He is flanked by Fernando Montez, AAT-450, and Bill Granger of Central Flow.

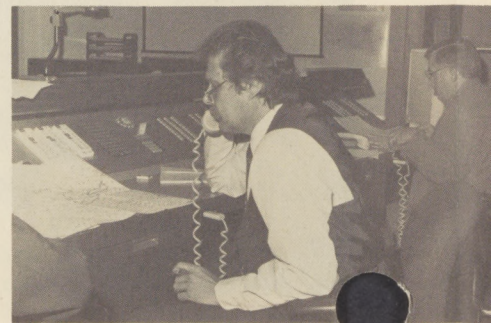


Ed Hall (left) and Ted Young keep air traffic flowing with the help of the Apollo system.



Fernando Montez (standing) and Mike Ego man the Airport Reservations desk.

Robley E. Sawyer of the Central Altitude Reservation Facility points to a map depicting the Air Force "Night Train" mission.



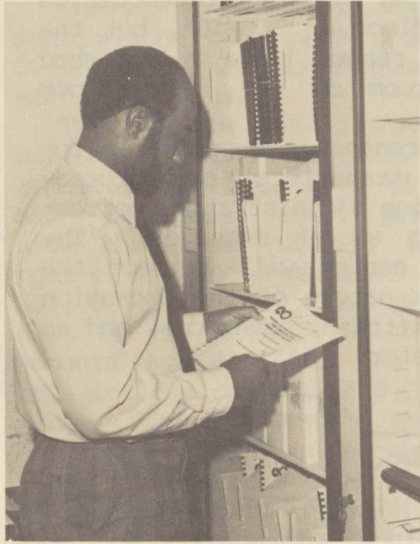
Harry Eberlin (left) and Ed Hall at flow control console.

"Hurry Up and Wait"

OPM Progress



Secretary Margaret Volk uses special card to get behind closed doors.

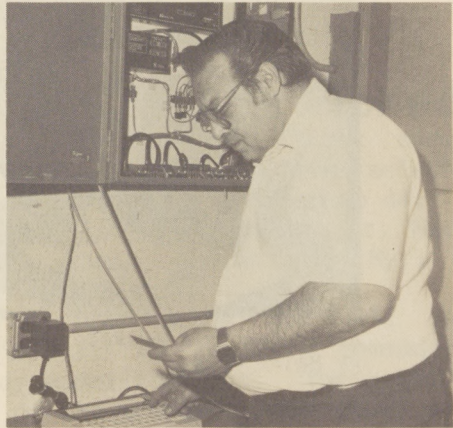


Contractor Larry Rouse of Arthur D. Little, Inc., inspects documents.

Flow Control Apollo  
ed by Bill Aber-



Meeting behind closed doors are Tom Monroe (from left), Joe DeMeo, Charlie Fuchs, and James Cha.



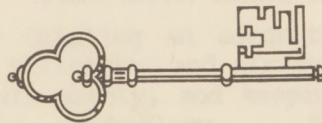
Joe MeMeo programs the security system computer.

### Advanced Automation Program Office

The Advanced Automation Program Office works behind closed doors for good reason. Essentially, the locks are there to protect the integrity of FAA's contract bidding process and to discourage industrial spies and casual snoopers from

getting information about their competitor's proposal.

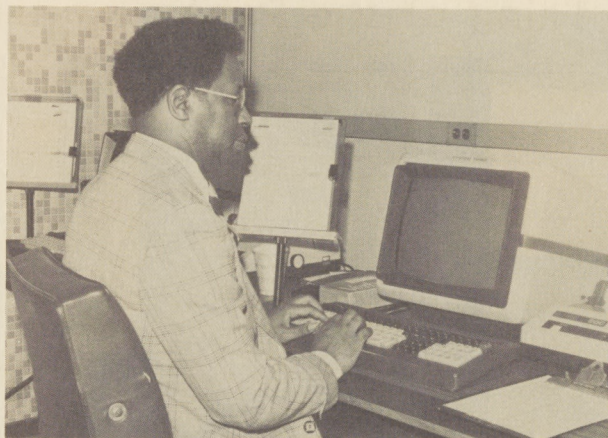
This office is involved in the processing of contracts that will total over \$2 billion, such as the Host Computer contracts.



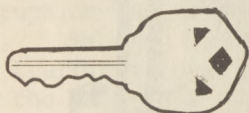
## Telecommunications Center

The Telecommunications Center is temporarily lodged in an unsecured office on the second floor of FOB-10A, but the operation will return to a refurbished full-security room on the first floor this September.

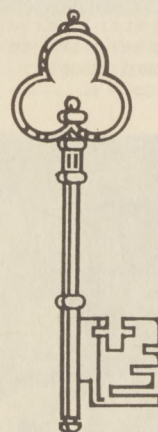
The 24-hour center is responsible for the electronic transmittal of information, from routine administrative correspondence to top secret messages. The newly revamped center will reflect the around-the-clock nature of the operation by including a kitchen, bathrooms, and an emergency generator.



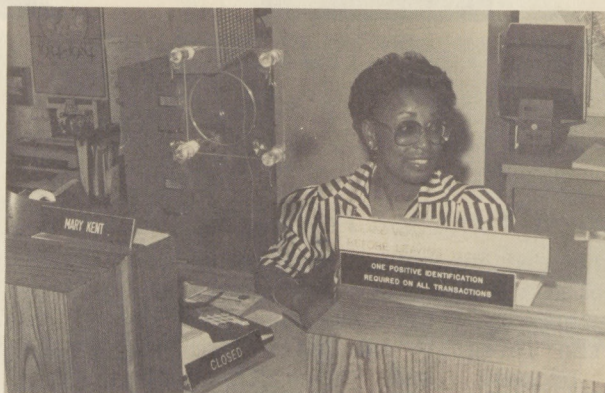
Lonnie Gordon, Message Center chief, taps out a message for far-flung regions.



After "secret" message is sent, it is shredded by Major Myles.



In the Credit Union, cashier Mary Kent keeps her money safe behind locked doors.



## "Hurry Up and Wait" A Thing of the Past



Always running to deposit your paycheck and finding a long line? The Office of Accounting reports that if you use the DD/EFT (Direct Deposit/Electronic Funds Transfer) there are no lines. Just get Standard Form 1199A, Authorization for Deposit of Federal Recurring Payments, from your servicing Personnel Office or Payroll Office, complete it, and have your paycheck go to the financial institution of your choice the DD/EFT way. This way your money is deposited easily, fast, and trouble-free in your savings or checking account every payday. No more "Hurry up and wait."

## FAA Wins Video Award

The FAA Headquarters Office of Public Affairs recently was awarded the Federal Government's equivalent of an "Oscar" — first place in the videotape category of the National Association of Government Communications' Seventh Annual Gold Screen Competition. This videotape was made for, and in cooperation with, the Rotorcraft program Office in Aviation Standards.

The videotape prize went to FAA's entry entitled, "A View of Tomorrow--The FAA Rotorcraft Master Plan." The FAA's winning effort was among 90 videotape submissions from various Federal, state, and local government organizations. Entries came from U.S. outfits in such far-flung locales as Crete, Alaska, and Korea.

"A View of Tomorrow" maps out in lively fashion the agency's plans for increasing the scope of rotorcraft avia-

## OPM Proposes Retirement Changes

Changes in the Civil Service retirement system have been proposed by the Office of Personnel Management (OPM) and sent to Congress.

They include upping employee contributions by two percent, calculating annuities on the basis of the average high five-year salary rather than on high three-year salary, limiting full cost-of-living adjustments to the first \$10,000 of annuity, and paying 55 percent of the actual inflation rate for amounts over \$10,000. The changes also call for the removal of D.C. Government workers from the system, the elimination of minimum annuities and the phaseout of survivor benefits for students over age 18 who have completed high school. The last two provisions would bring the retirement system in line with current social security provisions. OPM estimates that these changes would save the government over \$10 billion over the next five years.

## Four AFSS Sites Picked

Four more automated flight service station sites have now been selected, which brings the total number to 44.

The four sites are at Bangor, Maine; Burlington, Vt.; Louisville, Ky.; and San Angelo, Texas.

At all four sites FAA will lease buildings built by the local communities to agency specifications. There are now only 17 of the proposed AFSS sites to be determined. Of these, 15 are already in some stage of negotiation. *Of evaluation*

tion by creating an adequate system of VFR/IFR heliports and airways, improving rotorcraft safety, and keeping pace with advancing technology. The various segments of the videotape are held together by interviews with children from Maryland's Kensington Day Care Center that yielded funny and perceptive responses about what makes helicopters work and what their future holds.

