



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

FSS Service Now Equal or Better than Past



(Top) The FSS building at Bridgeport is the first of the new station structures to be built by a city and then leased to FAA.

(Bottom) Specialist Bob Thompson (foreground) is already at home in the new station's operation area.



The new Bridgeport Flight Service Station (FSS) "continues to provide service which is equal to or better than that provided before consolidation."

That's the conclusion of an FAA study that looked at the first 90 days of operations in the new facility, which consolidated the Boston and Windsor Locks FSSs. It went operational March 3 in a new building constructed by the city and leased to FAA.

Conducted by headquarters and regional personnel at the request of Congress, the study found a "steady improvement in quality and quantity (See page 2)

FAA's Day in Court

The U.S. Supreme Court has ruled that FAA may not be sued by airlines or private citizens for any failure to uncover safety defects in the aircraft certification process, even if those defects result in aviation accidents.

The FAA case arose from the crashes of a Varig Airlines flight in 1973 and a Catalina-Vegas Airlines flight in 1968. Both accidents resulted from in-flight fires.

The court's unanimous decision, written by Chief Justice Warren E. Burger, overturned a ruling by the 9th U.S. Circuit Court of Appeals in California which

permitted lawsuits against the agency for damages from the crashes. Burger noted, "The FAA has a statutory duty to promote safety, not to insure it." He went on to state that only aircraft manufacturers and operators can guarantee safety and that they are responsible for any failures.

Legal observers have predicted that this case may serve as a major precedent because many other regulatory agencies responsible for areas like occupational safety, nuclear power, and medicine could, by inference from the FAA decision, also be deemed (See page 2)

Richardson Is Deputy

Howie Richardson, Manager, Personnel Program Division, has been named Deputy Director of the Office of Personnel and Training. He is currently acting director of that office.

Court (From page 1)

immune from damage suits.

James S. Dillman, Assistant Chief Counsel for Litigation, sums up the case: "The rulings were based upon what is called the discretionary function exception to the Federal Tort Claims Act and they apply only to the FAA's certification process. These rulings would not apply to cases involving operational negligence as in the typical air traffic control or weather related case."

FSS (From page 1)

of service and productivity through the months of March, April, and May." It noted that early equipment problems have been corrected, telephone access is being increased, and training of personnel is nearing completion. User reaction to the consolidated location also has been favorable.

Specifically, the New England Region found that 80.9 percent of the 333 users in its survey reported the service met the old standards or bettered them. In addition, an independent survey firm talked to 402 users who had filed flight plans at Bridgeport and found that 87 percent were satisfied with the service and 72 percent said it was as good or better than what was previously provided.

Currently, Bridgeport is operating with standard FSS equipment. However, they will receive one of the first Model 1 systems when it becomes available.

Sector Suite Team Reports to AAT-1

When FAA contracts this summer for the initial development of the Advanced Automation System, it will have well defined requirements including one of the major components--the sector suites, or controller work stations.

That's because a team of air traffic controllers and managers has been working on the problem of sector suite requirements for several years and recently completed three major studies that will help assure that sector suites are compatible with controller needs and the requirements of the ATC system. The studies covered "Operations Concept for the Advanced Automation System Man-Machine Interface," "Draft Sector Suite Console Requirements Specification," and "Sector Suite Man-Machine Functional Capabilities and Performance Requirements."

Recently, three members of the Sector Suite Requirements Validation Team (SSRVT) briefed Associate Administrator for Air Traffic Ray Van Vuren on major design considerations for the future work stations. Included was a description of the physical characteristics for the sector suites that covered such items as access for maintenance, data entry and display devices, smoke dissipation, and anthropometric requirements, such as accessibility for controllers in wheelchairs.

The briefers were: Martin Lilly, New York TRACON; Ralph Procaccini, Kansas City ARTCC; and James Sheely, Charlotte ATCT. Other team members are: Richard Chavez, Albuquerque ARTCC; Terry Schomberg, Miramar TRACON; Ian Wolf, AEA-510; Richard Banks, Denver TRACON; Donald Fowler, Coast TRACON; Carlisle Cook, Miami ARTCC; Thomas Lane, Anchorage ARTCC; Marvin Perkins, Jacksonville ARTCC; John Williams, Portland, Me., ATCT; Max Hall, Salt Lake City ARTCC; Richard Wheaton, AGL-510; and John White, Indianapolis ARTCC. Assistance to the team is provided by Computer Technology Associates (C.T.A.); Rod Bourne and Del Weathers, AAP-100; Ralph Cooper and Courtney Sargent, AAT-100.

Want College Credit For FAA Training?

In most cases, employees interested in obtaining college credit for their FAA training should present their records directly to the college of their choice for evaluation.

Previously, employees were advised to get a transcript from the American Council on Education (ACE), which translates an individual's FAA training history into college credit recommendations. However, this procedure has proved useful only to employees hired in recent years whose training occurred after the council began evaluating courses.

FAAers should check their training branch for additional information. Those wishing refunds for transcripts already purchased should contact Dorothy Fenwick at the American Council on Education, One Dupont Circle, N.W., Washington, D.C. 20036. The telephone number is 202/833-4920.

New Orleans Airport Gets Enhanced LLWAS

The nation's most advanced Low-Level Wind Shear Alert System (LLWAS) went operational at New Orleans' Moisant Airport the week of July 2, after a brief shutdown to permit installation of new equipment. It is designed specifically to detect violent downward rushes of air called "microbursts," like the one blamed for the Pan American accident at New Orleans on July 9, 1982.

The enhanced system has twice as many boundary sensors for measuring wind speed and direction as the one it's replacing—10 instead of five. It also has higher capacity, more advanced computers that compare readings from the boundary sensors with the center field sensor and signals an alert when wind shear conditions are detected.

In addition, a complete recording system has been installed at Moisant to collect data for an operational test to be run on the enhanced system over the next year.

Essay Contest Winners Named

The FAA went back to school recently when Administrator Engen announced the winners of the Aviation Education Essay Contest for elementary, junior high, and high school students. This contest was the first held under the auspices of the agency's Aviation Education Program.

The national high school winner is Miss Sandra Shoaf, 18, a senior at Alamogordo High School, Alamogordo, N.M. The junior high school winner is Miss Jamie Martin, a 7th grader at Lanana Junior High School in Fairbanks, Alaska. In the elementary school category, the winner is Miss Karyn Hyde, a 6th grader at the Minneapolis Center School in Minneapolis, Kansas.

More than 10,000 students across the nation entered the contest by writing a paper on the value of aviation to society.

Each of the national winners won a plaque honoring the memory of Edward Warren, a teenager who, 200 years ago this year, became the first American to go aloft in a balloon. Also, the Ladd Company, producers of the film "The Right Stuff," provided a \$5,000 college scholarship to the high school winner, Miss Shoaf.

The three students also won prizes that included airplane models and flying lessons from Beech Aircraft Co. and Cessna Aircraft Co. The American Association of Airport Executives provided VIP tours of airports, and the Air Traffic Control Association also awarded plaques to the winning entrants.



Headquarters News



Ask Intercom

Someone called INTERCOM asking how people who want to visit the docket room get in the building now that the new security system is in effect. Also, what happens when there is a meeting in the building with industry representatives or a public hearing in the auditorium?

According to the Office of Civil Aviation Security, people who want to inspect the dockets may still do so by telling the guard where they are going and signing in at the desk.

As for meetings, the office or service conducting the meeting is responsible for getting participants into the building. Either the guard can be given a roster of attendees ahead of time and then check in the people as they arrive, or, a representative of the sponsoring office can wait at the guard's desk and approve attendees as they come by. The same procedure holds for public hearings.

MWA Director Named Fairfax Citizen of Year

Metropolitan Washington Airports Director James A. Wilding was presented an award by the Fairfax County Chamber of Commerce at the organization's annual dinner-meeting on June 23. The award was presented to Wilding for his "outstanding leadership and contributions in providing air transportation for the citizens of Fairfax County." Wilding has emphasized the need for airport management to cooperate and communicate with local government officials and community groups since becoming director of the two FAA owned airports.

ECAP Session Cancelled

The DOT Employee Counseling Assistance Program meeting that was scheduled for July 9 in the FAA Auditorium has been cancelled. Watch for a new date in future issues of INTERCOM or call the Labor Relations and Career Development Branch of APT at 426-8916.

Congratulations, Dad

If you see Joe Hoover, the Deputy Administrator's driver, pat him on the back for raising a first class scholar in his daughter, Regina. Following a stellar career at the District's F.W. Ballou High School, where she was valedictorian, Regina was offered four different full college scholarships. She has decided to attend Vassar College, to the disappointment of the Naval Academy, Hampton Institute, and the University of Maryland. Regina plans to study math and computers at Vassar.



Father, Joe, and daughter, Regina, bask in the sunshine in the Nassif Building courtyard during a noontime break. Photo by Dennis Hughes

Softball Scores

The softball season is past the midway mark and the scores thus far reflect strong competition all around and the emergence of a few powerhouses. Outstanding games for the week of June 25 included a close ALG-SEI match-up, with ALG clinching a 7-6 win. AVS defeated previously unvanquished NTSB, and the Helicopter Assoc. Int'l. (HAI) scored the first playing victory in its two-year league history with a 13-9 win over AMS. The win-loss column reads as follows: AGL 6-0; API 4-0; SEI 4-2; ADL 3-1; NTSB 3-1; AAT 3-2; AVS 2-3; HAI 2-3; AGC 1-4; AMS 0-6; OIG 0-6.



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Survey Responses Needed Now

Responses to the FAA Employee Survey are already coming in from FAAers who couldn't wait to voice their views and opinions to top management. Dr. David Schroeder of the Civil Air Medical Institute, who is running the project, wants to keep the ball rolling and is urging all employees to complete the survey and mail it to him as soon as possible. He says the average employee should be able to complete the 66-question survey in 20 to 30 minutes.

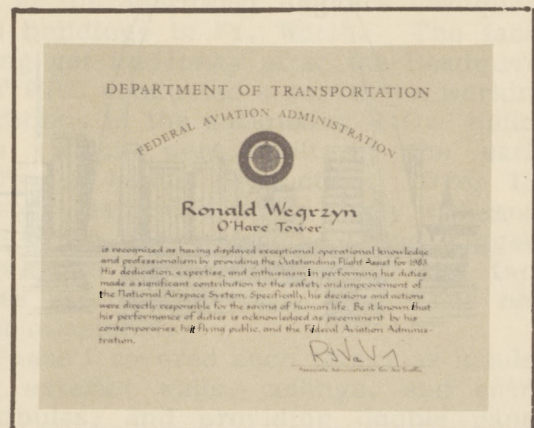
Schroeder emphasizes that completed question= (See page 2)

O'Hare Controller Wins Award

The winner of the Outstanding Flight Assist of the Year Award in the tower category is a Chicago O'Hare controller, Ronald Wegrzyn. He was tapped for the honor for his work on the night of Sept. 14, 1983, when he coordinated the rescue effort of six persons from a helicopter which lost its tail rotor and went down in the icy waters of Lake Michigan.

Wegrzyn was working O'Hare's east/north departures when alerted by the Chicago Center to the downed helicopter. For the next half hour, he assisted three volunteer search aircraft in their efforts to spot the missing helicopter in the darkness until a sighting finally was made by a Lear jet pilot. Wegrzyn then radioed the coordinates of the helicopter and its passengers, who were all uninjured, to a Coast Guard helicopter.

One could add modesty to Wegrzyn's (See page 2)



Administrator Engen presents controller Ronald Wegrzyn with a certificate (reproduced above) honoring his outstanding "save."

FAA Nabs "Arch" Offender

There have been ten reported flights under the Gateway Arch in St. Louis since the 630-foot stainless steel landmark was completed in 1965. However, most of these flights occurred at night, and the pilots got away without a trace.

That changed on April 6, when a helicopter pilot threw the FAR's to the winds and flew under the Arch on a sunny afternoon in front of hundreds of riverfront strollers and tourists. After taking his helicopter through the Arch, he reportedly flew down the Mississippi and under two bridges.

Accordingly, FAA is proposing to ground Gerald Leonard of Louisiana Helicopters, Inc., for 90 days for violations ranging from flying in a careless manner to flying at too low an altitude to recover from engine failure. Joseph P. Brennan, Associate Regional Counsel for the Central Region, hopes that this proposed punitive measure will serve as a deterrent to other thrill-seekers bent on continuing this dangerous tradition.

This view is echoed by H. G. White, who heads up the Flight Standards District Office at Lambert St. Louis International Airport. "The only stand we can take on this is one of being very firm," he says.



CAMI (From Page 1)

naires must be received from a majority of employees in order to get a truly representative picture. And the greater the response, the more accurate the picture of the agency will be.

ALPA Speaks to Airports

Stressing its common interest with FAA on safety matters, the Air Line Pilots Association (ALPA) is the latest industry organization to participate in the "Who Speaks for Aviation" symposium series sponsored by the FAA airports complex in Washington Headquarters.

Following the pattern of past symposiums, the ALPA speakers explained the purpose, structure and goals of their organization with the ALPA President, Captain Henry Duffy, setting the tone. Particular emphasis was given to airport safety with the chairmen of two concerned ALPA committees—Captain Dave Haase of TWA and Captain Tom Lindeman of Western Airlines—leading the discussions. Also participating from ALPA were staff members Joe Schwind and Bob Dodd. FAA hosts were Quentin Taylor, Deputy Associate Administrator for Airports, and Leonard "Chip" Mudd, Director of the Office of Airport Standards.

The symposium series was initiated earlier this year by the Airports Human Relations Committee to foster improved communications and better understanding between FAA and industry representatives. Previous sessions included meetings with the National Business Aircraft Association (NBAA) and the American Association of Airport Executives (AAAE).

Controller (From Page 1)

virtue of cool professionalism: "I just happened to be in the right place at the right time. I worked at the Chicago Center so I know their computer and was able to plot the coordinates of the downed craft. The Lear jet pilot deserves all the credit."

Wegrzyn is the second controller to be honored for an outstanding flight assist in 1983. The center category award went to Ronald Haggerty of the Washington ARTCC and the Flight Service Station award will soon be presented as well.

ATC Recruiting/Training Programs Expanded

In order to fill out controller ranks and accommodate future attrition, the controller register will be open twice a year—in October and April—beginning FY 1985.

In addition, applicants will be able to select up to three FAA regions—rather than one—in which he or she will receive employment consideration.

Also next year, the FAA Academy training program will be expanded by 27 percent in the center option, 25 percent in the terminal option, and 11 percent in the FSS option. The radar training facility will continue to operate at maximum capacity.

During the May 1984 recruitment period, 14,700 individuals applied to take the ATC written examination. These applicants, along with well-qualified candidates from the Airway Science Curriculum, and the Predevelopmental and Cooperative Education programs, will be among the first to attend the expanded Academy classes.

More Time Granted On Slot Proposals

In response to industry requests, FAA is extending the comment period on its Notice of Proposed Rulemaking (NPRM) that would allow airlines to buy, sell, and otherwise transfer slots at designated "High Density" Airports, as well as extending the comment period for a related NPRM which would provide a procedure to allocate newly available slots at such airport if scheduling committee cannot do so. The new comment deadline is August 6.

In addition, the agency has rescheduled a Washington hearing on the proposal for July 30 to give aviation trade organizations more time to prepare their presentations. Field hearings already have been held in Chicago and San Francisco.

The four high density airports that would be affected by the proposal are Chicago O'Hare, New York's Kennedy and LaGuardia, and Washington National.

Debtors Beware

If you owe FAA any money, you may want to get out of the red quickly because on June 30, the FAA and all other federal agencies got tough and began to assess penalty and administrative charges on delinquent debts owed by their own employees as well as foreign governments, nonprofit organizations, commercial firms, and private individuals.

In the FAA's case, the vast majority of these debts are owed by employees for such things as overpayments of leave, outstanding travel accounts, and valuation charges on moving insurance.

These measures were adopted to comply with the Debt Collection Act of 1982. The penalty and administrative charges will be tacked on to interest charges which have been accruing on delinquent accounts for some time.

For the average in-debt employee, the penalty charge will be 6 percent per annum for billings that are more than 90 days past due. The administrative charge will be \$12 per month per delinquent account and will be assessed when the debt becomes delinquent (30 days from the billing date).

ASW Hq. Gets Facelift

Employee suggestions were instrumental in initiating and planning a "fixup" project at the Southwest Region's headquarters buildings in Ft. Worth. The facelifting got underway after the Headquarters' HRC conducted a survey on working conditions in the antiquated R.O. buildings, which were built in the early 1900's for helium production. Over 150 persons responded to the survey with more than 3,000 suggestions. These suggestions were used to construct the two-phase improvement plan, which has now been completed.

Phase I covered such things as insulating exterior walls, ceilings, and entry vestibules, and providing double panes for most windows. Phase II involved painting and providing partitions, mini-blinds, and carpeting. It all adds to a much improved working environment.

Headquarters News



Networking

All Washington area FAAers are invited to the second of a series of meetings designed to encourage members of HRCs and other employee participation groups to "network" or, share ideas, information, and resources.

The brown-bag lunchtime meeting will feature "communication skills" and will be held in the Executive Training Center on the second floor of FOB-10A on July 27, from 11:30 a.m. to 1 p.m.

For more information, contact Cindy Zook at 426-3545.

Awards and Rewards

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

Special Achievement Awards Based on Special Acts or Services:

Dick Bardelmeier, APO and Mary P. Bobb, ACS;

Letters of Commendation:

Minnie Brown, Phyllis Burbank, and Elizabeth Yoest, APT; Ellen Pennino, AFO; Joyce Walden, ALG;

Quality Increases:

Jack G. Handcock, APM; Dale C. Ruoff, AFO; Fred Crenshaw, AWS; Anastasia Thorne, ALG; and Patricia Pistorio, APP.



Donnie Blazer of the Office of Aviation Security, but who swings a bat for the AVS softball team, is set to knock one off the mall against opponents from API.

Lunar Landing Party Set

It's now been 15 years since Neil Armstrong first stepped on the moon saying, "That's one small step for man, one giant step for mankind." To celebrate the July 20, 1969, landing, the National Air and Space Museum is planning a lunar landing party. The entire museum will be open and special tours featuring space will be conducted from 7 p.m. to 11 p.m. on the 20th. There will be free lectures in the museum's Sky Theater as well as free movies in the main theater. In addition, visitors will have a chance to see what a lunar glove or boot really looked and felt like.

Only Two Retire

The number of retirees was down last month with only two Headquarters employees retiring. They were Robert C. Harrold, APM; and Rupert A. Mulhearn, AGC.

ECAP on Again

In our last issue, we informed you that the Employee Counseling Assistance Program had been cancelled on July 9. The presentation has been rescheduled for July 23 from 10 a.m. to 12 noon in the auditorium. For further information, please contact the Labor Relations and Career Development Branch, APT-140, on 426-8916.

Women's Task Force Corner

The Federal Women's Task Force will be conducting an SF-171 Workshop, for all interested employees, July 25 from noon to 1, in Room 5C. Please call Suzanne Holloway on 426-3893 for a reservation as space is limited.



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Jones Committee Visits AT/AF Field Facilities

The Jones Committee has completed the second phase of its two-year review of the agency's Human Relations Program with a fast-paced tour of 14 AT/AF facilities in six regions.

During a five-day period, beginning July 5, committee members were constantly on the move visiting facilities in the following order: Chicago Center; Denver Tower; Los Angeles Tower, TRACON, Center, and FSS; Albuquerque Tower and FSS; Dallas/Ft. Worth Tower; Houston Tower and Center; Knoxville Tower; and New York Center and TRACON.

FAA veteran Larry Kotzker from the Deputy Administrator's staff coordinated the tour for the committee, which included Lawrence Jones, president of the Coleman Company, David G. Bowers of the University of Michigan, and Stephen H. Fuller of the Harvard Business School.

Kotzker noted that the committee members were well received and made to feel comfortable at all facilities. He said they talked to employees from all levels, both individually and in groups, and accomplished a great deal in a short period of time.

The first part of the committee's annual evaluation was completed last month when Jones and Bowers spent two days at FAA Washington Headquarters interviewing a cross-section of the agency's top managers.

During August, committee members plan to make individual visits to field facilities. They will then study FAA Employee Survey responses before reporting their findings to the Administrator.



When the Administrator talks, people listen. His recent speech to the National Aviation Club in Washington on "The State of the ATC System," drew heavy TV and radio turnout, reflected by at least 20 mikes on the podium.

AWP Director McClure At HQ on Detail

Homer "Mac" McClure, director of the Western-Pacific Region, is now at Washington Headquarters on a temporary detail as Deputy Associate Administrator for Human Relations Management. He said Administrator Engen has given him four months to put together the agency's Human Relations Management Program. He went on to explain that he will be working for Associate Administrator Gene Weithoner, but as far as human resource matters are concerned, he will report directly to the Administrator. "We hope to set up a model program at Headquarters," he noted, "that can be emulated by other agency offices."

Survey Response Heavy

Responses to the FAA employee survey are pouring in. Dr. David Schroeder, who is conducting the survey from FAA's Civil AeroMedical Institute, reports that stacks of mail bags have been received. He also urges employees who haven't already done so to complete the questionnaire so their voices can be heard.

Those who may have lost the survey form or didn't receive one should contact the appropriate center or Headquarters personnel office for a new one. Note that responses must be received by July 31 to be included in the final report.

NTSB Issues Final Air Canada Report

Although unable to pinpoint the cause of a fire that claimed 23 lives aboard an Air Canada jet in June 1983, the National Transportation Safety Board (NTSB) has criticized the flight crew for not reacting sooner to the emergency. In its final report on the accident, the Board said the flight crew's delayed decision to begin an emergency descent contributed to the severity of the accident.

The plane was en route from Dallas/Fort Worth to Toronto when the fire broke out near the rear lavatory. It made a successful emergency landing at Greater Cincinnati Airport under the guidance of FAA controller Gregory Karam.

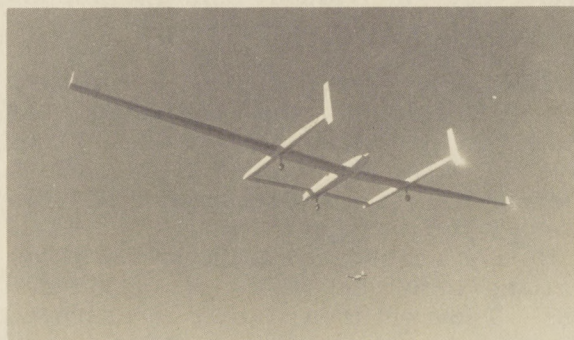
Prior to the issuance of the Board's recommendations resulting from the investigation, FAA had underway programs to address many of the areas of concern to the Board. These have resulted in the issuance of proposed rules on fire-blocking layers, emergency lighting/marking systems and smoke detectors.

FAA Inspectors Check Round-the-World Plane

Producing an airplane that can fly non-stop around the world without refueling is the dream of aviation innovator Burt Rutan, and he's working closely with the FAA inspectors at the Van Nuys Manufacturing Inspection District Office to make that dream come true. For the flight, the Rutan Aircraft Company of Mojave, Calif., has built a long-winged airplane that weighs less than 1,000 lbs. and can carry close to 5,000 lbs. of fuel.

Called the "Voyager," it is currently undergoing flight tests under the watchful eyes of Van Nuys inspectors, who will award the airplane an experimental airworthiness certificate if they find it meets all the criteria. Inspector James Wong, who has been most closely involved with Voyager, said that the most unusual thing about the plane is that it is built almost exclusively of lightweight composite materials. He said, "These might very well be the aircraft building materials of the future."

Very soon, possibly this month, the plane will take off on its first long shakedown flight, a hop of about 7,000 miles. The around-the-world attempt is expected to be made next spring. The plane will take off from the 15,000 foot runway at Edwards AFB and head south. When close to the equator, it will turn either east or west, depending on winds and forecasts, and circle the globe. The trip is expected to take from 10 to 12 days and will be flown by two pilots. Most of the route will be over water, and the crew will avoid political "hotspots."



With its 101-foot wingspan, the round-the-world Voyager dwarfs other aircraft in flight.

Deputy Left Speechless

It's something of an exaggeration to say FAA Acting Deputy Administrator J. E. "Sandy" Murdock was left speechless on a recent trip to Phoenix to address the National Federation of the Blind (NFB). No lawyer is ever left speechless.

But the prepared text of his remarks did disappear as Murdock was winging his way to Phoenix aboard a commercial jet. He theorizes that it was "permanently borrowed" by an anonymous passenger who apparently had read everything in the magazine rack.

Despite the loss, Murdock kept his speaking date and delivered an off-the-cuff address which went over well with his audience. Murdock was a bit more modest in assessing his performance but volunteered that he thought the speech had "contributed to the opening of a dialogue with NFB."

Atlantic City Gets Downtown Tower

The agency has opened a temporary tower to handle the crush of vacationers expected at Atlantic City this summer. A portable tower, expected to stay open until September 30, has been delivered to Bader Field which is the resort city's downtown airport.

FAA was asked to provide a facility when the city's current mayor declined to pay for a tower authorized by the previous mayor.

The four controllers and one AT supervisor staffing the tower will come from neighboring facilities and will be rotated with other FAAers throughout the summer.

Besides controlling traffic from 8 a.m. to midnight, controllers will keep a careful check on operations to determine if the airport should be a candidate for a permanent tower.

Bader is actually a general aviation field with some STOL airline traffic. The principal airport of the Atlantic resort is the tower-controlled field at the nearby Technical Center.

New Charts Tested On Volunteer Flights

The engineers and pilots of Program Engineering and Maintenance Services's Cockpit Technology Branch are doing a lot of flying these days. Their job is to make sure that things designed on the ground work in the air and they're busy running an evaluation of new Visual Flight Rules (VFR) chart prototypes.

Essentially, what is being assessed are new chart markings, which were recommended by the National Airspace Review. The project is being done for FAA's National Flight Data Center, which has the responsibility for developing the charts.

Project director Rick Weiss explained that the real analysis of the new markings is being done by 56 volunteer pilots during actual cross-country flights. Weiss and associates Herb Schlickemaier or Pete Hwoschinsky fly with the volunteers as pilot-in-command or evaluation coordinator. The evaluation includes both day and night flights.

Weiss said FAA recruited the volunteers through various pilot organizations, such as the Aircraft Owners and Pilots Association, Airline Pilots Association, National Business Aircraft Association, and the 99s.

Weiss noted that he is drawing no conclusions about the new VFR charts until the evaluation is completed. He said, "All we know for certain is that we are doing a very thorough job."



Student pilot Cheryl Syman goes over the Washington area chart with Rick Weiss, APM-430, project director, before a cross-country trip.

Headquarters News



Tennis Victory Netted

After a slow start, the FAA Tennis Team is coming alive. Last year's DOT Western Division champs trounced UMTA last week 6-1, 6-3. With this victory by Fred Gilmore and George Yanez, the team now has a 4-4 record.

Softball Sizzles on Mall

Heading into the last three weeks of this softball season, we find the agency's arch rivals ALG at 7-0 and API at 6-0. If the two teams continue their winning streak, the last game of the season, the week of July 30, will have the fans lining the field. Other standings are: ADL and AAT tied with a 4-2 record; and SEI following with a 4-3 record, and NTSB at 3-2.

Airway Science Team Honored by Administrator

For their innovative accomplishments under difficult circumstances, the five members of FAA's Airways Science Curriculum (ASC) team received a Group Superior Achievement Award from Administrator Engen last week. Team members are: Donald B. Rock, director of APT; David B. Carmichael, AAC; Richard M. Rice, Judith B. Branting, and Michael S. Hill, all of APT.

ASC, which former Administrator Helms considered among the most significant accomplishments of his administration, was one of those add-on jobs for the ASC team. It had to be done in addition to their normal work.

The program consists of an FAA-developed college and university curriculum to prepare students for work in aviation.

Mallory is Candidate For Women's Leadership Program

Naite "Tina" Mallory of the Office of Public Affairs has been selected as FAA's candidate for OPM's Women's Executive Leadership Program. She and four other women from DOT model administrations will now be considered for selection as the departmental nominees.

The candidates will receive OPM sponsored managerial and supervisory training while on rotational assignments and will have an opportunity to work with high-level officials in various executive branches and Congressional offices.

Mallory is a specialist in the Office of Public Affairs, Plans and Audio Visual Division, and has been with the agency since 1974.

Another Lavish Picnic Planned for August

All agency employees, families, and friends are invited to FAA's annual picnic, scheduled for August 26 at Fort Hunt Park in Virginia. Marie Mader of the Systems Engineering Service, who is the power behind FAA picnics, urges all employees to mark their calendars and plan to attend. She says it's going to be the "best picnic yet."

Last year's affair, also held at Fort Hunt Park, featured children and adult games, including hula hoop competitions, which were subsequently pictured in a special Intercom insert.

CAP President to Speak At Women's Seminar

The luncheon speaker at the Women's Transportation Seminar on July 24 will be Eric Bernthal, president of CAP, Coalition on Airport Problems in metropolitan Washington. The topic of Bernthal's talk will be "National Airport."

For reservations and additional information, please call Tina Mallory on 426-3894.



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Engen Issues Statement On Civil Rights Policy

In order to make his position on civil rights perfectly clear, Administrator Engen has issued the following statement:

"It is the policy of the Federal Aviation Administration to promote practices, policies, and procedures designed to foster equal employment opportunity and to enhance each person's rights and dignity as he or she participates in the work force and in programs administered by this agency. I will pursue this policy and I will hold each manager and supervisor individually responsible for recruiting minorities and women and taking those steps necessary to achieve their full representation in employment.

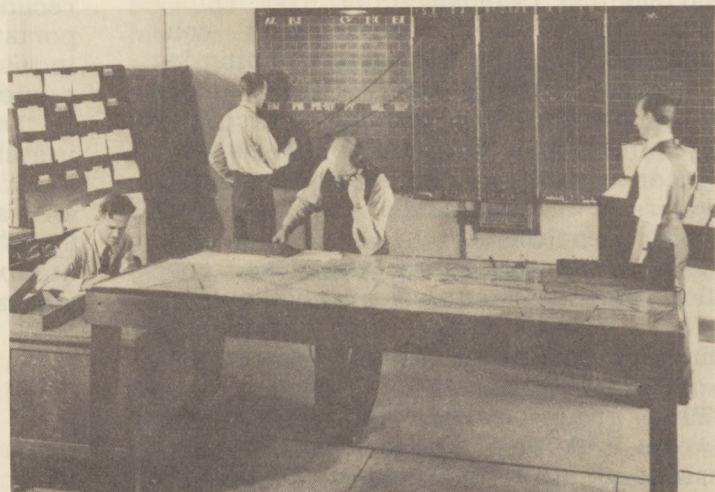
"I will hold each person accountable to provide prompt and appropriate action wherever there is a charge of discrimination on the basis of race, color, religion, creed, sex, national origin, age, or physical or mental handicap by employees, applicants for employment or participants in contracts or grants administered by the FAA. I will encourage each level of management to take appropriate steps to resolve any charge of discrimination or the appearance of discrimination.

"My commitment to full representation and to nondiscrimination in all aspects of agency involvement is total and without reservation."

GA Audit Underway

The agency's 14-month safety audit of the vast general aviation community began July 22 with FAA inspectors taking to the field to check out large jet aircraft slated to be phased-out because they do not meet noise standards which go into effect on January 1.

These aircraft—mostly Boeing 707s and McDonnell Douglas DC-8's used by charter and other non-scheduled operators—are being inspected first because of concerns that the operators may become lax about maintenance, given the impending noise (See page 2)



Things were humming in the Newark Center back in the 1930s. Note that "shrimp boats" indicating planes were used on a table map, and the controllers kept track of flights on a blackboard (see the p. 3 story on the approaching 50th anniversary of the government's role in the ATC system).

Radar To Be Upgraded At Smaller Airports

FAA has issued a request for proposals to upgrade automated radar systems at small to intermediate airports and expects to award a contract by the end of October.

The contract will cover upgrading and enhancing the Automated Radar Terminal Systems (ARTS) II installations, currently in use at 89 airports, to ARTS IIA by adding bigger computers with more memory. This will give controllers a beacon tracking capability, the Minimum Safe Altitude Warning System (MSAW), conflict alert, and the ability to generate training targets.

In addition, the contractor will replace 35 TPX-42 semi-automated systems with the new ARTS II equipment.

"Think-Tank" Report

Administrator Engen has received the recommendations of a three-day "think-tank" which was convened to study possible solutions to the problem of airport and airway delays. The group was composed of experts from the air transportation industry, including FAA working controllers, facility/regional/headquarters managers, air carrier representatives, general and business aviation, and the Department of Defense.

The "think-tank" participants concluded that the ATC system is running "at the highest level of safety," but agreed that congestion was causing "excessive delays, schedule interruptions, as well as other operational impediments causing travelers inconvenience and major economic penalties."

They cited scheduling practices, controller staffing, equipment availability, weather, runway space, and deregulated airline operations as prime factors in the delay problem.

The group called for cooperation between FAA and air carriers to avoid overscheduling at peak hours. They will reconvene in several weeks to obtain feedback and refine group proposals.