# Headquarters News



## MURPHY LEAVES

William Murphy, Manager, Employment Branch, APT-150, has accepted a position at the Federal Energy Regulatory Commission. Mariann Crane has been designated Acting Manager on an interim basis.

## BOND PARTICIPATION GROWS

Headquarters offices and services reported 47 new bond buyers in the first half of the 1984 Savings Bond Campaign, now under way. Another 66 employees increased existing allotments. Headquarters participation is now over 38 percent, compared to 36 percent at the start of the drive. Series EE Bonds earn 9.95 percent during the six-month period beginning May 1. Earnings are recalculated every six months and are set to earn at least 85 percent of Treasury market rates, with a guaranteed minimum of 7.5 percent, compounded semiannually. In her recent letter to DOT employees, Secretary Dole said, "The new market-based variable interest rate along with the tax advantages and safety features long associated with savings bonds make them an excellent way to help send your children to college, supplement your retirement income, and save for many other necessities and luxuries." Information on the value of bonds purchased since 1941 may be obtained by calling Dave Micklin on 755-9353.

## AWARDS AND REWARDS

During the past week the following awards were presented to Headquarters employees.

### Special Achievement Awards Based on Sustained Superior Performance:

L. Willene Minnick, and Shirlean Beshir, AAT, and Margie Ross, AGC;

### Special Achievement Awards Based on Special Acts or Services:

Sherrie Angel, APT;

### Quality Increases:

Bobby Norris and Melnee Grant, AAT.

## ATTENTION SPORTS FANS

Summer is almost here and the FAA Headquarters sports scene is humming with activity. Here's a quick rundown of recent and upcoming events:

### Tennis

Ed VanDuyne (AES-310) and Fred Gilmore (ALG-1) of the FAA tennis team battled a tough FRA/NTSB team to claim the first win for FAA this season. Coming back in the second set from a 2-4 deficit, Ed and Fred won the match 6-3, 7-5. Conditions for the Monday match were far from ideal due to rather strong winds (or a mild hurricane).

The team still is in need of experienced players. Team tryouts are held on a regular basis. Contact Debbie Weakley (426-8154) or Ed VanDuyne (426-3008) for more information.

### Bowling

The closing date for entries to the 7th Annual FAA Bowling Tournament (June 15 & 16) at Verona Lanes in Atlantic City, N.J., is June 9. For entry forms contact Herb Smith, AES-100, 426-3597.

### Softball

The boys and girls of summer are already into another FAA softball season. The first series of games was played this week. The regular season is scheduled to run through the week of July 29. League champs API and tournament champs AVS will be gunning to keep their pennants. More on the season as it develops.





U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Controller Dismissals Upheld in Court

The U.S. Court of Appeals for the Federal Circuit has upheld the dismissals of 117 former air traffic controllers who were removed for striking in 1981. The five-member court heard oral arguments in 11 so-called "lead cases" last November.

With one minor exception involving the supporting facts of one controller's case, the court unanimously affirmed the removals. The excepted case has been remanded to the Merit Systems Protection Board for further investigation of the facts.

The court rejected claims made by former controllers that they were acting independently and, thus, were not officially striking. Also rejected was the controllers' claim that they were fired illegally because they had not been found guilty of a crime when they were dismissed and replaced with non-union workers. The controllers in these cases may seek to appeal to the U.S. Supreme Court.

The language of the court's written opinion was very strong, reflecting the appellate judges' legal view of the strike: "Striking against the government is a grave offense and a violation of the solemn oath an employee signs...as a condition of his or her employment. Striking, moreover, is a criminal offense....It disrupts the functioning of the government itself."

## Kansas City FSDO Named Top Facility

For safety achievements during calendar year 1983, the Central Region's Kansas City Flight Standards District Office (FSDO) has been selected as this year's winner of the Flight Standards Field Office Award. The award is presented annually to recognize outstanding operational performance. It is one category within the overall National Aviation Standards Award Program.

In addition to aviation safety, the Kansas City FSDO was cited for its innovations and improvements in serving the public, increased operational efficiency, productivity and economy, a high level of work quality, new human relations initiatives, and its continuing EEO efforts.

The Kansas City office has safety responsibility for approximately 40 scheduled air carriers and a wide range of general aviation aircraft. It holds operating certificates for (See page 2)



"Old N98," the Alaskan Region's veteran cargo plane, is now enshrined in a transportation museum. (See pg. 3)

## Ultralight Rule Working, Engen Tells Congress

Noting that he has flown an ultralight himself, FAA Administrator Engen has told Congress that the FAA's 1982 ultralight rule appears to be working well, but future changes may be necessary based on additional operational experience.

In testimony before the House Science and Technology Subcommittee on Transportation, Aviation and Materials, Engen said: "My view on this rule is that it addresses the issues involved for the purpose of sport flying. It permits the continued enjoyment of a recreational activity without the adverse impacts of unwarranted regulatory burdens. At the same time, it does prescribe reasonable limitations on the operation of these vehicles to provide an acceptable level of safety to the operator and to others."

However, Engen said FAA will continue to monitor ultralight operations closely and "will take whatever future actions may be necessary in the interest of safety." He added that the agency also will continue to work closely with industry to encourage voluntary efforts to improve safety levels.

## Kansas City (From page 1)

TWA, American International Airways, Global International Airways and three air carrier repair stations. During the award period, it completed numerous special air carrier inspection and certification projects. At the same time, it effectively promoted general aviation safety campaigns.

Other regional Aviation Standards award winners were:

Southern Region--South Florida FSDO  
Southwest Region--San Antonio GADO  
Western-Pacific Region--San Diego FSDO

Northwest Mountain Region--Long Beach Aircraft Evaluation Group

Great Lakes Region--Grand Rapids GADO  
Eastern Region--Pittsburgh ACDO.

## NAS Plan 3rd Edition Still the Brown Book

The old adage about not judging a book by its cover doesn't hold true when you're talking about the National Air-space System (NAS) Plan. The third edition of the Plan has just hit the streets wrapped in the same brown cover that characterized the first two editions.

There are no major surprises inside the "Brown Book" either, although the status of various programs has been updated to reflect major contract awards and other actions completed since the last edition in April 1983. Other changes include incorporation of the latest aviation growth forecasts, minor modifications to program scheduling and approaches, and adjustments which bring expenditures in line with the latest appropriations legislation.

Copies of the new volume currently are being distributed throughout the agency, generally to the branch level. It also can be purchased for \$12 from AES-100 or GPO book stores.

## Oscar Bakke Dies

Reading Oscar Bakke's obituary in the N. Y. Times, it's hard to believe now that he worked for FAA for only 14 years. He held so many important positions during his agency career that it seems like he was here forever.

A former Director of the CAB's old Bureau of Safety, Bakke joined FAA in February 1960 as the Flight Standards chief. He then moved on to become Eastern Region Director, FAA's first Associate Administrator for Plans, and Director of the European Region. He was involved in organizing the agency's safety office at the time of his retirement in June 1974.

After leaving FAA, he worked for six years as Executive Director of the Newark Transportation Council. He died May 20 in Mountain Lake, N.J., at the age of 64.

## Smoke Detectors Proposed for Airliners

FAA has issued a Notice of Proposed Rulemaking that would require smoke detectors in the galleys and lavatories of large airliners. Under the proposed regulations, fire extinguishers in lavatories and increased numbers of cabin extinguishers also would be mandatory.

Smoke detectors would warn pilots and flight attendants of fires that might otherwise go undetected. Aircraft galleys have the highest potential for flame, smoke, and overheated conditions. Lavatories pose less of a fire threat but were included because they are out of view and fires started in them could go undetected for long periods.

The proposal for automatic fire extinguishers for lavatory trash receptacles was based on inspections that followed a fatal fire on an Air Canada jet last summer which showed many receptacles lose their fire-containing capability through normal wear and tear.

Also under the proposed rule the number of hand-held fire extinguishers would be increased from the maximum of two required now to as many as eight, depending on the number of passenger seats.

## Safety Office to Report Directly to Administrator

Citing his commitment to safety, Administrator Engen has announced that the Office of Aviation Safety now will report directly to him on several vital functions.

"I want the strongest safety organization possible," Engen said. "With this office reporting directly to me, I will be better equipped to assure myself and the traveling public that this goal is achieved."

This change, which is effective immediately, will enable the Administrator to have an independent overview of the safety performance of all aspects of FAA programs, including Aviation Standards, Air Traffic, and Development and Logistics.

## "World" Features Engen

Somewhat belatedly, the May issue of FAA World is in the mail. It was held up in order to squeeze in an interview with Administrator Engen in which he outlines his goals and objectives for the agency. Readers also will find out what it's like to spend two weeks in Lawton, how FAA firefighters feel crawling through a training maze, and who did what at the agency's ski fest in Keystone, Colo.