Doppler Radar Checks For Wind Shear

FAA and the National Center for Atmospheric Research (NCAR) have begun an operational evaluation of Doppler radar's capability to detect and forecast wind shear at Denver-Stapleton Airport. This radar can "see" into clouds and detect microbursts, which are violent downward bursts of air that can cause hazardous low-altitude wind shear.

Administrator Engen said NCAR meteorologists involved in the project will issue a daily microburst forecast and also keep FAA controllers up to date on potential and actual microburst activity within a five-mile radius of the airport. Controllers can then issue necessary advisories to pilots.

The evaluation, which is expected to run for 45 days, will help in the development of procedures for validating microburst forecasting techniques.

Safety Audit (From Page 1)

regulations.

After these initial evaluations, FAA inspectors will go on to review the operations of other GA aircraft, air taxi operators, pilot schools, flight instructors, repair stations, and mechanics. The GA audit is a follow-on to the recently concluded National Air Transportation Inspection of the air carrier industry scheduled airlines, although its scope is considerably larger.

The present effort will affect approximately 4,400 air taxi operators, 229 Part 125 and other operators of large aircraft, 1,221 approved flight schools, 62,201 flight instructors, 4,616 repair stations, and 10,400 certificated mechanics.

'84 Shows Safety Gains

Aviation safety continued its pattern of improvements during the first six months of 1984 with both the major airlines and general aviation compiling outstanding records.

Preliminary FAA statistics show U.S. airlines had no fatal accidents during the first six months of the year compared with two fatal accidents and five fatalities in the same period in 1983. More significantly, U.S. airlines now have gone two years without a fatal jet accident, the second longest period in aviation history.

Meanwhile, general aviation recorded a 17 percent drop in fatal accidents and a 22 percent decline in fatalities. According to the preliminary FAA figures, there were 219 fatal accidents and 391 fatalities in the January-June period as compared with 264 and 499 in the same six months last year.

Commuter airlines were slightly off their record-setting safety pace of 1983, which was the best year in the industry's history. The one fatal accident and three fatalities during the first six months of 1984 compared with one and one over the same period last year. Air taxis also were running behind 1983 with fatal accidents increasing from 11 to 12 and fatalities up from 22 to 25.

Women 747 Captains

Geraldine Ferraro wasn't the only woman to record an historic first this month. Recently, three women, Beverly Lynn Burns, Lynn Ripplemyer, and Tangela Tricoli, became the first females to receive type ratings on Boeing 747s.

Burns and Ripplemyer, who fly for Peoples Express, have already won captains posts. Tricoli, who actually was the first to receive her type rating, is awaiting seniority at American Airlines to move up to captain and is currently serving as a first officer on the 747.

George House, manager of the Dallas/Fort Worth, Air Carrier District Office, reports the women passed their checks with "excellent marks." "All are three are highly competent pilots," he said.

FAA World Features CID

FAA employees can get a special preview of the Controlled Impact Demonstration (CID) scheduled for Edwards AFB this summer by reading the July issue of FAA WORLD. There also are articles on what FAA is doing to solve the ELT false alarm problem, the reactivation of the air traffic controller predevelopment program, and a special feature on FAAers who write the regulations. Look for the regular features as well.

Anniston, Ala., Has AFSS

The latest automated flight service station site to be selected is Anniston, Ala. It is the 45th location to be picked and leaves only 16 more to be determined. The city of Anniston, like many others around the country, will build the building according to FAA specifications and lease it to the agency for \$1 a year. Of the 16 sites yet to be picked, all but one, in Puerto Rico, are already in some stage of negotiation.

Air Traffic Nearing 50

When no one was paying particular attention, the 48th anniversary of the federal Government's role in air traffic control slipped by unnoticed. That's because 48th anniversaries are kind of ho-hum affairs.

But the 50th anniversary will be another story. The agency already is gearing up to observe this event on July 6, 1986—exactly 50 years after the old Bureau of Air Commerce took over from the airlines the operation of the three airway control centers at Newark, Cleveland, and Chicago. These three facilities formed the nucleus of the present en route system.

Accordingly, FAA is looking for leads, ideas, photos, artifacts, and other material that can be used in various presentations to tell the air traffic/airway facilities story. The contacts are Robert Bartanowicz, AAT-730 (426-8941), and Tom Thompson, APM-130 (426-9350).

Headquarters News



Softball Scores

A number of exciting games highlighted last week's softball, evidence that several teams have their eyes on the DOT co-ed softball tournament as the regular season closes in on its final week of July 23.

Here are the latest softball scores and standings:

Scores

| | |
|---------|--------|
| OIG-29 | AMS-11 |
| ALG-12 | HAI-6 |
| NSTB-11 | API-10 |
| AAT-24 | AGG-6 |
| ADL-6 | SEI-4 |

Standings

| | |
|----------|---------|
| ALG 8-0 | SEI 4-4 |
| API 6-1 | HAI 2-6 |
| ADL 6-2 | OIG 2-6 |
| NTSB 5-2 | AGC 1-6 |
| AAT 5-2 | AMS 0-9 |

Noontime at Air and Space

Looking for a pleasant way to wile away a lunch break? After a quick bite, take the short trip across Independence Avenue to the National Air and Space Museum and visit the Langley Theater or the Albert Einstein Sky Theater. The Langley theater features an IMAX film projection system and a five story screen on which is shown a number of long running favorites, including "Flying," "To Fly," "Hail Columbia," and "Living Planet." There are several shows during the lunch hours and the films are 30 minutes or less.

The Einstein Sky Theater is the museum's planetarium. Featured every Tuesday at noon is a 30-minute look at the current night sky by way of 200 cameras and a 70 foot dome. The theater also offers a multimedia show called "A Celebration of Flight."

For schedule information, call 357-2700.

Possible Pay Delay If Postal Workers Strike

The current contract between the U.S. Postal Service and its unions will expire midnight, July 20. At this time, there is no reason to believe that a mail disruption will occur during contract negotiations. The Department of Treasury has said that salary payments made by Electronic Funds Transfer will not be affected by a postal strike. However, employees whose checks are mailed to their home or other address may experience a delay in receiving their check. The Office of Accounting will be working with DOT officials to develop a contingency plan for picking checks up at the disbursing office and delivering them to region/center accounting offices in the event of a widespread postal strike.

For more information, contact John W. Brown, Jr., AAA-430, on 426-8141.

Awards and Rewards

During the past week, the following Headquarter's employees received awards: Special Achievement Awards Based on Sustained Superior Performance:

Charles Fuchs and John Courlas, AAP; Letters of Commendation:

Eileen M. Huber, APT;

Quality Increases:

Susan Dion, AES; Walter Korsgard and John Ryan, ACS; Richard Whaley, Laurie Ford, and Doretha Mattox, AAM; Melody Finley, ASF.

HR Session Scheduled

A quick reminder for all Washington area FAAers interested in the human relations skill of "networking": There will be a brown bag lunch session on networking in the Executive Training Center on the second floor of FOB-10A on July 27, from 11:30 a.m. to 1 p.m.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Headquarters Intercom

Ultralight Meetings Set

The agency will hold a series of public meetings in September to determine if its ultralight regulations should be strengthened. The meetings, will be held in Washington, D.C., on Sept. 18; Rosemont, Ill., on Sept. 20; El Segundo, Calif., on Sept. 25; and Fort Worth, Texas, on Sept. 27, will coincide with the second anniversary of the publication of FAA's existing rules on ultralights.

When the rules were adopted, the agency sought to impose a minimum amount of regulation on the sport, with the expectation that the ultralight community would develop significant self-regulation. If it didn't, the agency explained, then further regulation might be necessary.

The purpose of the meetings is to obtain public comment on ultralight vehicle safety and operations, the extent to which self-regulation is (See page 2)



This Kasperwing ultralight is a flying wing vehicle that uses a sweptback reflex-profile wing for stability.

Error Detection Software Now In All 20 Centers

All 20 air route traffic control centers in the domestic U.S. now have the computer software program for identifying operational errors. The New York center was the last to go on line on July 7.

The agency first implemented the new software at the Salt Lake City Center in July 1983 as part of its overall ATC Quality

Assurance Program. Miami was next in line with others centers following on a facility-by-facility basis.

Initially, the software produced a significant increase in operational errors at each center because of the computer's capability to measure the loss of separation much more accurately than

controllers can do visually. However, as controllers gained experience with the new system, the number of errors declined steadily. At the Miami Center, for example, there were 18 errors during the first month the program was in use but only two in the tenth month. (See page 2)

FAA Surveys GA Activity

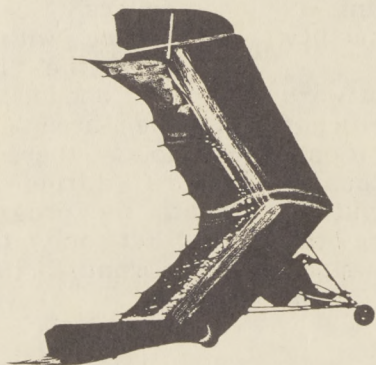
FAA's triennial general aviation pilot and aircraft survey now is underway at some 300 airports around the country.

The survey will update and expand data obtained from similar surveys taken at three-year intervals beginning in 1972. Pilots will be asked to provide general information about the length and purpose of their flights, use of FAA facilities, flight time, and fuel consumption. Traffic information also will be recorded at the airports.

The survey will be administered for FAA by two independent research organizations, Automated Sciences Group, Inc., of Silver Spring, Md., and Westat Corporation, Rockville, Md., to assure the confidentiality of the pilots who respond to the survey. The actual interviews and data collection will be done by cadets from the Civil Air Patrol.

The 300 or so airports in the survey will include a range of general aviation facilities, from those with control towers and paved and lighted runways to small, non-towered fields with dirt or grass strips. Each will be surveyed on a typical week day and a typical Saturday or Sunday over a three-month period, from July to September.

FAA expects to publish the survey results early next year. Data collected in past surveys has been used by the agency to evaluate the effectiveness of flight service station modernization programs, determine the noise impact of operations at typical non-towered airports, and evaluate pilot risk factors. State and local governments and private industry also are primary users of the data.



ATC Rebuilding Team Gets Leave And Pay Extensions

Citing "the demands increased air traffic is placing upon our workforce," Administrator Engen has extended the "exigency of the public business" for another year to give FAA employees involved in the Air Traffic Control (ATC) rebuilding program additional time to use restored leave.

In a related action, the Administrator also extended for one year the provision of the ATC Revitalization Act that grants supervisors 10 percent premium pay for providing on-the-job training. The new termination date is Dec. 31, 1985.

As a result of the Administrator's action, the "exigency" now extends through the 1985 leave year, or until Jan. 5, 1986. That means controllers and others who had leave restored under these special circumstances now will have until Dec. 31, 1988, to use it.

Centers (From page 1)

Robert Throne, Manager of Air Traffic's Quality Assurance Division, says the next step in the program is to test error detection software at ARTS (Automated Radar Terminal System) IIIA locations. This is scheduled to get underway in November at a site yet to be determined.

Ultralights (From page 1)

being imposed, and whether further FAA action is required.

While speaking before meeting last week of the Experimental Aircraft Association in Oshkosh, Wisc., Administrator Engen said, "There are some people who believe that even what little ultralight regulation we now have is too much. Others think ultralights ought to be regulated pretty much to the degree that experimental aircraft are. This fall we hope to find out what the rest of the constituency thinks."

Owens Named AAT-2

Norbert "Nobby" Owens, currently serving as the manager of the Air Traffic Division in the Eastern Region, has been named Deputy Associate Administrator for Air Traffic. Owens will begin his new post at Headquarters on August 19.

Owens began his FAA career in 1959 as an air traffic control specialist at the Colorado Springs Tower. Before taking the manager job in the Eastern Region, Owens was Assistant Chief of the ATC System Programs Division at Headquarters.

Blue Water/White Knuckles

Lost in the Bermuda Triangle and low on fuel is bad news even for those who are not superstitious.

So when the pilot of a single-engine airplane found himself in that predicament recently, he began broadcasting on the 121.5 emergency frequency and was lucky enough to find a fellow aviator who relayed the information to the Miami En Route Center. But the Miami Center wouldn't pick him up on radar because of his low altitude and—more bad news—the needle on the fuel gauge now was pegged on the big "E."

That's when a Coast Guard jet got in the act. Working with the Miami Center and another airplane that was serving as a communications link, it obtained a radio fix on the lost pilot, made an intercept and began leading him to the island of Bimini.

He never quite made it. The plane lost power and made a crash landing on Ocean Cay but that was the end of the bad news. The pilot and his three passengers walked away with only minor injuries.

During the month of May, 98 flight assists, with varied scenarios, were recorded in the air traffic control system. No one can really say how many accidents were prevented or how many lives were saved as a result, but the 833 persons on board the aircraft involved probably are grateful for the helping hand all the same.

FAA Training Catalog Updated By Chapter

In an effort to keep the information current in the FAA Catalog of Training Courses, each chapter now will be updated separately and issued as a change, thus avoiding the delays in updating the entire catalog before distribution. Chapter 8, Airports Training, and Chapter 9, Logistics Training, are now being distributed.

All catalog holders should receive a copy of the revised material. Those who have a catalog but don't get the revisions, should contact the regional training office. When the changes are received, the procedure is to remove the old chapter and insert the new one. The remaining chapters will be updated, printed and distributed in the same manner.

International Briefing Set

FAA is planning an industry briefing for late November on commercial aviation opportunities in Europe, the Middle East, and Africa.

Assisting FAA at the briefing will be officials from the Departments of State and Commerce as well as international banking institutions. They will discuss their roles in supporting and assisting U.S. industries overseas.

Also participating will be FAA officials from the Brussels office and the agency representatives from London, Paris, Rome, and Dakar. Their purpose will be to provide a first-hand assessment of marketing opportunities in their parts of the world.

The tentative dates for the Washington, D.C., meeting are November 27-29. Lynn Jackson from the Office of International Aviation is the contact on 426-8937.



Headquarters News



Awards and Rewards

During the past week the following Headquarter's employees received awards. Special Achievement Awards Based on Sustained Superior Performance:

Donald Jenkins, Robert Granville, and Lilas Shannon, APM;

Special Achievement Awards Based on Special Acts or Services:

Jacqueline Washington, ASF; Karen Bitterman, APT;

Letters of Commendation:

Richard Stafford, APA;

Quality Increases:

Maureen Titsworth, AAT; Janice Gibson, ADL; and Janice Peters, APM.

Dole Says AMA Jobs Safe

During the first meeting of an advisory commission formed to develop a plan to transfer National and Dulles airports from federal to state or local control, Secretary Dole was careful to assure the nearly 700 FAA airport employees that their jobs would be secure in the event of such a divestiture. Dole said, "I want to assure our loyal airport employees that their jobs and rights will be protected."

Dole discussed the matter with Commission Chairman Linwood Holton who told her that employee jobs would be protected under the commission's proposal.

Ask Intercom

INTERCOM recently was asked what sort of construction was going on next door at the Department of Energy's Forrestal Building. Walter Huber, a GSA project manager, reports that the construction is an attempt to repair the lifting and buckling that has occurred on the large exposed plaza due to the seasonal shifts of heat and cold. The unexpected expansion has created some leakage in the building and some expansion of joints. But Huber is quick to note the repair is only for waterproofing and aesthetics and that there are no real structural defects.

No Sweat

The air conditioning in FOB-10A is working overtime these days to provide a more comfortable working environment for FAA employees. At Administrator Engen's insistence, GSA is making an extra effort to provide adequate air conditioning, including operating the system overnight and during weekends. In return, Administrator Engen urges everyone in the building to adopt good energy conservation practices in order to offset the extra energy consumption and costs incurred by the additional air conditioning load. We can all do our part by observing the following practices:

Turn out the lights when you leave a room for an appreciable period of time, and especially at the close of business each day.

Turn off electrical equipment when it is not in use.

Close blinds and drapes when the sun shines in during air conditioning hours.

Keep ventilation system free of obstructions that block the flow of air.

Rather than using the elevators, walk up one floor or down two floors.

"Off Hours" Emergencies

Recently, there has been a number of medical emergencies in FOB-10A during the hours the clinic is closed. In the event of future emergencies, the clinic passes along this information: The clinic is located on the third floor, room 327, by the east bank of the elevators, and is open Monday through Friday from 8:30 a.m. to 5:00 p.m. Should a medical emergency occur before or after these hours or on weekends, call 911 for help. The security guards should then be notified on 755-9595.

Softball Standings

Here's the softball standings for the last week of regular season play, July 23: ALG 9-0; API 7-1; ADL 6-3; NTSE 5-3; AAT 5-3; SEI 5-4; AVS 4-5; OIG 3-6; HAI 2-7; AGC 1-7; AMS 1-9.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Headquarters Intercom

Flight Data Systems Pass Major Milestone

The Flight Data Input/Output (FDIO) and the Flight Strip Printer (FSP) programs have both passed major benchmarks in their development. Both systems have now passed through their Critical Design Reviews (CDR). This occurred July 20, when the contractor, Wesper Corp. of Tustin, Calif., presented the new system to FAA for review and evaluation.

Among the 30 or so FAAers on hand for the CDR was James Norton, AAT-150, who has followed the development of FDIO since its inception. He said the new equipment design is progressing well and explained that the new FSPs will replace all printers currently in use at en route centers. The FDIO, which is made up of a printer, keyboard, and a CRT display will replace the Flight Data Entry and Printout (DEP) in approximately 300 civilian and 100 military towers.

Both systems, he said, will run off the IBM 9020 computers currently in use and off the new host computers when they are installed. For this purpose towers are connected to centers by land lines.

According to the current schedule, (See page 2)

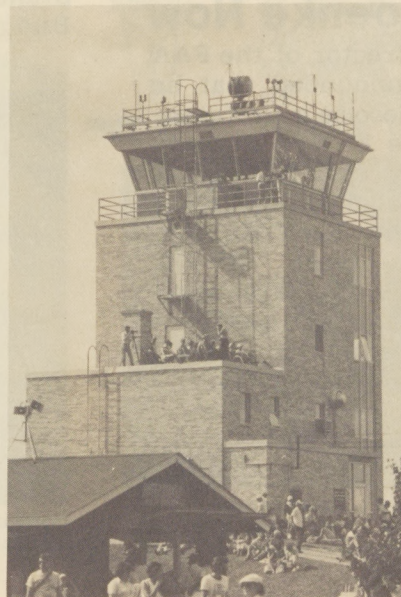
Van Vuren Chairs NAR EXCOM

Raymond J. Van Vuren, Associate Administrator for Air Traffic, temporarily filled the chairman's seat, recently vacated by former Deputy Administrator Michael Fenello, at the ninth National Airspace Review (NAR) Executive Committee (EXCOM) held at FAA Headquarters July 31.

The nine-member committee, composed of agency employees, military representatives, and aviation executives, reviewed another four studies aimed at streamlining and validating aviation procedures and regulations, which brings to 42 the total number of studies considered by NAR.

The four latest studies included investigations of FAR Part 73, Special Use Airspace; Part 75, Establishment of Jet Routes; special VFR operations; and flow control procedures.

As a result of these studies, 18 recommendations were produced, and a number of current procedures were validated. All (See page 2)



(Above) Flags of many nations fly over the gate of the EAA "Fly-In" at Oshkosh, Wis., while (left) the overflow traffic is handled by the FAA tower.

Photos by Dennis Hughes

Reighard to Retire

Dr. H. L. Reighard, who has been the Federal Air Surgeon since 1975, has announced his retirement, effective October 1. After leaving the agency, he expects to continue living in the Washington area. Reighard joined FAA in 1953 and was Deputy Federal Air Surgeon before being named to the top position.

Van Vuren (From page 1)

recommendations have now been passed on to the Administrator to be cleared for further consideration. This brings to 671 the total number of recommendations produced by the very active, user/FAA group of experts.

The next EXCOM meeting is now scheduled to be held on December 4 at FAA Headquarters.

Flight Data (From page 1)

the contractor will complete the production of the first units for installation and check-out at the Tech Center in November. The Los Angeles Center is expected to get the first operational equipment in February. Other centers will go operational, in stages, beginning in June 1985 until late 1986.

It's Professor Koenke Now

Edmund J. Koenke, Director of the FAA Technical Center, has announced that he plans to leave FAA and become a professor at Stockton State College in New Jersey. Koenke, who was deputy director of the Office of Systems Engineering Management before taking over at the Tech Center, has the credentials to teach at the college level as he holds a doctorate from M.I.T. He will be a professor of Business Studies at Stockton. An electronic engineer, he joined the agency in 1973.

FAAers Honored For Budget Modernization Plan

Anyone who can simplify the budgetary process deserves both recognition and reward.

That's why Administrator Donald Engen recently honored nine FAA employees from Headquarters and the field for their work in producing the "Budget System Modernization Plan."

Published in July, this 165-page document details procedures to facilitate increased automation of the budgetary process. The project was directed by James Bispo, former Associate Administrator for Air Traffic and Airway Facilities.

At award ceremonies held in his office July 31, Engen said, "FAA is extremely fortunate to have dedicated employees who accomplish so many assignments in addition to the timely performance of their regular duties."

The nine employees each received a certificate and special paperweight from Bispo or Gene Weithoner, Associate Administrator for Administration, while Engen stood by to congratulate each one.

Those honored were Irene Barnett, Aviation Standards; Cal Fields, Central Region; Ruth Ann Leverenz and Frank Spery, Office of Management Systems; Mary Jones, Southern Region; Linda Bishop, Aeronautical Center; Bob Davis, Northwest Mountain Region; Joe Flaim, Aviation Standards; and Fred Botz, Office of Budget.

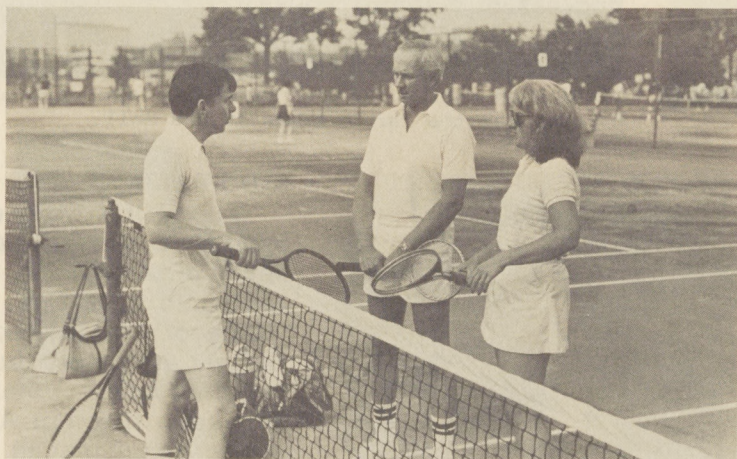


Cal Fields of the Central Region is congratulated by Administrator Donald Engen after receiving a certificate from Associate Administrator Gene Weithoner.



The Sporting Life

Headquarters Intercom



Ed Van Duyne, AES, Team Captain; Fred Gilmore, ALG-1; and Debbie Weakley, AAA, have a courtside chat before a match.

THE SPORTING LIFE

Headquarters employees have always worked hard together, but now, in increasing numbers, they are playing hard together. More and more employees are seeing the benefits of intramural sports: exercise; camaraderie; and the fun that comes with playful team rivalries. The FAA team sports of softball, tennis, and bowling all are enjoying increased participation and keen competition.

Many FAAers are getting their exercise through jogging, as may be noted by the gym bags being toted to work and the stream of employees from FOB-10A at noontime decked out in shorts and running shoes. And this move towards keeping fit has become an official part of the Department at the DOT Occupational Health and Employee Fitness Center, with its modern gym facilities, running track, and classes.

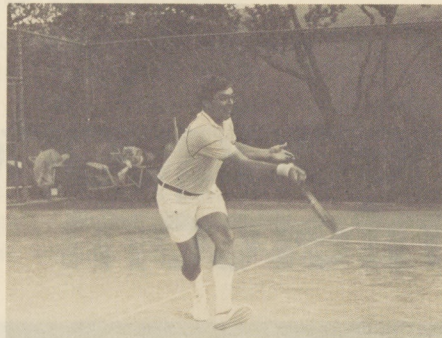


Russ Williams, ALG, points the way home for his teammates Bev Pewl and Emil Michaux.

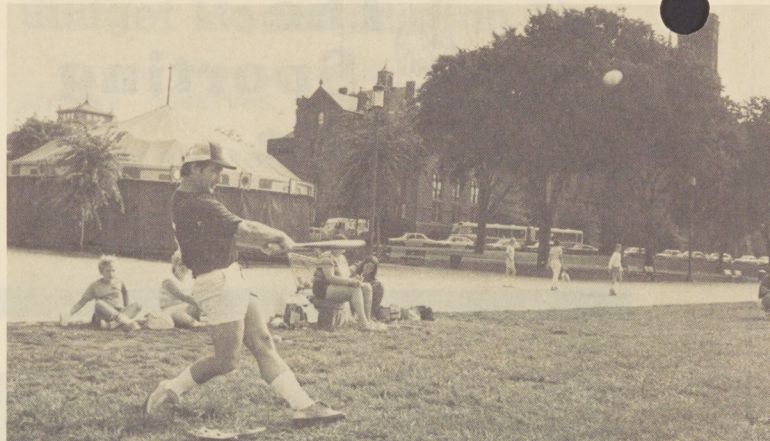


Tony Swentkowski, ACT-130, Tech Center, has his eyes on a strike at the FAA Bowling Tournament in Atlantic City.



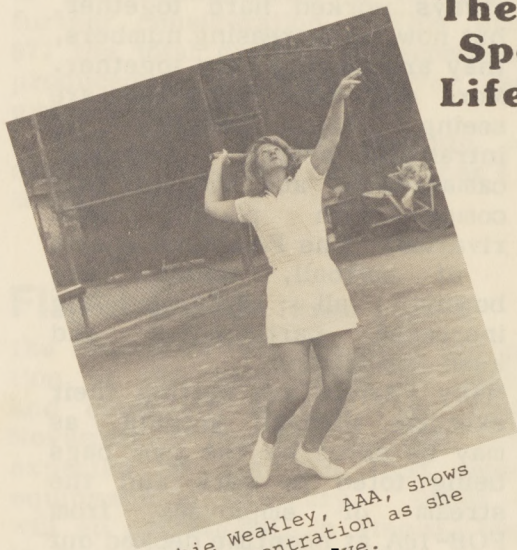


Bob Bernard, APM, follows through on a forehand groundstroke.

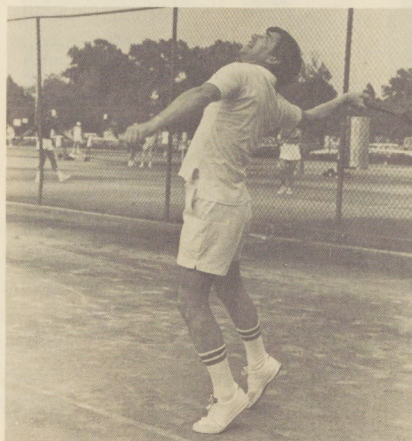


David Ford, API's coach, shows the team nice batting form as he aims for the far reaches of the Mall.

The Sporting Life



Debbie Weakley, AAA, shows keen concentration as she prepares to serve.



Ed Van Duyne, AES, fires off a winning serve on the clay courts at East Potomac Park.

SOFTBALL

The DOT Co-ed softball league is eleven teams strong, seven FAA offices, two outside contractors, NTSB, and DOT Office of the Inspector General round out the roster. The regular season starts in May and runs through August, with games being played on the Mall. All the teams meet in a post-season elimination tournament and the final four vie for the title in a championship round which this year is scheduled for August 18 at Andrews AFB.

TENNIS

FAA tennis has been around ever since the agency was created out of the old CAA. The Headquarter's tennis team has long been a powerhouse, winning the DOT Western Division Championship the past three years running. FAA players battle other DOT modal administrations in a 16-week season. The team is co-ed and plays only doubles to create maximum playing time for everyone. Matches are held on the clay courts at East Potomac Park.



Hail the conquering heroes, "API--1984 League Champs."



3 League, but



FAAers Charlie McKnight (left) and Warren Mills go after the pins at the tournament.



Clem Richardson, Karen Ross, Rosalyn King, and Paul King (left to right) placed third in the FAA Bowling Tournament team competition.



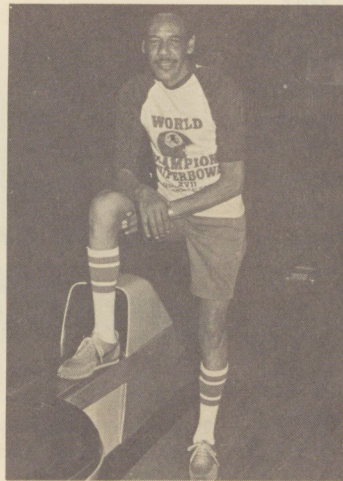
Bev Powl, ALG, drives one across the field for a base hit against

BOWLING

Bowling is a popular Headquarters sport that also has a long history. The FAA Headquarters league plays its regular season matches at the Seminary Lanes in Virginia. The post season FAA Bowling Tournament, held at the Verona Lanes in Atlantic City, brings together bowlers from all the regions, the Tech Center, and Oklahoma City. Ed Brown, a retired FAAer and director of the tournament, reports that the tenth annual meeting in Atlantic City was a huge success.



League Champs, API, lost the title in but had a strong showing nonetheless.

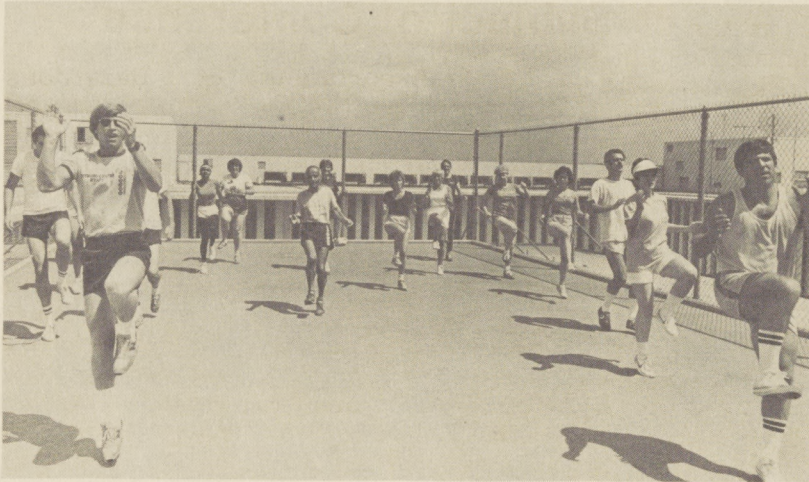


Tournament Director Ed Brown's coordinating skills made for another successful bowling matchup in Atlantic City.



Bill Johnson, Ruth Johnson, Pat Floyd, and Jerry Falson (left to right) were the victors in the team competition.





Rick Bradley of the Fitness Center staff makes an exercise class painless with music and a lively pace.



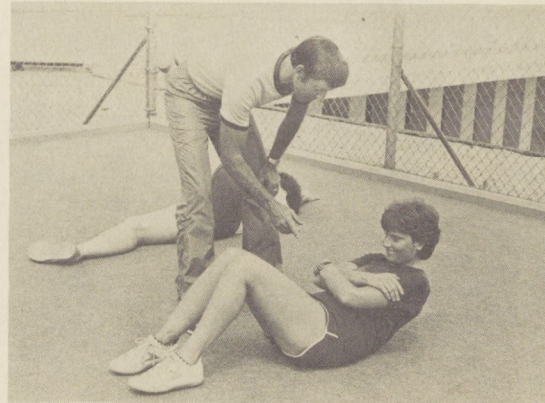
Sharon Flemming, NTSB, and Lennie Maginnis, APA-300, kick up their heels at the center.

THE DOT OCCUPATIONAL HEALTH AND EMPLOYEE FITNESS CENTER

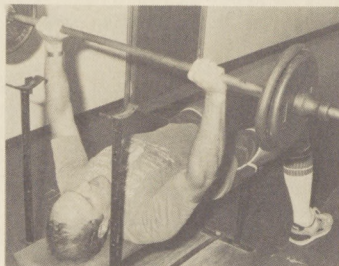
Begun in 1978 as a co-ed facility, the DOT Occupational Health and Employee Fitness Center offered all DOT employees a fun way to stay in shape on the job. The eleventh floor center boasts an exercise gym, a rooftop track, and a program of classes. Workouts in the gym, fitness, stress management, and CPR classes have become daily staples for many health-conscious employees.

But the folks who run the center are quick to point out that the classes and the gym facilities are not just "fun" or "recreation." Hy Levasseur, Manager of the Center, says, "Essentially, our program aims at improving employee fitness and reducing disability retirement due to cardiovascular and lower back disorders. We also help employee deal with stress on the job."