## "Old N98" Finds Home

The workhorse of the Alaskan Region, "Old N98," a veteran C-123 cargo plane, has found a home in a museum as many FAA-ers hoped it would when it was retired from service last fall. Appropriately, N98 will be displayed in the Alaska Historical Transportation Museum in Palmer, Alaska.

During its 26 years of service to FAA and the people of Alaska, the aircraft regularly delivered personnel, groceries and other cargo to FAA outposts, hauled fully equipped medical clinics to remote communities, and did yeoman service during emergencies.

Instrumental in placing N98 in the museum was Alaska Senator Ted Stevens, who noted, "Many sick and injured Alaskans were evacuated from towns and villages on 'Old N98'."

## Public Viewpoint Sought on Registration

A two-day meeting to get public reaction to the agency's aircraft registration operation at Oklahoma City will be held in Fort Worth, July 17-18.

Bill Beavers, Manager of the Airmen and Aircraft Registry at Oklahoma City, explained that the meeting is designed to improve service by soliciting opinions from the public. He added that it will also give him a chance to tell the public about FAA's operation, including the modernization programs, such as the introduction of microfiche and the automation of the registration system.

# Headquarters News



## COMPUTER LITERACY CLASSES

APT is currently sponsoring a series of two-week Computer Literacy classes that are designed to reduce FAAers' anxiety about the computer revolution now on in the agency and to familiarize them with the cryptic computer jargon.

In a Headquarters survey conducted last fall, nearly 800 employees were deemed to be not "computer literate." More than 300 people have been scheduled through September to take the course. Classes are generally limited to 25.

The instructors are provided through AMS and guest lectures are given by FAA computer experts Mike Walbrecht, ADL; Del Weathers, AAP; and Mike Harrison, AAS. The course is centered around videotapes of a British Broadcasting Corp. T.V. series on computers and tours of Headquarters computer facilities.

If you need to become versed in the ways of computers, ask your office's training contact about the course.



## LETTERS TO THE EDITOR NEEDED

INTERCOM, wants to hear you sound off. Whether its to sing praises or hurl invectives, we need your comments, observations, and criticisms on developments around Headquarters. Speaking up will mean that good deeds are recognized, bad practices are changed, and INTERCOM will become a better forum for our concerns as FAAers. Your suggestions about INTERCOM are especially welcome.

We'll need your name on the letter, but it won't be printed if you so request. Send your letters to INTERCOM Editor, APA-300, Room 908C.

## BUILDING SECURITY INCREASED

Starting June 1, 1984, the admittance controls to the DOT buildings will be tightened. Employees should be aware of the following changes:

\* When entering a building at the street level, employees must show their DOT identification (ID) card to the contract guard stationed inside of the entrance. It is not, however, necessary to display an ID card when leaving the building.

\* Employees who do not currently have an ID card should take immediate steps to obtain one through their administrative officer.

\* When entering or exiting the buildings through the garage, a valid parking permit is all that is required. Employees may take the elevators to and from the garage without having to show their ID card at the street level.

\* Visitors can only enter the building after they have been authorized to do so by the DOT office and/or individual they plan to visit.

\* When expecting a visitor, DOT offices can either make prior arrangements to enter the building by calling the OST Security Staff on 426-0064 or 426-0724, or as an alternative, have someone from the office to be visited meet the visitor in the lobby and escort them up to the office.

## AWARDS AND REWARDS

During the past week, the following awards were presented to Headquarters employees:

### Special Achievement Awards Based on Special Acts or Services:

Gerrie Cappello, Debbie Hensley, Sandra Rolls, Phyllis Burbank, Cathy Bracy, Kelly Saunders, Michael Hill, and Richard Rice, APT; Theofolus Tsacoumis, ACS;

### Quality Increases:

Robert Washburn and Ronnie Jones, APM.



U.S. Department  
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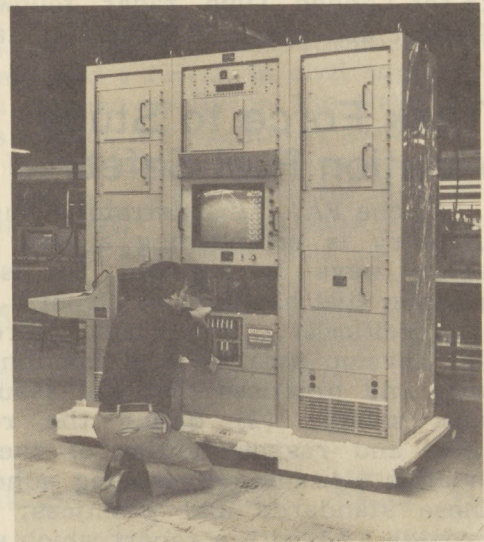
## First Field CD-2 Delivered

The National Airspace System Plan marked another major milestone in late May with the first field delivery of the dual channel Common Digitizer (CD-2) to a long-range radar site in Indianapolis.

FAA has ordered 120 CD-2s for field use and plans to install them at all long range radar sites and selected terminal radar locations by October 1986. Another seven units will be used for training and maintenance support services at the FAA Academy and Technical Center. Initial deliveries were made to both facilities last year.

The CD-2 is an advanced version of the Common Digitizer now in use. Its function is to convert primary and secondary radar returns into digital language for processing by the air traffic control computers.

The major advantage of the new equipment is the dual channel feature which allows it to stay on the air if one channel fails or is shut down for routine maintenance. The present one-channel CDs are more vulnerable to complete shut-downs. (See Page 2)



A technician from the Eaton Corp. puts the final touches on a CD-2 before it is shipped off to FAA.

## Where They Are Now

Unlike old soldiers who "just fade away," ex-FAA Administrators generally remain active and productive after leaving office. Out of eight former Administrators, only Elwood R. ("Pete") Quesada, who turned 80 in April, is listed as retired, and he still has a few irons in the fire. Quesada, who was the first Administrator from 1958-1961, now lives in a home he designed, built and landscaped in

Hobe Sound, Fla.

As for the other seven former Administrators, an article in a recent issue of Aviation Convention News provides the following information on their activities:

Najeeb Halaby (1961-1965) practices international law and is president of a venture capital company that bears his name. Still an active pilot, he logs about 20 hours a month in his Piper

Cheyenne.

William McKee (1965-1967) is president of Schriever & McKee, a military consulting firm in Washington, but says he's "getting ready to retire."

John Shaffer (1969-1973) is an independent consultant as well as a consultant and board member at Beech Aircraft. He's also involved in promoting liquid natural gas for use in both autos and airplanes.

(See page 2)

## CD-2s (From page 1)

The CD-2 also will be more accurate in its data collection.

The Indianapolis radar was chosen as the first field site because of its close proximity to the Indianapolis En Route Center, making the scheduled battery of tests on the new equipment easier to conduct. Tech Center personnel will be on hand at the center to direct the transition from the present CD installation to the new CD-2 as well as the integration of the CD-2 and the radar equipment.

The next field delivery will be in July to the London, Ohio, radar, followed by an August delivery to Alexandria, La.

## Task Force to Study Aviation Fuel Safety

At the FAA Administrator's suggestion, industry is establishing a task force to study ways to improve the safety of aviation fuel handling at airports.

Specifically, the task force will: (1) develop aviation fuel handling standards and practices that will assure maximum safety; (2) define the respective roles and responsibilities of the various aviation elements in assuring adherence to these standards and practices; and (3) provide FAA with a report which spells out the reaction of industry and includes a set of recommendations. A draft of this report is due by early summer.

The establishment of the task force was announced by Administrator Engen during a speech to the American Association of Airport Executives in Indianapolis on May 30. The Administrator noted that aviation fuel handling seems to be an area where neither the airport operator nor airport tenants want total responsibility and, perhaps, the best way to deal with the problem is to find a way to share the burden.

Announcement of the task force followed the issuance of a National Transportation Safety Board report in April calling for FAA action to improve the safety of airport fuel farms and fueling operations.

## Airport Security System Working

Here are a couple of mind-boggling statistics for you from the latest FAA report to Congress on the effectiveness of the Civil Aviation Security Program. Since the program was begun in 1973, over 5 billion people and 6.5 billion carry-on items have passed through airport checkpoints. That's more people and more suitcases/shopping bags than there are on the entire planet.

As a result of these checks, 29,000 firearms have been detected and kept off airplanes and 12,000 persons have been arrested. Still, looking at the up side of this equation, that means most airline passengers are pretty solid citizens—with only one out of every 172,000 having a firearm and only one in 417,000 ending up in the pokey. Of course, it only takes one on your airplane to ruin your whole day.