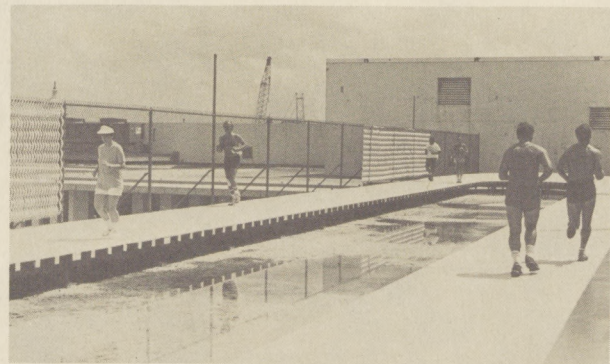
If you are interested in getting involved with the Center's programs, contact Hy or Rick Bradley at 755-1891.



Ginny Morgan, who is on detail from Leesburg, gets some pointers from Center Manager Hy Levasseur.



Daniel Seidman of the Maritime Admin. pumps iron in the gym.



These DOT employees avoid the ground level traffic by jogging on the Nassif building rooftop track.

Photos by:
 Tina Mallory Ed Van Duyne
 Lance Strozier Bruce Beuzard

"Voyager" Steals EAA Show

It's not easy to steal the show at the Experimental Aircraft Association's Annual Fly-In Convention at Oshkosh, Wisc. Year-in and year-out, this event draws hundreds of the most interesting and exotic aircraft in the world.

But Dick Rutan and Jeana Yeager clearly became the fly-in's number one attraction when they arrived Sunday, July 29, for the first public showing of the sleek, futuristic "Voyager." According to an FAA observer on the spot, the two pilots were kept almost constantly busy by local and national television crews looking for a first-hand account of how they plan to take the Voyager on a non-stop flight around the world without refueling sometime next year.

The flight to Oshkosh from the Voyager's home base in Mojave, Calif., was made with an overnight stop in Salina, Kan., to allow Rutan and Yeager to rest after experiencing severe turbulence over the Rockies. Rutan is reported to have said that the turbulence was so heavy that he was afraid to look at the wingtips and just kept staring straight ahead.

The fly-in itself was proving as popular as ever with more than 1,400 aircraft registered on the first weekend. FAAers were on hand to support the event and the agency's Deputy Director of Flight Operations, John Kern, summed up the general view by noting that "this is what aviation is really all about."

MLS on the Way

Microwave Landing System (MLS) airborne avionics will probably cost less than \$5,000 Administrator Engen told Experimental Aircraft Association (EAA) enthusiasts at their Oshkosh, Wisc., fly-in July 28. He went on to explain that they'll be coming into general use in the early 1990s.

Hazardous Materials Subject of Conference

Air Transportation of Hazardous Materials will be the subject of an FAA-sponsored international conference in Washington, D.C., Sept. 19-21. Kicking off the conference, which will focus on changes in the U.S. regulations, will be FAA Administrator Donald Engen.

He will speak on enforcement and will be followed by Associate Administrator for Aviation Standards, Walter S. Luffsey, who will analyze the current FAA Hazardous Materials Program. Walter Greiner, Civil Aviation Security's Hazardous Materials Program Manager, will then discuss the agency's enforcement policy.

In addition, foreign experts on hazardous material regulations, as well as key figures from the aviation and shipping communities, will be featured at the conference which will also consider foreign rules and problems.

Overall monitor for all sessions will be Billie Vincent, Director, Office of Civil Aviation Security.

Engen on Automation: Pilots & Controllers Better

Where cockpit automation is concerned, Administrator Engen believes the space program could very well be the model for aviation.

Speaking to an Air Line Pilots Association workshop in Washington, D.C., the Administrator noted, "Our space effort has been the epitome of automation and yet the astronauts have retained authority." Pointing out the wisdom of keeping the pilot in the information and control loop, he emphasized that "automation will provide a means for pilots to perform better."

Switching to the ATC modernization program currently underway, Engen said, "We are stressing automation.... Still, we have chosen to continue to rely upon the human mind to control situations which have direct impact on the lives of people."

Headquarters News

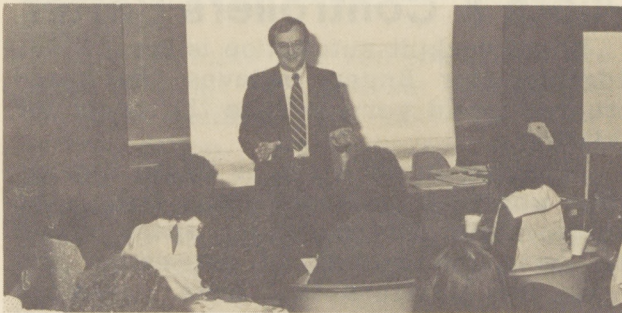


Women's Career Seminar

In keeping with Secretary Dole's initiatives to improve DOT career opportunities for women, APT's Labor Relations and Career Development Branch held a full day "Career Mobility for Women" program on August 1.

The keynote speaker for the seminar was Homer (Mac) McClure, Acting Deputy Associate Administrator, AHR-1, for Human Resource Management, who spoke of recent advances in women's initiatives at FAA and also delivered a progress report on the agency's Human Resource Management effort. He concluded by stressing the need for individual initiative. A panel of GS-15 women from FAA also addressed the seminar.

Phyllis Burbank, APT-140, who put the event together explained that the seminar was made up of two distinct groups. One was a group of GS-7 to 10 women who are involved in a "Managing Work Effectively" program, and the other a group of GS-11 to 14 women now in a "Managerial Development for Women" program.



Homer "Mac" McClure makes his point at the "Career Mobility" seminar.

ALG Wins Softball Title

Fred Gilmore's ALG Giants captured the DOT Co-Ed Softball League regular season title with an exciting 3-2 victory on the Mall over last year's title winner, API. The game, which was scoreless for the first five innings and tied at 1-1 by the end of the regulation seven innings, was finally settled in extra innings. ALG came from behind in the bottom of the ninth with two runs to win.

Awards and Rewards

During the past week the following Headquarter's employees received awards. Special Achievement Awards Based on Special Acts or Services:

James Link, Chao Fang, Carroll Workman, Joseph Mitchell, Wilbur Houk, James McManus, Anthony Froehlich, and W. Donald Swinney, all from APM; Laura Johnson, APA; Lynda Griffin, API;

Letters of Commendation

William Umbaugh and Joan B. Harris APM;

Quality Increase

Rudolf Escobedo and Eric Mandel, APM.

Need a Lift? Call Flow Control

The people at the Headquarters Central Flow Control Facility are justly admired for their prowess in keeping air traffic running smoothly, but most HQ FAAers are unaware of their talents in earthbound traffic management. It seems that during a recent 5 p.m. rush hour a number of cars were double parked in front of the FOB-10A C St. exit waiting to pick up passengers. As one double parked car pulled forward, its rear fender wheel well became hooked on the front bumper of a parked car. Two hours later, C Street was empty but for the two tangled vehicles. The parked car's driver had not returned. The fellows at Central Flow, peering down from the 6th floor window, had witnessed several attempts to separate the cars with a tire jack. Finally, they could stand it no longer and dispatched four of their "beef boys" to the scene. The four brutes picked up the rear end of the double parked car and moved it two feet to the left without damaging either car.

Only Two Retire

The following Headquarters employees retired during July. They were Marie W. Weller, APM and Robert J. Wrenn, AWS.



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Headquarters Intercom

Administrator's Hotline is Open

In order to provide "an unfiltered channel for ideas that can improve safety and agency operations," Administrator Engen recently created an "Administrator's Hotline" that will give all FAAers access to the highest levels of management in the agency.

The Hotline Center is in the Headquarters building and is manned by members of Engen's staff from 8 a.m. to 5 p.m. (EST) during the workweek. Calls after hours, on holidays, and weekends will be answered by an answering machine. The hotline number is 472-2585.

If you prefer to write, the address is: The Administrator's Hotline, AOA-20, FAA, 800 Independence Ave., SW, Washington, D.C. 20591.

Your calls will be recorded and your ideas will be routed for a quick reply. In most cases, the response will come to you through your manager or supervisor.

While complaints and criticisms are welcome, the folks running the hotline also hope that employees will see this new means of communication as an effective tool for positive and constructive suggestions, and as a true form of participatory management.

Engen Recaps ATC Improvements

Administrator Engen went before the hard lights of TV and a room full of pencil reporters August 6 to tell the nation what FAA is doing to improve the nation's air transportation system. He told reporters, "I asked you here today to give you this report on our progress in improving the nation's air transportation system and the working conditions for controllers. I wanted to recap...the many initiatives that are underway to keep America's air travel system the safest and most efficient in the world. We are the model air traffic system for the world because we have the finest controllers and the finest

technology in the world."

Citing specific initiatives, he announced that a "hotline" between his office and the field had been set up. He said the hotline was established because of reports that unfavorable information from the field was being filtered from him. Now, he noted, this can no longer happen. He explained, "This hotline will be my link with all individual employees, who will now be able to communicate directly to me and my immediate staff."

He also announced new computer programs which will further integrate en route centers with the Washington (See page 2)



Administrator Donald Engen "gives the word" to representatives of the nation's press. At left (standing) is Edmund Pinto, Assistant Administrator for Public Affairs.

Retired Military FAAers Get COLA Break

Beginning with the August 14 pay check, retired military employees working for the agency will no longer have their paychecks docked for the amount equal to their military pension increase. Recent legislation repealed this requirement.

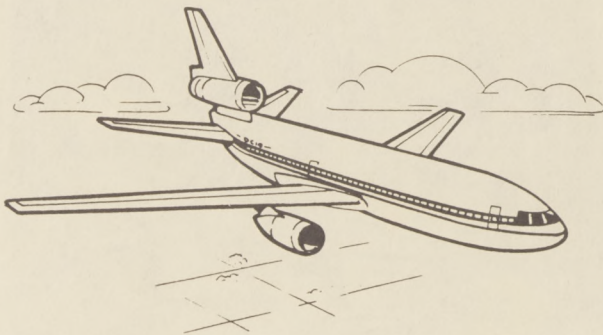
Since April 1983, federally employed military retirees have had their paychecks decreased by the amount of their cost-of-living allowance (COLA) increases.

ATC Improvements (From page 1)

Headquarters flow control facility and will improve the flow of air traffic and cut delays.

He said a total of 20 initiatives were being or would soon be undertaken to improve the system.

These other initiatives are: staffing and overtime reviews, plans to retain experienced controllers, improving controller training, the employee survey, personal facility visits and listening sessions, national facility advisory board meetings, Jones Committee assessment, structured staffing revision, human resource management improvement, review of ATC organization, quality assurance studies, en route sector review, ATC capacity and demand studies, NAS Plan implementation, airport and runway construction, industry/government "Think Tank" sessions, and NAR EXCOM meetings.



Flight Time Regulation To Get Another Appraisal

Agency officials, along with pilots, airline officials, and industry representatives will have an additional chance in September to argue for or against the new flight time limit regulation before the agency makes a decision on whether to adopt it as a final regulation.

These flight time revisions to Parts 121 and 135 constitute the first major FAA regulation to come about as a result of regulation by negotiation. The proposed final rule was drawn up after months of meetings between FAA and interest group representatives.

During the September 11-13 meeting, all interested parties will have a chance to make any final arguments on the proposals.

Hearings Scheduled For Proposed FAA Rule

The agency will hold public meetings in eight different cities beginning August 21 to gather information on a proposed rule which would ban aircraft flights over nuclear weapon facilities.

All helicopter flights at any altitude would be banned over the affected areas as would overflights by fixed-wing aircraft below certain altitudes at most of the locations.

Areas where prohibited airspace would be established by the proposal are: Aiken, S.C.; Amarillo, Texas; Golden, Colo.; Idaho Falls, Idaho; Livermore, Calif.; Los Alamos, N.M.; Oak Ridge, Tenn., and Richland, Wash.

The public hearings, which were called because of the expressed concerns of air system users and user groups, will be held as near as possible to the affected areas.

The comment period, originally scheduled to close last spring, has been extended until November 16.

FAA Teams Up With Bahamas ATC

After the International Civil Aviation Organization (ICAO) recommended that an ATC radar facility be established in the Bahamian Islands, Southern Region officials realized that ICAO's suggestion fit hand-in-glove with the agency's plan to increase radar surveillance in the Caribbean area.

So, FAA has now agreed to lend equipment and provide technical surveillance for the installation in exchange for the use of radar data from the Bahamas. The radar information will be relayed to the Miami Center to provide the much needed Caribbean coverage.

At this point, the project is well underway. At the radar site, the land has been cleared, foundations for the radar shelter have been completed, the antenna tower erected, and underground cable trenches completed.

When the radar becomes operational near the end of this year, it will provide a 200 mile area of coverage to both the Miami Center and the Bahamas ATC personnel.

New San Francisco Tower is Dedicated

The agency's newest air traffic control tower was dedicated at San Francisco International Airport on August 3. The new facility is located atop the newly renovated international terminal and provides controllers improved visibility of airborne traffic as well as traffic on the airport runways and taxiways.

Approximately 36 air traffic control specialists and technicians will keep the new facility open 24-hours a day. Manager of the new tower is Eddie E. Lewis and Assistant Manager is Joseph A. Palumbo. Airway Facilities representatives include Mel Haworth, AF Sector Manager and Anthony A. Beals, AF Field Office Manager.

The new 180-foot tower replaces a 135-foot structure which was built in 1954.

...Down from Darkness

Lost at night, in severe turbulence and rains, just south of the Canadian border over New York State, the pilot was desperate. He wanted to land, land anywhere, on a road, in a field, anywhere.

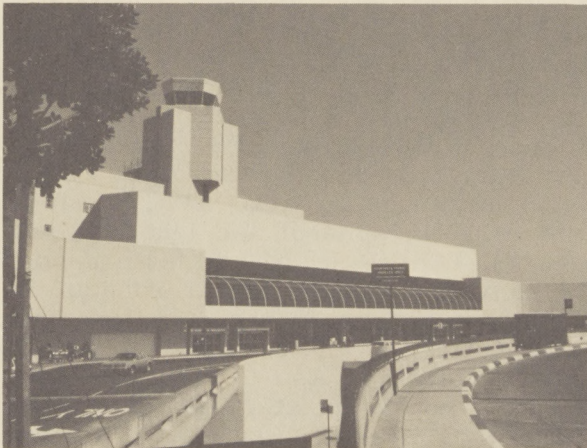
However, FAA specialists Dexter W. Dudley and Mark Hodgkins at the Boston Center and Robert Berenger, from the Massena, N.Y., Flight Service Station, know the dangers of a desperate night landing on a road.

Together they located the aircraft using direction finding equipment and VOR radials while Dudley urged the pilot to stay airborne and head for the nearest airport.

Hodgkins and Berenger, working together over the long distance telephone, got the information about landing lights at Ogdensburg Airport, which was the closest haven to the lost pilot.

With this information passed on by Dudley, the pilot came in from the darkness and made a safe landing on the lighted runway.

During the month of June, 117 flight assists were reported. Flight service stations were responsible for 47 of these, while towers accounted for 55, and centers handled 15. Altogether, there were 185 persons onboard the aircraft involved.



The new San Francisco Tower sits atop the airport's recently renovated International Terminal.

Headquarters News



Anne LeSesne, APA-2, examines the boxes of computer equipment for the Office of Public Affairs and Air Traffic Service which are piled high in the APA area.

All Boxed In

The Office of Public Affairs was besieged recently by a massive shipment of Wang Computer equipment. About two-thirds of this high-tech motherlode will be going to Air Traffic to update their present Wang system. Public Affairs, on the other hand, will be starting from scratch with a complete office automation system.

Regular Softball Season Over

The DOT Co-ed softball league has just finished a rousing regular season and is looking towards the playoff tournament on August 18 at Andrews AFB. The season saw the formation of several softball dynasties, including ALG, ADL, and API, with ALG (in spite of the fact that last week's INTERCOM mislabeled the team under its picture) taking the championship by batting .500. Here's the standings that tell the story of the season: ALG 10-0; ADL 7-3; API 7-3; AAT 6-4 (squeezed into fourth place by upsetting API in the last game of the season); SEI 6-4; NTSB 6-4; AVS 5-5; OIG 4-6; HAI 2-8; AMS 1-9; AGC 1-9. All FAAers, participants and fans are encouraged to see the final episode of this exciting season.

Awards and Rewards

During the past week the following Headquarter's employees received awards. Special Achievement Award Based on Sustained Superior Performance:

Claudette McDaniel, AMS;

Special Achievement Awards Based on Special Acts or Services:

Barbara Wright, Brenda Ellis, and Karen Bitterman, APT; Sharon Sharp, AVS; Robert Soll, M.D., AAM; Frederick Botz, ABU;

Letters of Commendation:

Marlene Hardester, APT; Eddie McIntosh, Robert Ross, and Timothy Beans, ALG.