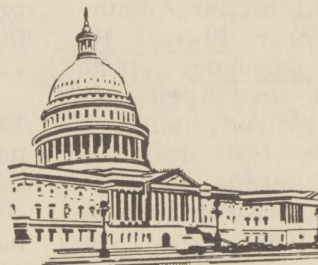
## Where They Are (From page 1)

Alexander Butterfield (1973-1975) is a partner in Armistead & Alexander, a firm specializing in management consulting, project management and executive search. The headquarters is in Woodland Hills, Calif.

John McLucas (1975-1977) is executive vice-president and chief strategic officer of the Communications Satellite Corp. in Washington, D.C.

Langhorne Bond (1977-1981) practices aviation law as a partner in the Washington law firm of Santarelli & Bond.

J. Lynn Helms (1981-1984) plans to establish a consulting firm in Washington, D.C., called Consultants International.



## Engen Gives Go Ahead To ASDE Replacement

Administrator Engen has ordered installation of Airport Surface Detection Equipment (ASDE) at Anchorage International Airport to prevent any recurrence of last December's non-fatal runway collision there.

As a member of the National Transportation Safety Board (NTSB), Engen headed the Board team that investigated the accident and came away convinced of the need to improve ground surveillance capabilities. He said he expects to have the ASDE at Anchorage operational by the end of the year. The equipment is presently at the Technical Center where it has been used for research and development purposes.

During his May 30 speech to airport executives in Indianapolis, Engen also announced that he had ordered the expeditious procurement of the 29 new technology ASDE-3s called for in the NAS Plan. FAA's Request for Proposals (RFP) is scheduled to be issued in September and a contract awarded in 1985. The ASDE-3s will replace the interim system at Anchorage and ASDE-2s at 12 other airports. The remainder will be installed at 17 major airports across the country.

## Western ACO Wins Certification Award

This year's winner of the Aviation Standards Aircraft Certification Award is the Western Aircraft Certification Office (ACO) in Hawthorne, Calif. It was cited for its outstanding performance and contributions to aviation safety. The office, which is headed by Charles Blomer and staffed by 55 employees, is responsible for certification projects ranging from minor modifications to the original certification of aircraft.

The selection was made by a panel from the Office of Airworthiness, consisting of the director and three division managers. The panel paid particular attention to the exemplary manner in which the Western ACO performed as part of the

## Fromme and Potts Head Av Safety Office

With the Office of Aviation Safety now reporting directly to the Administrator and assuming additional safety responsibilities, Administrator Engen has announced that William Fromme will continue as the office director with Keith Potts serving as his deputy.

Fromme has been with FAA since 1973, with two years out to work for the Federal Railroad Administration. He became Director of the Aviation Safety Office in July 1982 after one year as Deputy Director. A graduate of the U.S. Naval Academy, he also has a master's in administrative management and a PH.D. in civil engineering. He learned to fly in the Navy and later was a pilot for Northwest Airlines.

Potts brings more than 25 years experience in the air traffic control business to his new post. His previous job was Manager of the Airspace Rules and Aeronautical Information Division in the Air Traffic Service. He also holds a commercial pilot's certificate with multi-engine and instrument ratings.

## For AES-100, Read AES-10

In the "NAS Plan, 3rd Edition" article, Intercom May 29, AES-100 was mistakenly given as a source for copies of the "Brown Book." It should be AES-10.

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Transport Airplane Certification Directorate, as well as its cooperative efforts with other certification directorates and agency organizations.

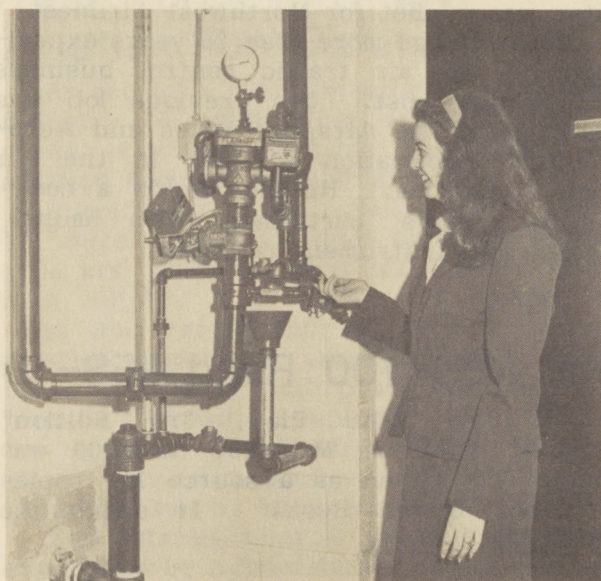
Runner-up for the national honor was the Wichita Manufacturing Inspection District Office.

## Headquarters News



### Return Engagement

Those Headquarters FAAers who are vexed because they missed the terrific National Secretaries Week awards ceremony and audio/slide presentation last month can now relive the event on videotape. "A Tribute to Excellence: National Secretaries Week" will be shown by the Federal Women's Program Task Force in the FOB-10A auditorium on June 11 at noon. The videotape is 38 minutes long.



Connie Alvarez of APA asks, "What is it?" as she inspects the Rube Goldberg-like monument of gauges, valves, funnels, elbow joints, switches, and pipes that grew like topsy on an eighth floor landing.

### Butterflies In Formation

Want to learn how to control nervousness in public speaking—and how to teach those butterflies to fly in formation? Speechmasters is now offering an eight week mini-session beginning June 12. The course will be held once a week, in FOB-10A from noon to 1:00 p.m. For additional information, contact Jim Weed, 426-8605.

### Ask Intercom

In response to last week's request for letters, Intercom has received the following: "The men's room off the first floor lobby seems to have become a dressing room for noon-time joggers and other would be athletes, many of whom aren't even recognizable as FAA employees. I find this very annoying and I'm sure I'm not alone. Can't someone in authority post a Not to be Used as a Dressing Room sign on the door to discourage this activity. It would be appreciated."

Building Manager Ed Neff told Intercom that the men's room is used by FA Club members when it is the women's time to use the club dressing rooms. He says that he will check with club officials before putting up any signs to discourage noon-time changing in the lavatories. "Club members are not all FAA employees," he added, "But they are all Government employees. Now, with the added security regulations only Government employees will be able to get into the building."

### Awards and Rewards

During the past week the following awards were presented to Headquarters employees:

Special Achievement Awards Based on Sustained Superior Performance:

Walter Cronkhite, AAT;

Letters of Commendation:

Patricia Bloch, ALG; Jerome Wallace, and Nobuko D. Koop, AAA; and;

Quality Increases:

Carol Stone, AAM and Ronald Gordon, AMS.

### Financial Program Set

The Financial Planning Seminars being sponsored by the FAA Federal Women's Program Task Force will begin June 13, in room 9AB and on June 14 in room 5AB. Space is limited. If interested, contact Pat Haynes and Loretta McNeir on 426-3138.



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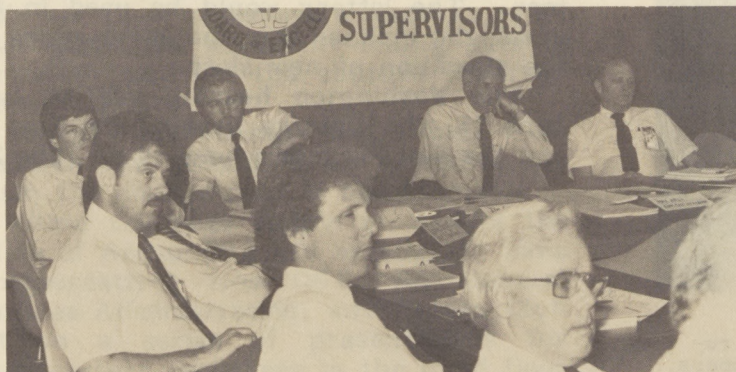
## Engen Speaks To National Supcom

This year's annual National Supervisors Committee (Supcom) meeting was highlighted by briefings on nine major air traffic programs and a banquet speech by Administrator Engen.

The meeting brought together 33 first and second line supervisors from all over FAA to discuss items of common concern and come up with recommended solutions. Also, they learned about new and ongoing programs from Headquarters managers.

In all 56 items were considered by the supervisors who represented all three air traffic options, en route centers, towers, and flight service stations.

Summing up the meeting was Max Hall, Area Supervisor from the Salt Lake City Center. He called it a very productive meeting and said, "Now, after three years we know the Supcom program does make a difference and we appreciate the support we are getting from Headquarters."



Supcom members listen intently to briefing. They are: (from left, back row) Gordon Burnet, Portland Tower; Jim Gilbert, Lubbock, Texas, Tower; Max Hall, Salt Lake City Center; Wayne Reynolds, Washington Center; (front row) Rick Duneman, Mason City, Iowa, FSS; Mike Varble, Houston Tower; and Stan Stoll, Las Vegas FSS.

## Jones Committee Review Starts This Month

At the request of Administrator Engen The Jones Committee, which was appointed after the controllers' strike to study FAA employee-management relationships, will take another look at the agency's progress in this area beginning this month. Interviews will be conducted in both Washington Headquarters and the field.

Two of the three committee members will spend June 21 and 22 at FAA Headquarters talking with top air traffic and personnel managers, as well as those from the airway facilities and aviation standards sides of the house.

During the second phase of the review, all three committee members will visit facilities in the Great Lakes, Southwest, Southern, and Eastern Regions. They will be accompanied by Larry Kotzker, Special Assistant to the Deputy Administrator.

Kotzker notes that they will visit as many facilities as the tight schedule allows. "We will be talking at first with managers," he said, "but the committee will spend the vast majority of its time having one-on-one interviews with working-level employees."

Originally appointed by DOT Secretary Drew Lewis and FAA Administrator J. Lynn Helms in August 1981, the committee submitted its first report on March 17, 1982. Among other things, it found that FAA had been characterized by an "Autocratic style (See page 2)

## FAA/SBA Agree to Award Minority Contracts

FAA and the Small Business Administration (SBA) recently entered into a partnership by signing an agreement to award \$139 million in contracts to minority and disadvantaged business firms.

Under terms of the agreement, which establishes a pilot program spanning two years, the SBA will contract with companies having the expertise to handle all or part of four major projects the FAA has designated as part of its air traffic control modernization program.

The four projects in the pilot program which are part of the President's budget request are: installation or replacement of radio control equipment at air route traffic control centers, at airport control towers, and flight service stations; upgrading of existing Direction Finder (DF) systems with solid-state equipment; implementing Remote Maintenance Monitoring (RMM) equipment for instrument landing systems; and establishment of an Automated Weather Observing System (AWOS) that will transmit surface weather data directly to pilots and to the National Weather Service for use in preparing forecasts. In FY 1983, the agency awarded \$71.2 million to minority businesses—an \$18 million increase over the previous year under its regular Minority Business Enterprise Program.



Larry Munson of the Huron, S.D. FSS, recommends solution to other Supcom members.

## Jones Committee (From Page 1)

of management."

However, when the committee reviewed the agency's human resources program a year later, it concluded that the agency had made great strides toward improving the working environment.

In addition to Lawrence Jones, who is president of the Coleman Company, the other committee members are Dr. David G. Bowers of the University of Michigan and Prof. Stephen H. Fuller, of the Harvard Business School.

## Changes Proposed At High Density Airports

FAA has scheduled hearings this month in Washington, Chicago, and San Francisco on a proposed rule change that would allow the airlines to buy and sell slots at four designated high density airports.

The proposal is intended to give the airlines more flexibility in scheduling flights at Chicago's O'Hare Airport, New York's LaGuardia, and Kennedy Airports, and Washington's National Airport. All four locations are covered by the agency's High Density Rule which restricts the number of instrument operations during specified hours to reduce congestion and delays.

FAA also is proposing a lottery mechanism that would provide a back-up to the present system in which slots are allocated by airline scheduling committees. The lottery would be used in the event the airlines are unable to agree on the allocation of new slots.

The Washington hearing will be held June 21, the Chicago hearing on June 26 and the San Francisco hearing on June 28.

## AAA Urges DD/EFT For Safe Vacation

That summer vacation can end up costing much more than planned if employees haven't taken the proper steps to protect their paychecks during their absences. Having the checks sit in a mailbox is an open invitation to thieves who couldn't care less that tampering with the U.S. mail is a Federal offense.

Accordingly, the Office of Accounting is making another pitch to get employees to deposit their paycheck directly with a financial institution via Electronic Funds Transfer (DD/EFT). When this is done, checks will be safe, and the money will be there when needed. Authorization forms for DD/EFT are available at servicing personnel offices.

## GI Credit Cards Coming

The General Services Administration (GSA) has awarded a competitive bid contract to the Diners Club to issue charge cards to eligible employees within the Federal Government. All employees who make more than two trips a year will be considered eligible. Current plans are to implement the program at FAA Headquarters first and then phase it into regions and centers.

The card will be issued without an annual fee and without a personal credit check. Using the card will afford employees financial flexibility and convenience while traveling on official Government business. For example, Diners Club will allow employees a maximum of 25 days from their statement billing date to personally pay for the charges incurred during a trip.

Travel advances will still be available for situations or expenses for which the charge card is inappropriate.

Within the next couple of months the Office of Accounting will arrange to have representatives from OST, the General Services Administration, and Diners Club put on a series of presentations for Headquarters employees in the third floor auditorium to provide more details and answer questions about the program.

## FAAer Speaks Out

Normally, TV is a one-way medium: They talk and we listen. But recently, Bob Kelm, Assistant Manager for Automation at the Los Angeles TRACON, saw something that concerned him personally—and fired off the following letter to Dan Rather.

Dear Mr. Rather:

Last Friday, May 25th, I tuned in the 7 p.m. CBS News just in time to catch the item called "Aluminum Smog." What I saw was a pastiche of segments implying, among things, that the Federal Aviation Administration's air traffic control computers are breaking down from age and inattention. A casual viewer could even think that the computers themselves are vanishing, leaving the controllers to stare at blank radar scopes. Worse, your reporter quoted from a report of mine to support his contention. It was a new experience for me. For a moment I knew how the "big boys" feel when they get zapped by the media. This lowly public servant saw red.

The report he quoted described a conference of the people who handle the air traffic control computer software. We were discussing how we can continue to maintain and even improve that software, which doesn't deteriorate from age, while replacing the computer hardware, which does. We're trying to do all of this before the computers get to be 20-years old. Add that our particular Service is also taking on a bunch of software responsibilities that previously we thought would be handled by a sister service and you get the picture. Problems? You bet. Related to the controller strike? Hardly. Equipment collapsing? Nonsense. Ironically, that conference was doing what the media often criticize government for not doing...anticipating and defining problems instead of reacting, and doing it openly and honestly. We came home genuinely enthused and the various reports and briefings from that conference were well-received and widely circulated.

We FAA automators are a proud lot who jealously reserve to ourselves the right to call each other names. We run what is probably the largest and the most complex collection of computers in the world; and we do it with unequalled reliability. If your reporter could point to one other nation, or even an industry, that maintains a comparable computer system more reliably than we do, that would be news to me. One reason the system is reliable: we do our worrying early. We grab at the issues before the breakdowns occur. There are lots of problems; many, such as competition with industry for skilled people, are not unique to the FAA.

Mr. Rather, what continues to trouble me even after I've cooled down is this: Editing the news to shock rather than to inform only reinforces those in government who advocate secrecy and reaction. It undermines the rest of us and helps neither government nor journalism. While I can appreciate the pressures of your deadlines and the need to rap us when we deserve it, we also deserve a bit more objectivity than was displayed last Friday night.

Sincerely,  
Bob Kelm

## Headquarters News



### Four Retire in May

Retirements were up in May with four retirees. They are: Cline E. Turney, (AAA); William Burgess, Jr., (ALG); Nicholas M. Craddock, (AAT); and Mee Har Eng. (ACS).

### Women Task Force Corner

The FAA Women's Task Force has taken up Intercom on its offer to publicize Headquarters activities and promised to provide items periodically that highlight conferences, meetings, seminars, etc. on topics of interest to all employees. For June, the task force notes that Diane Morales of the Civil Aeronautics Board will discuss airline deregulation and the approaching sunset of the CAB, on June 21 at noon at the Capitol Holiday Inn.

Those interested in attending, should contact Olivia Erikson on 426-3374 or Tina Mallory on 426-3894 for a reservation form.

### Turn Off the Lights

DOT's Assistant Secretary for Administration, Robert Fairman has been reading the Department's electric bill lately and he doesn't like what he sees. Accordingly, he's offered a few reminders about reducing energy usage in DOT buildings.

\* Turn out the lights when you leave the room; even for a few minutes and especially at the close of business.

\* Keep ventilation systems free of obstructions (books, paper, and partitions) that block or restrict the flow of air.

\* Keep doors, windows, or other accesses closed when the heating and cooling systems are operating.

\* Keep blinds and drapes closed when the air conditioning system is operating.

If it helps you to turn out those lights, remember, the Federal Government spends \$4 billion annually on energy in its buildings.

### Awards and Rewards

During the past week the following Headquarters employees were presented awards.