Quality Increase:

Blanche Mader, AES and Annette Lyles, AAM.

Attention FAA Bowlers

In preparation for the 1984-85 bowling season, there will be a meeting of all team captains on Thursday, August 16, in Rooms 5AB, at 12 noon. In addition, anyone interested in joining the league may attend the meeting or call Darlene Hickox, 426-3854, for additional information. The FAA league will be starting on September 6, at 6 p.m., at the brand new Fair Lanes Seminary on Seminary Road and Shirley Highway.

The Bargain of the Year

The FA Club's annual picnic scheduled for August 26 at Fort Hunt Park in Virginia has got to be the bargain of the year. For only \$4 for adults and \$2 for children you get a feast fit for the gods: jumbo burgers and hot dogs; BBQ chicken; potato salad; cole slaw; sodas; and beer. There will also be door prizes and a "moon walk." All FAA employees and their families and friends are invited. If you are an FAA retiree, admission is free. Kids under 6 also get in free.

This promises to be the biggest and best picnic yet. Tickets may be purchased from Marie Mader, room 713, from 12 p.m. to 1 p.m.



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Headquarters Intercom

Administrator's Hotline Off to Good Start

The Administrator's Hotline is opening up two-way communication. It started out on Aug. 6 with four calls and has increased steadily ever since. Two operators answering the Hotline phones are getting an average of 16 employees calling in their questions and suggestions each day. The number is FTS 472-2585.

The Hotline is set up to respond to all calls within 14 days and sometimes it does much better. During the second week of operation, a caller from the Atlanta Center got his answer and the Administrator was briefed, just about 24 hours after the call was made.

This was an unusual situation which occurred (See page 2)



Two historic vehicles may be permanently displayed at Dulles Airport. Shown here during recent visits are (right) the space shuttle and the SST Concorde (above).

See story on page 3.

ATC Automation Contracts Let

FAA has awarded two competitive design contracts totaling \$246.7 million for an Advanced Automation System that will meet the nation's increasing demand for air traffic control services into the 21st century.

IBM Federal Systems Division received \$130.4 million and Hughes Aircraft Company/Ground Systems Group \$116.33 million.

The contracts call for a three-year design competition for a system that will enhance ATC capabilities through the application of increased levels of automation. Among the many benefits will be enhanced flight safety, increased controller productivity, improved aircraft fuel efficiency, and reduced flight operation delays.

The IBM/Hughes effort is the second major step in the FAA's program to modernize its ATC system. Last fall, the agency awarded competitive contracts to IBM and Sperry for design of a new "host" computer to replace the present IBM 9020s in the en route centers. A production contract is targeted for next summer.

Among the key element of the new advanced automation system are new controller work stations, called "sector suites," that will incorporate new display, communications and processing capabilities to increase controller productivity. Also included in the advanced automation package are (See page 2)



Hotline (From page 1)

because the Administrator just happened to be going to Atlanta and wanted to answer the caller personally if time permitted. In fact, he did not have time to talk with the caller, but this does indicate that the Hotline really does provide direct access to the Administrator.

Fred Osgood, who has joined the Administrator's staff on a part-time basis as the Hotline project manager, reported that during the first week they received a number of "hang-up" calls.

"However," he said "these have diminished substantially because the word is getting around that the Hotline is being answered by a real person, that employees calling after hours and leaving their name and number get a call-back the next morning, and that FAAers who do not have access to FTS phones can call collect during working hours." For collect calls the area code 202 must be used.

The project manager also explained that when calls come in, a synopsis is immediately routed to the director of the appropriate office or service for an answer. Copies also are delivered on a weekly basis to the Administrator for his personal attention. He said that generally people are calling in with legitimate concerns, positive suggestions, and in a few cases, with inventions. Agency management is getting a better understanding of employee concerns and ideas through the Hotline.

ATC (From page 1)

new computer hardware and software to accommodate the evolution of the ATC system to higher levels of automation.

FAA will begin implementing the Advanced Automation System with the installation of the initial sector suite system in the 20 domestic en route centers in the 1989-91 time frame.

The next step will be the installation of new computer software and processors which will permit the introduction of new automated functions on an evolutionary basis. This equipment is scheduled to come on line in the 1992-93 period.

Air Traffic Reorganization Returns Control to Hq.

At the direction of Administrator Engen, and as a result of "Think Tank" recommendations, the Air Traffic Service is streamlining its organizational structure to assure the standardization and uniformity of ATC operations nationwide.

By September 15, the Associate Administrator for Air Traffic will have formal line authority for operational control through the regional AT Division managers and thereby to field facilities.

As a result, the agency plans to establish top managerial positions in Air Traffic headquarters. Reporting directly to the Associate Administrator will be a Director for Air Traffic Operation Services, and a Director for Plans and Requirement Services.

The Associate Administrator for Air Traffic, Ray Van Vuren, will control day-to-day, real-time traffic flow management operations through Air Traffic Operation Service, the headquarters ATC Command Center, and from there through Traffic Management Units in key field facilities.

Regional directors will maintain responsibilities for administrative direction of their AT Division managers for matters not pertaining to operational control.

Once the full Advanced Automation System is operational, FAA will begin the integration of en route and terminal radar control services at the 23 designated area control facilities (ACFs). This transition period is expected to run five or more years.

As part of this effort, FAA will deploy new Tower Control Computer Complexes (TCCCs) at some 300 selected airports. The TCCCs will include both computer hardware and software, as well as new controller consoles, and will be linked directly to the governing ACFs.

Museum Planning Wing At FAA's Dulles Airport

One of the space shuttles and one of the SST Concorde may end up at the FAA owned and operated Dulles International Airport in Washington, D.C. The National Air and Space Museum (NASM) is planning to build a new facility at Dulles to exhibit large aircraft and space craft such as the shuttle and Concorde as well as the Boeing 707 and 747.

Negotiations between FAA's Washington Metropolitan Airports and the Smithsonian to lease 100 acres of airport land are expected to get underway in the near future. Even though it will be built on airport property, it will not be necessary to go through the terminal area to visit the museum when it is opened in the late 1980s or early 1990s.

According to current plans four hangar-like structures each as long as a football field and almost as wide, will house the displays, renovation shops from the museum's Silver Hill, Md., facility, and storage areas.

Money to build the first of the four structures is expected to be requested from Congress in the fiscal year 1988 Smithsonian's budget.

The Dulles site was selected by the NASM planners for a number of reasons, including the fact that the airport will be accessible to the Washington Metropolitan area by an expanded network of highways and because large displays, as well as plane loads of visitors, can be flown in and out of the area.

The flying in of displays will be simplified because all museum buildings will be built on ramps which will allow access to the Dulles runways.

FAA to Cut Peaking

FAA Administrator Donald D. Engen told airline executives last week that the agency will take action to reduce the peaking of airline flights at six major airports unless the airlines move to reduce the peaking themselves. Engen, speaking at meetings with airline executives in Atlanta and Denver, said that the FAA and the Department of Transportation support the effort by Eastern Airlines to get a grant of immunity from anti-trust regulations so that the airlines can agree among themselves to reduce the peaking that has resulted in massive delays in the air transportation system. But he added that the agency was issuing a Notice of Proposed Rulemaking, with a comment period of 14 days, that proposes to place additional restrictions on arrivals and departures during selected time periods at six airports--Atlanta, Denver, O'Hare, Kennedy, LaGuardia, and Newark--on a minute-by-minute basis. Schedule peaking, the scheduling of large numbers of flights into and out of airports at popular travel times, has forced the FAA to delay flights on the ground at departure airports until they can be safely handled by the air traffic control system.

Employee Survey Gets "Good Rate of Return"

"A very good rate of return," is how Homer "Mac" McClure, Acting Deputy Associate Administrator for Human Resource Management, characterized the response to the recent survey of FAA employees.

Of the 47,399 questionnaires mailed out, 25,000 now have been returned with employees' responses. This is a 52 percent return rate. Moreover, almost half of returned questionnaires--47 percent--also included written comments.

Responses are still coming in at the rate of 30 to 70 a day, but McClure said time is running out for employees in the "silent 48 percent" to have their voices heard. However, those who act immediately still will be included in the final survey results.

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:

Vernell D. Neal, APM; Wayne N. Dixon, AEU; Lottie Perro, and Eddie Lee Stevens, AAT; Susan Switts, APO; Agnes James, AMS, and Lauren Bashem, AFO;

Special Achievement Awards Based on Special Acts or Services:

Tawanda L. Coleman and Stanley W. Fink, APM; Robert McKay and Barrie Britton, AAT; Steven Zaidman, AIA; Necia Briggs, AAA; Kathryn Kuel, APT; Janet Woodka and Kellie Kinney, ASF; Kevin Reilly, AWS; and Annie LeSesne, APA;

Quality Increases:

Thomas R. O'Neal, AES; John S. Newman, AEE; Jane P. Caldwell, AAP; Marlene Abernathy, APO; Leo B. Thorbecke, and Edwin Poore, AEU; and Robert Yatzek, APP.

FAA Tackles Noise Problem

The agency is tackling the Washington National Airport noise problem with new vigor. In announcing a program which will be carried out by airport officials, Administrator Engen said the agency is "deeply concerned about recent allegations by the local community and local Congressional representatives that some aircraft using National are failing to follow the airport's unique noise abatement procedures."

The four-point program announced by the Administrator will include assigning an experienced controller to the airport tower to monitor traffic on a full-time basis and assure compliance with the noise abatement procedures. In addition, a full-time community relations officer will be assigned to serve as a liaison between the airport and the local community, FAA will resume publication of noise reports and FAA will make another review of noise abatement procedures.

Reichenbach Elected to AIAA

Dr. Roy Reichenbach, Acting Assistant Manager of APM's, Aircraft Safety and Airport Technology Division, has been elected a Fellow of American Institute of Aeronautics and Astronautics based on his contributions in combustion and fluid mechanics research, definition of advanced aircraft and missile system requirements, and aircraft safety development.

Before coming to Washington, Reichenbach was Chief of the Aircraft Safety Development Division at the Tech Center. He is an instrumented commercial pilot and is rated to fly single and multi-engine land planes as well as helicopters.

Five Gallons of Blood Typifies Human Relations

No, not all at once! Robert "Bart" Bartanowicz of AAT-730, Human Relations and Communications Branch didn't give five gallons all at once, but he did receive his five gallon pin from the Red Cross. He has been donating blood since 1960. As to his reasons for donating, Bart said, that it's one of the few positive things that any of us can do for another human being. Or put another way, giving blood is certainly a positive way to practice human relations.

Bart is not alone in his feelings as the blood donation facility is usually packed with FAA employees giving blood. For those of you interested in donating blood watch for the advance notice signs on the 5th floor lobby area across from the credit union. The FAA point of contact is Ms. "Sam" Hart.



U.S. Department
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Headquarters Intercom

Technicians Upgraded

Recent changes to the classification guide for field electronics technicians that more accurately reflect the intensity of their operating environment have resulted in the upgrading of 152 technicians to GS-12 levels and 31 supervisors, mostly to GS-13's. The new criteria employ an hourly traffic density factor, instead of annual travel levels, making it similar to that found in the classification standard for the air traffic control series.

Another change to the qualification criteria was that facilities that had a benchmark of 100,000 annual instrument operations now have a new benchmark of 50,000 annual primary instrument operations. Also, the distance requirement that held that a facility had to be no more than 45 nautical miles from the airport it served has been extended. Now, a facility may be farther away as long as its navigational fixes are no more than 50 nautical miles.

These changes, which increased the number of facilities qualifying for coverage under the guide, were the (See page 2)

Los Angeles International Airport is free of restrictions for the first time since the 1981 strike. Pictured is the airport's theme building.

FAA is Olympic Winner

FAAers in the Los Angeles area didn't win a Gold Medal during the recent Olympic Games but the job they did in handling air traffic for the event certainly deserved one.

The job was done so efficiently that even before the Games were over, some of the traffic restrictions were phased out. The last curbs were lifted Aug. 26 at Los Angeles International Airport (LAX) marking the first time since the Aug. 1981 controllers strike that airlines serving the airport haven't had to concern themselves about getting FAA-approved slots.

During the Olympic period, FAAers in the area handled 10 to 12 (See page 2)



Two New Airports Coming

The 12 controllers and supervisors at the Spirit of St. Louis Airport, just outside of St. Louis, Mo., and the 25 FAAers at the Hanover County Airport in Wilmington, N.C., all have a new tower in their future. Contracts for both Mock-design structures were signed recently with Interstate General Contractor of Long Grove, Ill. Both towers are expected to be finished in the fall of 1985.

The St. Louis facility is expected to be commissioned early in 1986, and the Wilmington Tower sometime in the spring or summer of that year.

Olympics (From page 1)

percent more traffic than usual. On July 27, the tday before the opening ceremonies, the LAX Tower handled 2,013 operations, the highest single-day total since the strike.

Much of the increased traffic in the area was taken care of by towers set up at three temporary heliports. They recorded over 10,000 landings during the two weeks the Games were underway. A temporary tower established at the outlying Camarillo Airport also made a substantial contribution by handling 17,085 operations from July 14 to Aug. 16.

The overall record and safety of operations were further enhanced by the performance of the Olympic Reservation Service. It handled over 8,100 airport reservations and more than 3,300 information calls.

Technicians (From page 1)

result of a joint effort by the Program Engineering and Maintenance Service and the Office of Personnel and Training.

User Group Symposium Stresses Fuel Savings

Despite all the talk about an "oil glut," FAA still thinks saving energy is a good idea.

Accordingly, the agency's Office of Environment and Energy will hold a symposium for professional user groups on aviation fuel conservation in Washington on Sept. 10 and 11 with some of FAA's top officials on the program.

Three Associate Administrators and one Deputy Associate Administrator will lead off the meeting with each explaining what is being done in his area to promote fuel conservation. They are: Donald R. Segner, Policy and International Aviation; William F. Shea, Airports; Raymond J. Van Vuren, Air Traffic; and Neal A. Blake, Deputy for Engineering-Development and Logistics.

Also on the opening day, John R. Ryan, Manager, Air Traffic Operations Division, will chair a session examining air traffic control contributions to fuel conservation. For more info call Lorraine Harrison, AEE-200, 426-8722.

HRM Structure Shaping Up

The new FAA headquarters human resource management organization is now taking shape. According to Homer "Mac" McClure, the Western-Pacific Regional Director, who is in Washington to set up the organization, employees from the Offices of Labor Relations, Personnel and Training, and Human Resources are all involved in designing this first-of-a-kind organization, which will involve a major reorganization of their offices.

These employees, he said, have all had a voice in the decision-making process.

McClure said that the employee groups have now come up with a number of scenarios or options, which will be evaluated by the HRM Oversight Committee, made up of McClure, Howard Richardson, APT-1, and Ed Curran, ALR-1.

MLS to be Evaluated At Richmond Airport

The agency plans to install a microwave landing system (MLS) at Richmond's Richard E. Byrd International Airport next summer so aircraft operators can gain early operational experience with this sophisticated new equipment.

As part of the program, FAA also will purchase 20 to 30 MLS airborne receivers which will be loaned to a representative sample of Richmond-based operators for installation in their aircraft.

The program will permit general aviation pilots, in particular, to familiarize themselves with the services and capabilities MLS provides, stimulate their interest, and obtain feedback from the user community. Richmond was selected for the evaluation because of the wide range of traffic using that facility.

FAA has contracted with the Hazeltine Corp. to supply over 200 MLS units but the first of these is not scheduled to be commissioned until early 1986. The Richmond MLS will be a leased, off-the-shelf unit which the agency expects to have operational next summer, at least six months ahead of the production units. Eventually, the leased installation at Richmond will be replaced with a production unit.

Women's Equality Day

On August 26, we will celebrate Women's Equality Day and the 64th Anniversary of women gaining the right to vote through the 19th Amendment to the Constitution.

In proclaiming the day, DOT Secretary Dole said, "We are helping more women to enter our workforce, and we are preparing more women than ever before to assume managerial responsibilities and increase existing skills."

FAA Denies Noise Petitions

Aircraft operators seeking relief from an FAA rule that would ban older, noisier jets from U.S. airspace after the end of the year have, thus far, been unsuccessful.

As of late August, the agency has ruled on 28 of the 86 petitions for exemption from the rule's Jan. 1, 1985, compliance date and has denied every one of them. The remaining 58 still are under review, including a petition from Dade County, Florida, seeking a broad three-year exemption for Miami International Airport.

Administrator Engen said the denials are in keeping with the FAA/DOT position that the noise rule should be strictly enforced. He noted that the rule was adopted in Dec. 1976, giving airlines seven years to phase out or modify those jets, such as the Boeing 707 and McDonnell-Douglas DC-8, that do not meet the noise criteria specified in Part 36 of the Federal Aviation Regulations.