#### Special Achievement Awards Based on Sustained Superior Performance:

Regina Vicic, AAT and Glenna Guido, ASF;

#### Special Achievement Awards Based on Special Acts or Services:

James Boone, AOA and Henry Tinsley, ASF;

#### Quality Increase:

Dorothy D. Rhatican, AIA and John D. Horrocks, APM.

### "Adopted School" Principal Thanks DOT, FAA

Princess D. Whitfield, principal of Hine Junior High School, the school adopted by the Department of Transportation, has written to President Reagan to express her gratitude.

She said she spoke for the school staff and student body when thanking DOT Secretary Dole and the many Transportation employees who made the adoption possible. "The unique and varied projects implemented at Hine," she wrote, "have afforded the students cultural and educational experiences that are immeasurable. I predict that years from now, our students shall be remembering this time of enrichment in their lives."

She concluded by saying "The gracious lady who directs the Department of Transportation has played a stupendous role in orchestrating a program of upward mobility. Through her department, the Hine staff has received invaluable assistance in reaching the whole child. The Hine family shall be eternally grateful."

### Don't Forget

June 14, National Flag Day

June 17, Father's Day



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## The Administrator Drops In

Jim Mottley of the Office of Airport Planning and Programming was sitting in his Headquarters office recently with some senior planners brainstorming on airport issues when a tall, lean fellow walked in and said, "Good morning, what are you discussing?"

Mottley, a bit taken aback at Administrator Donald Engen dropping in unannounced, replied that they were talking about the National Plan of Integrated Airport Systems.

"Mind if I join in?"

"Please do. Have you got half an hour or so?"

Mottley reports that a lively exchange ensued, with Engen more than carrying his own. "Being a flyer, he was very knowledgeable about the system's needs and composition, as well as the safety standards at airports."

Engen then toured the rest of the office, meeting staff and chatting about FAA business.

With this and other impromptu visits around the building, as well as regularly dining in the cafeteria, Engen is making good on the promise he made in his first employee address to be responsive and deal one-to-one (See page 2)

## Eastern Region Clerk Is Outstanding Handicapped



Juanita Otero is "outstanding!"

This year's outstanding handicapped employee is Juanita Otero, an information processing clerk in the Eastern Region's Logistics Division. In the Administrator's letter to her, he said, "You best exemplify the kind of courage and dedication that characterizes FAA's handicapped employees."

Otero has been partially paralyzed since she was 11 years old, but taught herself to get around with leg braces and crutches. She even commutes to work on the bus, despite the hardships that it involves, and can be counted on to show up even in the most inclement weather.

Once, when the word processing equipment she used was changed while she was out on leave, she learned how to operate the new and more complicated machine on her own time. She came in early and stayed late, which added to her commuting problems.

Supervisors said her work has (See page 2)

## Merit Pay Is Here

The merit pay system is now a reality for nearly 6,000 FAA employees. It was postponed in the past because supervisors worked unusual schedules during the strike recovery period.

Under this system, merit pay employees will now receive a combined raise, called a merit pay increase. The amount of this increase will be determined by the employee's grade, present salary, and annual performance rating for the 12-month period ending June 30. Employees rated as "outstanding" or "excellent" generally will earn raises larger than those paid under the General Schedule (GS) system.

According to the Office of Personnel and Training, accurate performance ratings are now more important than ever. Final ratings should be given to merit pay employees as soon as possible after June 30 in order to assure that these employees will receive their raises in October.

## FAAers Teach Aviation To High School Teachers

Beginning July 2, Eastern Region FAAers will give a series of seminars to selected New York area teachers, demonstrating how high school math and science are used in aviation.

In all, there will be six seminar topics presented during nine, three-hour sessions. Classes will be held at the Cradle of Aviation Museum on Mitchell Field, the Eastern Region Office, the New York TRACON, and August Martin High School in Jamaica, Long Island.

The seminars will all underline how basic math and science are used in aviation. Specific subjects to be covered include: physics of flight, navigation, airports, evolution of vehicles, atmosphere/weather, and accident investigation.

In the last two seminars, FAAers will be assisted by representatives of the National Weather Service and the National Transportation Safety Board.

## Raise Appears in July

Most FAA employees will find the recently granted one-half percent pay raise and the appropriate retroactive pay included in the check they receive during the first week of July. The exceptions will be wage grade employees, for whom revised pay schedules have not been received; employees with special salary rates; and those who changed Federal Pay Systems since January 8. They will find the raise reflected in a somewhat later check.

In addition, any employee who transferred within the FAA or from another administration serviced by the Uniform Payroll System during the retroactive period will receive a separate check for that portion of the increase. This separate check will be mailed to the latest address of record by the agency cashier colocated with the payroll office servicing the employee's previous post of duty.



## Handicapped (From page 1)

been instrumental to the success of the Logistics word processing center, which consistently has been number one in the amount of work produced at the regional headquarters. Her "Outstanding" performance ratings reflect this fact as do the three promotions she's earned during her three years at FAA.

## Administrator (From page 1)

with FAAers whenever possible.

Kathy Rizzardi, Engen's secretary, says the Administrator will continue to make these informal appearances whenever his schedule permits.

Says Mottley, "We got the impression he really enjoys getting out in the ranks. It was a real morale-booster for us."

## What Are Your Views?

For the first time in FAA's history, every employee will soon have the opportunity to express his or her views to top management. Starting June 27, the first of the FAA workforce opinion survey questionnaires will be mailed to employees at their home addresses.

Among other things, the survey will contain questions designed to provide an overview of how employees see the agency today. In addition, it will determine employees' feelings about their supervisors and about their involvement in decision-making.

According to Dr. Dave Schroeder of FAA's Civil Aeromedical Institute, results of the survey will be ready for INTERCOM publication in September. However, he cautioned that this date can be met only if employees return the surveys as soon as possible.

He explained that employees will not be required to give their names on answer sheets, but they will be asked to identify their facility or organization. This will enable results from these units to be worked up into highly specific feedback.

For example, the editor of the national INTERCOM will identify himself as a member of the Headquarter's Office of Public Affairs and in return will have access to an overall summary of his office's views and opinions.

The reports on the individual organizational units will be worked up after the overall national report is released. They are expected to be available sometime next fall.

Schroeder added that even though the survey forms are being sent to employees' homes, those who wish may complete them in the office during work hours. Additional copies of the survey will be available at the Personnel Division Offices for anyone who doesn't receive a survey in the mail.

## ATCA Announces 1984 Scholarships

The Air Traffic Control Association has announced that it will again award college scholarships totalling \$10,000 at its 1984 convention, October 8-9 in Dallas, Texas. Two awards will be given to FAA employees and/or to employees in other aviation related professions who are already enrolled in a college or university. Two others will be for students enrolled in a college level aviation related program.

The 1983 scholarship winner was Patricia Washburn, an air traffic control specialist at the Redmond, Ore., Flight Service Station. When asked recently about what the scholarship had meant to her, she said, "It was much more than just a financial gain. It was someone saying, 'We believe in you, and we know you can do it'." In addition, she added, "The Scholarship as well as FAA's program for getting college credit for work and training experiences has enabled me to accelerate my program, and I expect to be finished this year."

## New Deputies Named

John S. Kern, who has been the Deputy Director of the Office of Aviation Safety for the past two years, is now Deputy Director of the Office of Flight Operations. Kern, a military pilot and briefly an airline pilot with Northwest Airlines, joined the agency as a controller at the Minneapolis Center in 1970.

Also promoted to a position of Deputy Office Director is Joseph Pontecorvo. He moved up from manager of the Aircraft Maintenance Division in the Office of Airworthiness to AWS-2. Pontecorvo was also briefly an airline pilot. He flew for Rainbow Airlines, Union Southern Airlines. He then worked in the maintenance organization of National Airlines before joining the agency in November 1959 as a Principal Maintenance Inspector in the Western Region.

# Headquarters News



## Bond Drive Successful

The 1984 Savings Bond Campaign, which concluded on June 15, saw an increase in Headquarters participation. Offices and Services reported 122 new bond buyers while another 96 employees increased existing allotments.

Over 42 percent of Headquarters employees now hold bonds, compared to 36 percent when the drive began in May. Leon Watkins, Director of Civil Rights and this year's Headquarters Chairman, thanks everyone who participated and gives special thanks to the office coordinators and keypersons who helped to make it a success.

## Women's Task Force Corner

There are two upcoming training programs that may be of interest to women in the agency:

\* The Federally Employed Women's Program will hold its 15th National Training Program in Washington, D.C., July 11-14, at the Washington Hilton Hotel. If you missed the June 15 deadline, registration will be held at the Hilton.

\* Organization Strategies for Success, an advanced management seminar for women in the federal government, as well as a reunion for the past graduates of the program, will be held July 17-19, at the Marriott Hotel, Washington, D.C. Registration request can be obtained from Tina Mallory on 426-3893 or Olivia Erikson on 426-3374.

## Softball Season Sizzles

The softball season is nearing the midway point and the competition is the keenest in recent memory. With the teams playing every week, the competition is taking its toll. Out of the 11 teams in the league, only four--NTSB, ALG, API, and ADL--remain undefeated.

## Awards and Rewards

During the past week the following Headquarters employees were presented awards.

### Special Achievement Awards Based on Sustained Superior Performance:

Lorence H. Bessette, AWS, and Margaret Wilson, APM;

### Special Achievement Awards Based on Special Acts or Services:

Gennaro Chirillo, ADL, and Monica Russell, AGC:

### Quality Increases:

Harold Alexander, APT; Carolyn Ryan, AAP; Joanne Anderson, AAS; Angela Ferrari, APP; and Judy Jenkinson, APM;

The following employees at Washington National Airport recently received Special Achievement Awards Based on Outstanding Performance:

Walton L. Kimble, Robin G. Fredge, Richard P. Boyd, Jr., Gene B. Miller, Claire E. Nolan.

## Ask Intercom

The following is an excerpt from a letter recently received by INTERCOM regarding contractors and the new security measures: "Contracting personnel are still wandering through restricted work areas. I asked one contractor (a former FAAer) how he got in. Laughingly, he said, 'All I did was flash an I.D. and told them I was a contractor.'"

"Unauthorized people, including former FAA personnel (now consultants or employed by contractors) should not be admitted past the security check points."

RESPONSE: Lloyd Glassbrook, Chief of OST Security, reports that all contractors must have special blue I.D.'s to enter FOB-10A, or any DOT building. For FOB-10A, where there is a large group of Martin Marietta employees, the company members use their own I.D. cards. Former FAAers, whether working as contractors or merely using building facilities; i.e., the Credit Union, must present their retired Government I.D. cards.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## Haggerty Wins Outstanding Flight Assist of 1983

Two air traffic controllers were involved in the recently announced Outstanding Flight Assist of 1983, but only one got the award. The other is happy just to be alive and well.

The drama began last Nov. 11, when controller Nathan Flory of the FAA tower at Charleston, S.C., lost power in his single-engine airplane on a flight from Raleigh-Durham, N.C., to Gaithersburg, Md. That's where 1983's award winner, Leesburg Center controller, Ronald Haggerty got in the act.

Flory's engine had died 5,000 feet over mountainous terrain in the Shenandoah region of Virginia. Flory requested a radar vector to Charlottesville, about 25



After presenting Ron Haggerty with the flight assist award, Administrator Engen met Haggerty's wife, Mary, and his daughter, Kathleen. (His son, Marc, was also in attendance.)

miles away. Knowing that the plane could not glide that far, Haggerty suggested a vector to the Fork Union Airport, which was six miles away, but was not depicted on the radar display video map. (See page 2)

## Structured Staffing Modified

Administrator Engen has decided to abolish the structured staffing program for non-radar controllers. This means that all controllers in the GS-2152 series will progress to the full performance level without competition, provided they satisfactorily complete the training requirements and meet time-in-grade criteria. The agency will continue to

adhere to its training certification and "up or out" policy to assure a quality level controller workforce. The change does not affect air traffic assistants.

The decision followed a review of the structured staffing program that began in February with input from working controllers, facility managers, and regional personnel. As

a result of this review, the Air Traffic Service and Office of Personnel and Training recommended that the structured staffing policy be modified and the Administrator agreed.

In announcing the decision, Engen said the action shows the various elements of the Air Traffic System "are working together as a team to keep our system the best in the world."

## Host Computers Delivered

FAA now has taken delivery of both candidate host computer systems to replace the IBM 9020s in the en route centers. After an initial demonstration of the system, IBM delivered its version of the host computer Memorial Day weekend and Sperry followed suit on June 22.

The next step is for both systems to be programmed with the software used in the 9020 computers at the en route centers. This programming shakedown phase is expected to last until December. Then the computers will undergo a series of evaluation demonstrations. The winning system will be selected in June 1985 on the basis of demonstration results, technical proposals, and cost.

Delivery of the new computer system, which will have capacity to handle traffic until the mid-1990s, is scheduled to begin in April 1986.

The Host computer, is the first step in the current modernization of the ATC system.

Next, sector suites will be introduced. In the final step, FAA will implement the Advanced Automation System to provide ATC automation in the 1990's and beyond.

## Awards (From Page 1)

At that point, Haggerty used a sectional chart to fix the position of the plane in relation to the airport. Flory was unfamiliar with the area and was losing altitude. Haggerty called off landmarks from the sectional chart and continued vectoring until the pilot saw the airport. Flory made a powerless landing without damage to the plane or injury to himself or his passenger.

Haggerty began his FAA career at the Washington Center in 1968 as an air traffic trainee, and is now a Plans and Program Specialist.

Administrator Engen visited the Leesburg Center to present Haggerty with a plaque for his remarkable "save." After the ceremony, he spoke to the controllers as a whole and expressed his gratitude for their continuing effort.

## Engen Reports on ATC System Safety

The ATC system continues to operate safely despite handling slightly higher traffic levels than before the 1981 controllers' strike.

That's the view of Administrator Engen, who told a Washington, D.C., audience on June 21 that the three years since the strike has seen "a continuation of the historical downward trend in accidents." He noted that both the commuters and major carriers posted outstanding safety records in 1983.

Speaking to the National Aviation Club, Engen credited the agency's flow control, or traffic metering procedures, for the fact that the ATC system has been able to accommodate larger overall traffic counts. He said flow control "has evolved into an invaluable tool for safely dealing with our capacity problems" and "offers a means for compensating for the bunching of airline schedules...."

The Administrator said he was watching very carefully the build up of traffic along the eastern seaboard and other specific areas, such as Chicago, and had initiated a number of steps to deal with this problem. For example, he pointed out that he has convened a joint government-industry task force to look at scheduling problems at major airports that have contributed to capacity problems.

From a staffing standpoint, Engen noted that the agency still is about 1,000 short of its goal for the post-strike ATC workforce of 14,300. However, he added that the agency plans to hire approximately 1,800 en route controllers and 600 terminal controllers in fiscal year 1985, and said this "will help alleviate the current shortfall as well as accommodate attrition."

Discussing the new computer system for identifying operational errors, Engen conceded that it had resulted in some controller dissatisfaction. Still, he noted that controllers have adjusted quickly to the system and thus the number of errors has dropped sharply the longer it is in use at a facility.

# Seldom Scenes

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# Headquarters Intercom



George Mathieu, Office of Public Affairs, is at home in the auditorium projection booth.



..... Even while he was moving in, Administrator Engen was doing business in his still sparse tenth floor office.

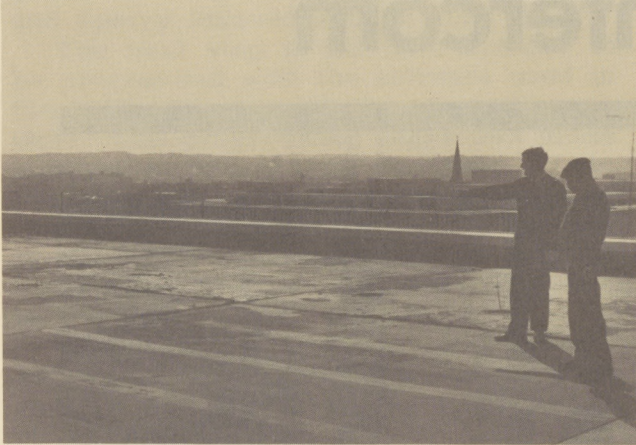
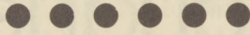


Headquarters AF Sector technicians (l to r) Warren Morris and Hector Alvarez check equipment in the Crisis Control Center.

Most of us in Headquarters are intimately aware of the places we pass through and work in every day--the lobby, the garage, the halls, elevators, and our offices. However, within the wall of FOB-10A are places well off the beaten path. For instance, of the 55,000 FAAers at home and abroad, how many do you think have seen the inside of the Administrator's office? Very few, we would guess. (Right now it's a little sparse since the new Administrator is still moving in.)

.....

## Seldom Scenes



Weeds, broken concrete, and little else mark what was once supposed to be a downtown Washington helipad.

During hijackings and aviation disasters, some FAAers spend more time in the tenth floor Crisis Management Center than they would like. However, most Headquarters employees have never visited this hi-tech wonderland.

There are other places—less exclusive, but just as foreign to headquarters employees—that INTERCOM now brings to you on these pages.

From the roof of FOB-10A, there's a great view of the mall or L'Enfant Plaza depending on which you look.