Of the 28 denied petitions, 19 were filed by U.S. carriers and nine by foreign airlines.

Time to Find Out About Absentee Ballots

FAAers who may be away from home for training or other special assignment on Election Day should begin to think about getting an absentee ballot.

The best way for employees to go about it is to get in touch with the registrar of their local election board. Another good source for advice and assistance is the non-partisan League of Women Voters. The League is listed in the phone book or available through information. The Nov. 6 National election is getting closer, so right now is the time to get started.

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:

Aston McLaughlin, Hisao Tomita, and Herman Peterson, APM; Marlene Seltzer, ADL; Lois Newcomer, AAP; and Audrey Linehan, ARP;

Special Achievement Awards Based on Special Acts or Services:

Linda Marie Bandjunis and Baltassar Bernhardt, ALG; Deborah White, AFO; Charles Fuller, APO; Angela Greenleaf and Jamie Stokols, ACR; Stephanie Bradley, APA; and David Fortescue, AEE;

Quality Increases:

John Fugett, AES; Albert Christie and William Titus, ADL; and Christy Holcombe, ASF;

Letter of Commendation:

Paul Neumann, AES.

"Popcorn Thursday"

To celebrate the Office of Accounting's outstanding response to the agency's recent Employee Survey, the office's Human Relations Committee treated all hands to an afternoon break on "Popcorn Thursday."

All in all, over 80 bags of colored popcorn were popped and distributed by the busy committee members. An estimated 80 to 90 percent of the office members had taken time out to be heard by returning the completed survey questionnaires.

Shutterbugs Class

The FA Club will sponsor a class in September for anyone who is interested in knowing more about the art of photography. This class will be held at noon in the FAA building. For more information, contact Vern Edwards on 426-8222.

20 Promoted in July

During the month of July, 20 headquarters employees moved up to higher grades. Those who received their promotion on the 8th of the month were:

Thomas Busker, ALG-240
Kelley Jean Corcoran, AGC-420
Helen A. Koch, AIA-200
Alden H. Lerner, AAT-150
Natalie J. Miller, AAT-258
Willis C. Nelson, AAT-360
Helen D. Peed, AES-400
Katherine Ponchock, APM-330
Susan Reyes, AOA-3
Valerie K. Stephens, APT-230
Susan Ann Switts, APO-120
James R. Young, APM-210

Employees promoted July 22 were:

William Chin, APM-310
Joyce J. Gillen, ALG-230
Janet H. Glivings, AAT-2
Jennifer V. Howard, APT-220
Nancy Maria Hughes, AAM-200
Bonnie L. Richards, AAT-200
Gale A. Vabolis, ADL-12
Carol A. Williams, AAT-600



Bringing popcorn to Office of Accounting Director, Ernest Keeling (left) are HRC members (left to right) Laureen Bakri, Deborah Weakley, Mark Silvestri, and John Osipchak, all of AAA.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom



Briefing FAAers in the field on the PASS contract will be a team made up of (from left) Joseph Noonan, ALR-2, Ed Kennedy, APM-2, and Gary Baldwin, ALR-100.

President Announces 3.5 Percent Pay Hike

President Reagan has endorsed a three and a half percent pay raise for Federal GS employees and military personnel to become effective Jan. 1, 1985. On the average, the increase will mean a raise of about \$20 a week.

The increase is automatic unless Congress overrules it and votes a larger raise. That is generally considered unlikely for civilian employees. However, legislation to increase military salaries is a possibility.

Under the new scales (see the pay table on page 3) the lowest white collar starting salary is \$9,339 a year and the top at grade 18 is \$68,700. The salary for members of the Senior Executive Service now range from \$61,296 to \$72,300.

Labor Contracts Successfully Concluded

There was good news and then more good news on the labor-management relations front last month as FAA successfully concluded agreements with the two major unions representing agency employees. First was the first nationwide agreement between FAA and the Professional Airways System Specialists (PASS), and second, an agreement with the National Association of Air Traffic Specialists (NAATS).

PASS already has ratified its pact with the agency and the agreement was signed by Administrator Engen on Aug. 24. It became effective Aug. 31 for a three-year period.

FAA and NAATS reached a tentative accord on a new contract August 22. It now must be ratified by the membership before becoming effective.

The NAATS agreement covers 3,500 specialists who staff the agency's flight service station network. It contains 74 articles which set forth the rights and responsibilities of management, the union, and affected employees.

Covered by the PASS contract are some 8,500 electronics technicians and other FAA employees in related occupations. Like the NAATS contract, it contains 74 articles covering a wide range of personnel policies and other matters affecting the membership.

In early September a team from headquarters will begin giving a series of seven regional briefings on the new PASS contract. The team members are Joseph Noonan and Gary Baldwin of the Office of Labor Relations, as well as Edmund Kennedy and Chester Lament of the Program Engineering and Maintenance Service.

Hotline Count Holding Up

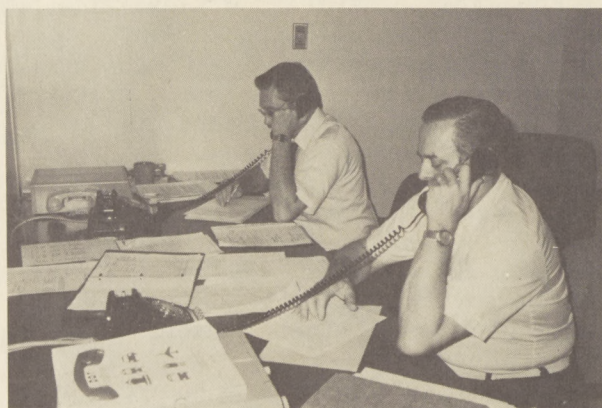
During the first three weeks of operation, the Administrator's "Hotline" received 238 calls from employees with serious questions or suggestions.

The Hotline has now been in business long enough for answers to questions to go through the mill and be delivered to callers. Joseph Stevens of the Hotline staff says these responses are specific, detailed, and to-the-point.

Stevens said the Hotline operation stresses quick action on all calls. After questions are received, they are sent to the appropriate office for answers. When this office is at Headquarters, queries are hand carried. When the office is in the field, they are sent by electronic mail. In addition, the same expeditious methods are used to get the final answer back to the caller to meet the Administrator's two-week deadline.

The Administrator has established a two-week deadline for responding to all Hotline calls. He's asked that any calls not answered in the allotted period be brought to his personal attention.

The Administrator also sees all questions and completed responses, whether the response is prepared by a Washington or a regional office director or manager.



Hotline operators answer as many as 16 calls a day. Here, Joe Stevens (left) and Pete Verdin, both of the Administrator's Hotline Staff, talk to callers.

Birdsong Now Deputy

It's now official: Robert Birdsong, Jr., is the Deputy Director of the Office of Civil Rights, after serving in that post on an acting basis for the past two years.

A career Federal employee, he joined FAA in 1976 as manager of the Internal EEO Program and subsequently took on the External or Public Program.

Birdsong, who holds a law degree from the University of Maryland and a Masters degree in Business Administration from DePaul University in Chicago, recently was selected as one of six FAA employees in the DOT Senior Executive Service Candidate Development Program.

During this two-year program he will continue to hold his current job while being assigned to other temporary, developmental positions. At the conclusion of the program, he will be eligible to step into an SES position.

FAR Part 23 to Get Week-Long Review

More than 400 proposed changes to the airworthiness standards for FAR Part 23 aircraft will be covered during a public meeting scheduled to be held in St. Louis, Mo., October 22-26. Part 23 covers all normal, utility, and aerobatic aircraft with gross weights of 12,500 pounds or less.

In addition, the rule could be expanded to cover other larger aircraft. Last November, FAA proposed to adopt permanent certification standards under Part 23 for certain commuter aircraft with up to 19 passenger seats and weighing up to 19,000 pounds.

Following the October meeting, FAA plans to propose a number of changes to the rule that will reflect advances in the state-of-the-art and changes in operational practices.

Agencies Adopt Common Child Seat Standard

The FAA and the National Highway Traffic Safety Administration (NHTSA) have joined forces to establish a single standard for child safety seats. At present, NHTSA certified child seats are barred from use on airplanes unless they have special FAA certification.

The new NHTSA rule will permit child restraint systems to be certified either for motor vehicles only or for both motor vehicles and aircraft. When it becomes effective in six months, FAA will retire Technical Standard Order C100 and permit child safety seats certified under the NHTSA rule to be used in aircraft.

Under the NHTSA rule, child restraints approved for dual use will carry a red label announcing "This restraint is certified for use in motor vehicles and aircraft."

Rulemakers at both agencies are banking that by combining and simplifying the requirements for certifying child safety seats, families will be encouraged further to protect their children with these devices. It also should help enforce the mandatory child restraint laws that now have been adopted in 49 states and Washington, D.C.

FAA Helps Airliners Take The Heat

The agency has issued a Notice of Proposed Rulemaking (NPRM) that aims to make cargo and baggage holds on future airliners better able to contain fires.

Tests conducted at the FAA Technical Center under authentic fire conditions suggest that flames could burn rapidly through certain liner materials that meet current standards for transport aircraft. The testing also revealed that the intensity of a cargo compartment fire is influenced more by the size of the compartment than by the airflow leakage.

Accordingly, the NPRM would require new, more realistic testing procedures for gauging the flame penetration resistance of liner materials. At present, a simple Bunsen burner test is used.

The proposal also would limit the maximum volume of Class D cargo compartments to 1,000 cubic feet, thereby keeping the size of the hold and the amount of oxygen they contain to levels that are safely within the capabilities of their liner materials.

Dick Nelson, an Aerospace Engineer in the Northwest Mountain Region who is heading this regulatory project, says "There is no such thing as a typical fire, but we believe that these more realistic fire scenarios will give us better information for our cargo compartment certifications."

1985 PAY SCHEDULE FOR FEDERAL WHITE-COLLAR WORKERS

| | STEP 1 | STEP 2 | STEP 3 | STEP 4 | STEP 5 | STEP 6 | STEP 7 | STEP 8 | STEP 9 | STEP 10 |
|-------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| GS-1 | \$9,339 | \$9,650 | \$9,961 | \$10,271 | \$10,582 | \$10,764 | \$11,071 | \$11,380 | \$11,393 | \$11,686 |
| GS-2 | 10,501 | 10,750 | 11,097 | 11,393 | 11,521 | 11,860 | 12,199 | 12,538 | 12,877 | 13,216 |
| GS-3 | 11,458 | 11,840 | 12,222 | 12,604 | 12,986 | 13,368 | 13,750 | 14,132 | 14,514 | 14,896 |
| GS-4 | 12,862 | 13,291 | 13,720 | 14,149 | 14,578 | 15,007 | 15,436 | 15,865 | 16,294 | 16,723 |
| GS-5 | 14,390 | 14,870 | 15,350 | 15,830 | 16,310 | 16,790 | 17,270 | 17,750 | 18,230 | 18,710 |
| GS-6 | 16,040 | 16,575 | 17,110 | 17,645 | 18,180 | 18,715 | 19,250 | 19,785 | 20,320 | 20,855 |
| GS-7 | 17,824 | 18,418 | 19,012 | 19,606 | 20,200 | 20,794 | 21,388 | 21,982 | 22,576 | 23,170 |
| GS-8 | 19,740 | 20,398 | 21,056 | 21,714 | 22,372 | 23,030 | 23,688 | 24,346 | 25,004 | 25,662 |
| GS-9 | 21,804 | 22,531 | 23,258 | 23,985 | 24,712 | 25,439 | 26,166 | 26,893 | 27,620 | 28,347 |
| GS-10 | 24,011 | 24,811 | 25,611 | 26,411 | 27,211 | 28,011 | 28,811 | 29,611 | 30,411 | 31,211 |
| GS-11 | 26,381 | 27,260 | 28,139 | 29,018 | 29,897 | 30,776 | 31,655 | 32,534 | 33,413 | 34,292 |
| GS-12 | 31,619 | 32,673 | 33,727 | 34,781 | 35,835 | 36,889 | 37,943 | 38,997 | 40,051 | 41,105 |
| GS-13 | 37,599 | 38,852 | 40,105 | 41,358 | 42,611 | 43,864 | 45,117 | 46,370 | 47,623 | 48,876 |
| GS-14 | 44,430 | 45,911 | 47,392 | 48,873 | 50,354 | 51,835 | 53,316 | 54,797 | 56,278 | 57,759 |
| GS-15 | 52,262 | 54,004 | 55,746 | 57,488 | 59,230 | 60,972 | 62,714 | 64,456 | 66,198 | 67,940 |
| GS-16 | 61,296 | 63,339 | 65,382 | 67,425 | 69,468* | 71,511* | 73,554* | 75,597* | 77,640* | |
| GS-17 | 71,840* | 74,197* | 76,590* | 78,983* | 81,376* | | | | | |
| GS-18 | 84,157* | | | | | | | | | |

* The rate of basic pay payable to employees at these rates is limited to the rate payable for level V of the Executive Schedule, which would be \$68,700.
SOURCE: THE WHITE HOUSE.

Headquarters News



Hispanic Heritage Week

National Hispanic Heritage Week is being observed throughout DOT during the week of September 10-14. In Washington, it will be marked with a series of events designed to increase general awareness and appreciation of Hispanics. The theme is "Hispanics--A Part of America's Excellence." FAA will set the week in motion with a third floor auditorium appearance by the U.S. Ambassador to Uruguay, Thomas Aranda. FAA also will close the week by hosting an Hispanic Employment Program Committee "Open House" in the Executive Training Room. A full schedule for the week follows:

NATIONAL HISPANIC HERITAGE WEEK ACTIVITIES

MONDAY, September 10

FAA
10:00 a.m.
FAA Auditorium, 3rd Floor
800 Independence Ave., S.W.

Guest Speaker-Thomas Aranda
U.S. Ambassador to Uruguay

Joint Commemorative

1:00 p.m.-3:00 p.m.
Departmental Auditorium
14th & Constitution Ave., N.W.

Opening Ceremony-Address by
Lieutenant General Leo Marquez
U.S. Air Force

TUESDAY, September 11

DST
10:00 a.m.-11:00 a.m.
Nassif Bldg., Room 2230
400 7th Street, S.W.

DOT Opening Ceremony-Address by
Secretary Elizabeth Hanford Dole
Keynote Speaker-Katherine Ortega
U.S. Treasurer

FRA
10:00 a.m.
Nassif Bldg., Room 2230
400 7th Street, S.W.

Exhibition of Hispanic Paintings
by Anna Bartash

OIG
1:00 p.m.
Nassif Bldg., Room 3328
400 7th Street, S.W.

Guest Speaker-Emma D. Navajas-Souffront
Director, Puerto Rico Federal Affairs
Administration

WEDNESDAY, September 12

USCG
10:00 a.m.
USCG HQ, Cafeteria
2100 2nd Street, S.W.

Guest Speaker-Dr. Rene Lopez-Perez
Music, dance and refreshments.

THURSDAY, September 13

DMTA
11:00 a.m.
Nassif Bldg., Room 7200
400 7th Street, S.W.

Guest Speaker-Irene Maria Castillo
Acting Deputy Administrator, Small
Business Administration

FRIDAY, September 14

DDPA
10:00 a.m.
Nassif Bldg., Room 2230
400 7th Street, S.W.

Address by Daniel Markoff, Associate
Administrator for Administration
Guest Speaker-Mr. Ernest E. Garcia
Deputy Assistant Secretary for
Legislative Affairs
Department of Defense

AAP Says "Thanks"

The employees of the Advanced Automation Program Office want to thank several FAA managers for their thoughtful gesture of appreciation to all AAP, associated APM, and ALG employees. On Wednesday, August 22, Val Hunt, Jim Cain, Dres Zellweger, Mike Perie, Tom Munroe, and Hal Coleman treated--at their own expense--over 50 fellow workers to an enjoyable buffet at the Hyatt Arlington in Rosslyn. The luncheon marked the successful award of the Advanced Automation System contracts to Hughes and IBM.

Mallory in OPM Program

Naite "Tina" Mallory of the Office of Public Affairs, has done FAA proud by being one of two women from DOT named to OPM's Women's Executive Leadership Pilot Program. The program is designed to provide women in the GS 9 - 12 range, recognized as having exceptional managerial potential, with training for supervisory, managerial, and executive positions. Mallory recently attended a breakfast held in honor of her and the 63 other women selectees from throughout the Government.



Tina Mallory (right) with Women's Task Force Chairperson, Olivia Erikson and FAA Representative, Don Clausen, on Capitol Hill after the OPM breakfast.