There's also the remains of the heliport that was supposed to grace the FAA Headquarters building.

This facility was built when the building was constructed over 20 years ago, but it has not been used since the late 1960s.



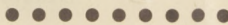
The now defunct heliport atop FOB-10A is barely discernable in this view.



Behind the scenes in the kitchen, Servomation manager Gloria Bocchetti watches as Nathaniel Greene stirs the broth. Carrie Anderson attends the ovens.



Here's what it's like in the food service line.





in this rooftop shot. ●●●●●●●●



If you ever get up to the roof, don't expect helicopters. The now defunct helipad was last used in the late 1960s. ●●●



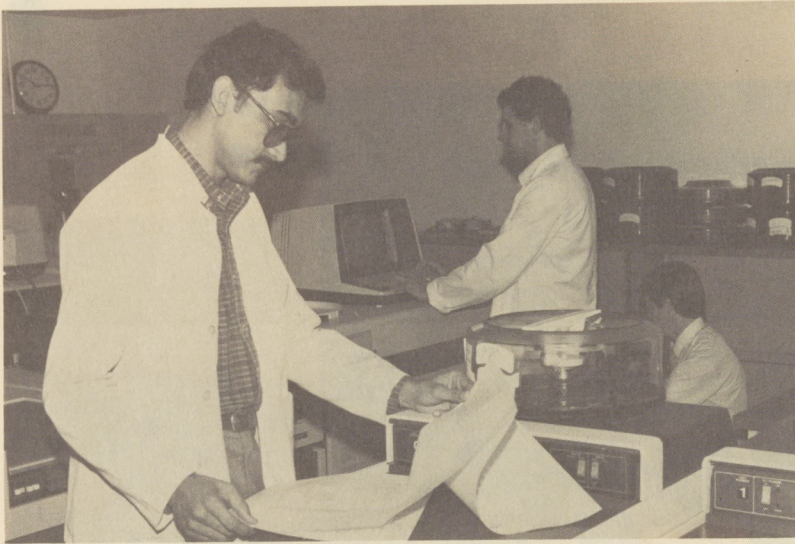
Some FAAers have never visited the third floor clinic. Here Tom Ryan, APT-220, has his ear examined by nurse Donna L. Hansen.



at it looks like from the other side of the service line. Valerie Byrdsol is doing honors.



George McKnight, AAT-130, emerges from the darkness of the tunnel that connects FOB-10A with the NASA Building, our neighbors on Independence Avenue. ●●●●●●●●



The Data Processing Center on the sixth floor houses four mainframe computers that keep FOB-10A running smoothly and in touch with the far-flung regional facilities. Here, contract employees Pedro Morales (left), Rick Borges, and Ray Baldwin (kneeling) monitor incoming data.



FOB-10A's one-time electrician, who was known as "Frog," still comes back for his haircuts from Robert Hall in the second floor barbershop.



Mail room employees Louis Washington (left) and Donald Tyler keep the staggering amount of mail properly sorted and heading to the right destination.

## FAA to Launch GA Audit

FAA will begin a comprehensive safety audit of the general aviation industry beginning this summer. Its purpose is to gauge the effectiveness of FAA's GA regulations for aircraft, operators, maintenance, and operations.

The inspection comes on the heels of the highly successful National Air Transportation Inspection (NATI) program, which covered the 327 air carriers with over 13,000 separate inspections. However, it represents an even more ambitious undertaking because of the size of the general aviation community and the scope of its operations.

Given the huge logistical dimensions, the GA safety audit will span a 12 to 18 month period and will be carried out, step-by-step, through seven major areas: contract operators; pilot schools; flight instructors; on-demand air taxis; repair stations; maintenance surveillance on aircraft affected by noise policy; and mechanics holding inspection authorizations.

The inspection will focus first on Part 125 contract operations of planes such as 707's and DC-8's that are scheduled to be phased out at the end of 1984 unless they can meet noise regulations. The agency also plans to scrutinize pilot training programs.

## FAA Keeps Hollywood Bowl Quiet

Once again, FAA is cooperating with music lovers in the Los Angeles area by warning pilots to avoid the Hollywood Bowl during the summer concert season. The agency also plans to adjust traffic flow patterns wherever possible to minimize noise in the area of the Bowl, which is marked by two crossed searchlights in the night sky.

## Inspector Ranks Filling Out

FAA now has hired or selected almost 80 percent of the 166 additional air carrier inspectors authorized by Secretary Dole earlier this year.

Testifying before a House of Representatives subcommittee on June 14, Administrator Engen said the agency already has brought 76 new inspectors on board and tentatively picked 53 more. He added that the agency expects to complete the hiring of all 166 by the end of September.

The addition of the new inspectors will bring the total workforce to 674.

## FAA Responds to Organizing Bid

Edward V. Curran, Director of the Office of Labor Relations, has notified the Federal Labor Relations Authority (FLRA) that FAA has no quarrel with the right of employees to organize. In response to FLRA's notification that unions have petitioned to represent individual ATC facilities, Curran noted that FAA opposes having each air traffic facility treated as a separate unit for collective bargaining purposes. He explained, "The National Airspace System depends heavily on FAA's ability to operate and manage the system as one system--not as a series of different systems."

Facilities affected by the union petitions are: The New York Center and TRACON, both of which have been contacted by the American Federation of Government Employees (AFGE); the Washington Center, National Air Traffic Controllers Association (NATCA); and the Atlantic City ATCT, National Federation of Federal Employees (NFFE).

## Headquarters News



### DOT Tournament Starts in July

Maybe it was a racket, but last year FAA employees captured three first place titles in the Annual DOT Tennis Tournament, more than any other modal administration. This year the tournament gets underway on July 16, and features advanced and intermediate men's singles and doubles, women's singles and doubles, men's over-40 singles, and mixed doubles.

All of you winners who want to get back out on the court must remember that the closing date for signing up is July 11. Look for an announcement in the lobby of FOB-10A. If you need additional information, contact Ed VanDuyne on 426-3008.

### ECAP Offers Counseling

FAA and other Departmental employees who have not previously attended a briefing session on the DOT Employee Counseling Assistance Program (ECAP) are invited to attend the next briefing on July 9. This session will be presented by Urban Resource Consultants, with whom the Department has contracted to help employees with such problems as alcohol, drug abuse, financial, and marital problems. The presentation will be made in the FAA auditorium from 10 a.m. until noon to inform supervisors, managers, and employees of the availability and benefits of ECAP. For further information contact the Labor Relations and Career Development Branch, APT-140, on 426-8916.

### Get a Flying Start

The FAA Flying Club is conducting a private pilot ground school on Tuesday and Thursday evenings, 6:30-8:30, in FOB-10A from July 10 - August 20. Tuition is \$75, including text books. For more information, contact David Bacon at (w) 821-4594 or (h) 281-6275.

### Awards and Rewards

During the past week the following headquarters employees were presented awards.

#### Special Achievement Awards Based on Special Acts or Services:

William G. Allen, ADL;

#### Letters of Commendation:

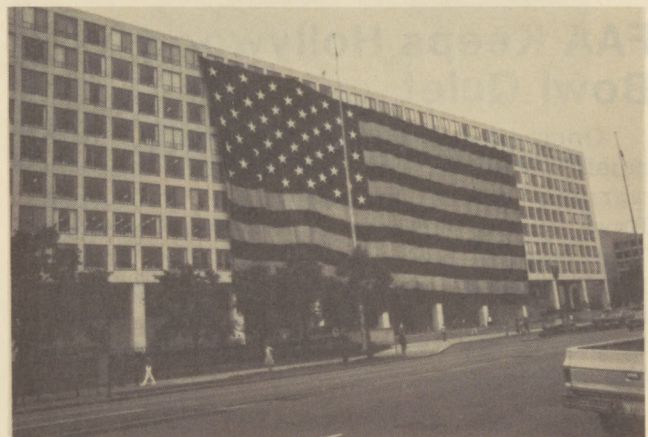
Joaquinn Archilla, AES;

#### Quality Increases:

Dennis DeGaetano, APM; James A. Giles, AAT; and Patricia Schauer, AEE.

### Women's Task Force Corner

The Office of the Secretary (OST) will participate in the "Women's Executive Leadership Program" sponsored by OPM. Applications from full-time, permanent career women employees GS 9 through 12 must be submitted to the Labor Relations and Career Development Branch, APT-140 by June 28. All applications must include an SF-171, a narrative statement on managerial qualifications, performance evaluation and a supervisor's assessment of the candidate's managerial potential.



The mammoth flag all but hiding the FAA headquarters building is 235 X 108 feet and weighs three quarters of a ton. It was put up to celebrate Flag Day over the June 16-17 weekend and belongs to the Smithsonian Institution.