Check Your Own BP

The Clinic wants employees to know that they now have an automatic blood pressure machine. Just drop by room 327, take your own reading, and keep a regular record. This is a quick and easy way to keep on guard for hypertension.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Headquarters Intercom

C-141 To Test MLS Procedures

An Air Force C-141, Starlifter, has been selected as the test vehicle for a joint government-industry program to develop Microwave Landing System (MLS) procedures for large jets.

The four-engine Starlifter was picked because its flight characteristics are similar to those of large commercial jets. It will be flown by professional airline pilots on Air Force Reserve duty during tests at NASA's Wallops Island Flight Facility.

The program is expected to get into full swing by March 1985 using an FAA-installed MLS. However, one test flight has already been flown to check a laser tracking system, which is essential to the procedure development program.

Currently, a number of FAAers are working under program manager Lester Prosser, APM-4A, on the details of the test program. Included are: Seymour Everett, APM-410; Ralph Sexton, AVN-212; Chester Longman, AFO-220; Carl Ceneskie, AVN-230; Andrew Wasniewski, AFO-210, and Robert Dye, AAT-230.



The Air Force C-141 Starlifter will be used to test Microwave Landing System (MLS) procedures for large commercial jets.

FAAers Honored With Awards

A flight service station specialist who gave his life during a heroic and successful rescue attempt last April 28 is among 27 FAA employees who will be honored by Transportation Secretary Dole during DOT's Seventeenth Annual Awards Ceremony on September 12.

Griffin W. Holtzclaw of the Dothan, Ala., FSS will be cited with the Medal for Valor for his part in the rescue of two young girls from the surf in Panama City, Fla. He already had rescued one swimmer when he went back for the second and was himself overcome. The second girl subsequently was rescued by an unknown swimmer who also brought Holtzclaw to a raft but was unable to revive him.

Also receiving the Medal for Valor will be Lt. Gary Brown of the Dulles Airport Aircraft Rescue and Firefighting Company. He repeatedly entered a burning, smoke-filled building in Herndon, Va., and carried out three disabled victims. He was off duty at the time.

Ten FAAers will get the DOT's Silver Medal. They include: Kenneth S. Hunt, Director of the Office of Flight Operations, for exemplary performance in managing FAA's flight operation safety programs; P. Barry Bermingham, National Air Transportation System Inspection Program Coordinator, for outstanding leadership in completing the NATI Program; Ernest M. Keeling, Director (See page 2)

Watch Out For T&A Fraud

The Office of Personnel and Training has a word of warning for FAAers. Don't falsify entries on Time and Attendance (T&A) Reports in order to pick up a little extra overtime or leave.

An FAA employee recently was asked to resign from the agency because of fraudulent overtime claims on T&A's. The employee also was required to make a full reimbursement.

To guard against such abuses, the Uniform Payroll System routinely provides reports to supervisors which detail overtime payments. In addition, the Office of Inspector General (OIG) periodically audits agency records for overtime and leave abuse. The OIG has notified FAA that they are presently reviewing several possible fraud cases.

Therefore, supervisors are urged to carefully check T&A's before signing them and to personally see that they are forwarded directly to the servicing payroll office.

Hatch Act Do's and Don'ts

The conventions are over, impassioned oratory fills the air, and the national, state, and local campaigns are in full swing.

All of which prompts an election year reminder from the Office of Labor Relations that certain partisan political activities are governed by the Hatch Act.

Here is ALR's list of what Federal employees may do: register and vote; assist in voter registration; express opinions; participate in non-partisan campaigns; attend fund-raising functions and contribute money; display political badges and attend political rallies; join a political club and sign nominating petitions.

On the other hand, the Hatch Act says Federal employees may not: campaign for partisan candidates or political parties; register voters for one party only; make partisan speeches; be a partisan candidate; organize or manage rallies; be a political party officer; and participate in fund raising.

Awards (From page 1)

of the Office of Accounting, for leadership in implementing major improvements to the accounting and payroll systems; Lowell H. Johnson, Manager, of the Airport's Grants-in-Aid Division, for exemplary performance of duties; and Estelle Lauletta, Employee Development Specialist in the Great Lakes Region, for promoting human relations goals.

Other Silver Medal winners are: Dale McDaniel, Acting Deputy Associate Administrator for Policy and International Aviation for outstanding accomplishments; Carl E. Fundeen, Sector Manager, King Salmon AFS, for outstanding leadership; Andres G. Zellweger, Manager of the Automation Office's System Engineering Division, for planning and development of advanced automations programs; Lloyd E. Pinkley, electronic technician, St. Louis, AFS, for exemplary accomplishments in the development of navigation/communication systems; Richard L. Failor, Air Traffic Manager in the Southwest Region, for exceptional leadership with emphasis on human relations; and Wesley Walker, Manager of Air Traffic Operations Branch, Great Lakes Region, for his role in establishing upward mobility.

Four other employees will be honored for accomplishments in the Equal Employment Opportunity (EEO) field. They were: David Lakins, a supervisory electronics engineer at the Technical Center, for supporting career advancement for Hispanics and women; Lawrence Edward Perkins, EPDS, Houston ATCT, for establishing aviation education in neighborhood centers and schools; Virginia S. Rogers, secretary, Kansas City Downtown Airport Tower, for leading the regions Federal Women's Program Committee; and Joseph Rubino, Manager of the Administrative Division of the Technical Center, for his efforts in the center's EEO program.

Also honored for outstanding achievement and contributions in all areas will be: Evelyn A. Mosquera, AWP; Kathryn M. Clay, ASO; Bessie M. Waiters, ARP; Rita A. Lutz, AFO; Pamela J. Trebbe, AGC; James A. Hicks, Jr., Susan J. Russo, ALG; Carol Ann Strong, APO; Madeline S. Taylor, APM; and Martha F. Thomas, AWP.

Open Contract Covers Communication Equipment

The agency has signed a \$33 million maximum, open contract with Motorola, Inc., of Dorsey, Md., for VHF and UHF communications equipment. The equipment will be used to support day-to-day operational and maintenance activities associated with the National Airspace System (NAS), to provide communications during emergencies in which land lines are damaged, and to tie into other Federal and civil communication networks.

In day-to-day operations, the state-of-the-art, solid-state equipment will replace vacuum tube equipment currently in use. The equipment will consist of radios for field facilities and mobile units, which will be used by maintenance technicians, flight standards personnel, and security organizations. For security communications, a data encryption device will be available. This will scramble the messages so that they cannot be understood by unauthorized parties.

Drug Traffickers Beware

FAA is stepping up its cooperation with the Customs Service to curb the importation of illicit drugs by air, according to recent Congressional testimony by Deputy Associate Administrator for Aviation Standards Anthony J. "Tony" Broderick and Associate Administrator for Air Traffic Raymond J. Van Vuren.

Among other actions, Broderick said a new Command, Control, and Communications Operation (CCC), like the drug interdiction center at the Miami ARTCC, is being established at the San Juan center. Plans also are in the works for expansion of the CCC facility at Miami.

In addition, he said FAA is working with the El Paso Intelligence Center (EPIC) to improve its access to flight plan data on a real time basis. Installation currently is underway of a tie-in between the intelligence center and FAA's National Communication Facility (NATCOM) at Kansas City, Mo.

FSDO Team Stems GA Accident Tide

Accident Prevention Specialist John Keller of the Rapid City, S.D., Flight Standards District Office and other FAA-ers in the area have been working overtime lately to stem an increase in agricultural aviation accidents.

Because of an infestation of insects in the Rapid City area, there was a substantial increase in crop dusting activity. As a result, 10 accidents occurred in a seven-week period.

To cut the accident rate, Keller and his team stepped up personal contact with crop duster pilots through telephone calls, mass letter mailing, and increased surveillance of their operations.

Their hard work paid off in immediate safety gains. In the first two weeks after they began their campaign, there were no crop duster accidents in the Rapid City area.

Aviation Weather System Tested at Denver

The Denver En Route Center is conducting an operational evaluation of a new weather analysis and display system developed by the National Oceanic and Atmospheric Administration (NOAA).

Called the Prototype Regional Observing and Forecasting Services (PROFS), the System provides the center meteorologists with computer-generated visual displays of real-time weather conditions obtained from satellites, radar, and other sources. They then can give controllers more comprehensive and accurate weather briefings.

Results of the Denver evaluation will be used by agency researchers to develop specifications for a system designed to meet the special requirements of the en route center meteorologists.

Headquarters News

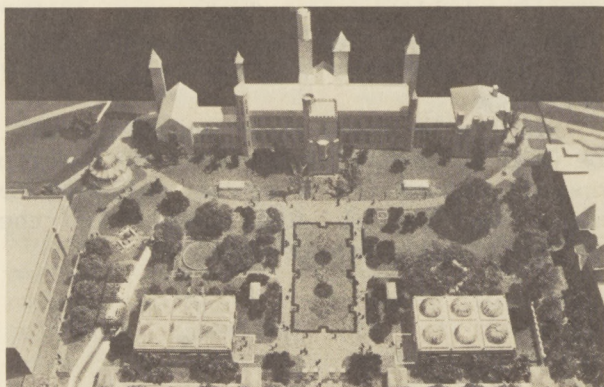


Smithsonian Goes Underground

Some of you may have wondered about the gargantuan hole in the ground behind the Smithsonian Institution Building ("The Castle"), on Independence Ave. Well, it happens that the Smithsonian's amazing complex of museums and galleries has taken up so much real estate on the Mall that when the Institution's directors wanted to expand, they had only one place to go — underground.

The excavation site, which is a stone's throw from FOB 10A's front door, will house the Center for African, Near Eastern and Asian Cultures. The Center, known also as the Quadrangle, will be 96 percent underground. Above ground will be a 4-acre international garden and three structures: a circular glass kiosk, which provides entry into the lower levels, and two pavillions. The West Pavillion will provide entry to the Arthur M. Sakler Gallery (which will hold collections of Asian art), and the East Pavillion will provide entry to the National Museum of African Art and the Center for Islamic Art and Culture. The building also will hold research facilities and office space.

A three-story skylit grand concourse, accessible from the three structures on the Quadrangle, will run the length of the building. The center should be open to the public by early to mid-1987.



An architect's model of the quadrangle site along Independence Avenue, S.W., where the Smithsonian Center for African, Near Eastern, and Asian Cultures will be located.

Awards and Rewards

During the past two weeks the following Headquarters employees received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Patricia Myers, AVS; Richard Koch and Max Robinson, APM;

Special Achievement Awards Based on Special Acts or Services:

Carol Brooks and Ponjola Short, ALR; Ramie Tutterrow, AIA; Annie Doggett, AAM, Joe Noonan, ALR; Mark Frazier, APM;

Letters of Commendation:

Emil Michaux, ALG;

Quality Increases:

David Sherwood, ALG; Nancye Watson, AAT; Rick L. Cremer, AFO; Marva Hylton Booker, APO; Sharon Yoshikami, AEE.

Bon Voyage to Six Retirees

The following six Washington Headquarters employees retired during August: Frederick P. Botz, ABU; Stanley W. Fink, Peter M. Connelly, John C. Von Ancken, AIA; Marvin J. Walker, ASF; Gwendolyn S. Phillips, AAT.

There's Gold in That There FAA Headquarters Lobby

A special gold jewelry sale, sponsored by the FA Club, will be held in the lobby of FOB-10A, September 26. Profits from this club sponsored sale will be used this year for an all employee Christmas party. Watch for further announcements in INTERCOM.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Air Traffic Names Ryan, Failor to Posts

Administrator Engen has announced that the two new service director positions created by the Air Traffic reorganization will be filled by John R. Ryan of Headquarters and Richard Failor of the Southwest Region, pending OST approval.

In their new posts, both men will report directly to the Associate Administrator for Air Traffic. This system, begun on an interim basis Sept. 15, will allow for greater control over ATC operations nationwide.

Ryan, who is manager of AT's Operations Division, will be director of the Air Traffic Operations Service. Failor, ASW's AT Division Manager, will become director for the Plans and Requirements Service.

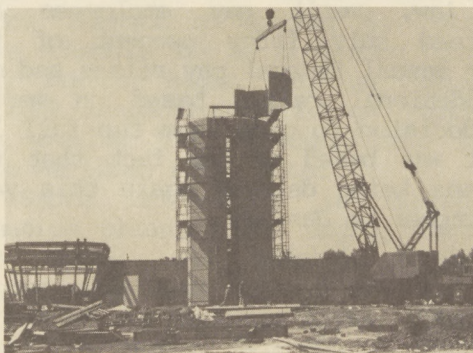
Seattle Center to Expand

The agency has awarded the first en route center expansion contract under the Air Route Traffic Control Center (ARTCC) Modernization Program. The \$1.55 million contract for the expansion of the Seattle Center was awarded to the Arango Construction Company of Bothell, Washington.

The 65-foot by 85-foot addition to the existing building will make room for the installation of the new host computers and associated equipment. This phase of the modernization at Seattle is scheduled to be completed by October 1985, with new computers becoming operational a year later.

FAA expects to complete expansion of all 20 ARTCCs by February 1987 with the new equipment in place and ready to go by November of that year.

The host computers will replace the IBM 9020s now installed in the 20 domestic en route centers. Later, this equipment will be augmented by the installation of the sector suites (new work stations) and then the full Advance Automation System.



Before and after views of the intermediate activity tower built at Santa Anna, Calif., which is like the one planned for Knoxville. (See the story on page 2)



New Towers Rising

As part of its air traffic control system modernization program, FAA expects to have new replacement control towers under construction at more than a dozen airports around the country by the end of September.

The new structures range in size from a 195 ft. tower with a 20,000 sq. ft. base at Pittsburgh to a 50 ft. tower with a 1,000 sq. ft. base at Appleton, Wis. In addition, Washington National Airport is getting a new tower cab atop its terminal building.

The responsibility for overseeing the tower program rests with the Structures Branch in the Program Engineering and Maintenance Service (APM-520).

Project Manager Dave Mathews said he and his staff work closely with the regions throughout the process, from budget allocation to site selection and adaptation to certification and transferral.

And like a good manager, Mathews gives credit where credit is due. "The regions have been doing a bang-up job on these projects," he says. "They're the ones with the hard hats and the blue prints; we just provide support."

The new tower sites are scattered across the country and include, in addition to those already named: Ft. Lauderdale, Fla.; Miami, Fla.; Knoxville, Tenn.; San Antonio, Tex.; Milwaukee, Wis.; Sarasota, Fla.; Chesterfield, Mo.; Wilmington, N.C.; Bristol, Tenn.; and Fayetteville, Ark.

The commissioning dates are in the 1985-1986 time period.



Controllers Get Behind In Work

The long search for a more functional and comfortable chair to accommodate air traffic control specialists on the job has reached the critical sit-down evaluation phase.

Two field controllers and three former working controllers in Washington headquarters are involved in the evaluation of sample chairs provided by companies that are bidding on the contract. They are Ed Ingalls, Houston Center; Linda Nelson, Milwaukee Tower; James Norton, Air Traffic; Jack Hancock, Program Engineering and Maintenance Service; and Margo Kaestner, Acquisition and Materiel Service.

The evaluation began Sept. 11 and will run to Oct. 19. It involves testing the chairs for comfort and design.

FAA will make recommendations to the General Services Administration (GSA) following the evaluation with the successful bidder announced by the end of November. The agency plans to purchase some 8,400 chairs to accommodate different facility and job requirements.

Merit Pay Employees Get Full 3.5 Hike

The Office of Personnel Management (OPM) has announced that those rated "fully successful" or better will get the full 3.5 percent pay hike due to be paid to other general schedule employees in the first pay period in January.

By law, merit pay employees are guaranteed only fifty percent of the regular annual Federal pay raises and may get additional raises based on merit. OPM's decision to give them the full 3.5 percent was based on the fact that the raise was being delayed again this year from October to January.

ATCA Honors 26 FAAers

The Air Traffic Control Association (ATCA) will honor 26 FAAers at its Annual Awards Banquet in Dallas on October 11. Receiving major awards for individual achievement are Martin T. Pozesky, Director of the Program Engineering and Maintenance Service; John R. Ryan, Manager of Air Traffic's Operations Division; Jerold Chavkin, Director of the Rotorcraft Office; Betty Grisham of the Memphis Tower; and Charles E. Turner, Manager, Dallas/Ft. Worth AFS.

Also honored with Citations of Merit will be Richard Failor, Manager of the Southwest Region's Air Traffic Division; Daniel E. Koch of the Carbondale, Ill. Tower; and the 19 members of the FAA Air Traffic Sector Suite Requirements Validation Team. They are: Ralph Cooper, Courtney Sargent, Rod Bourne, and Del Weathers, Richard Wheaton and John White, Thomas Lane, all of headquarters; Richard Chavez, ASW; Terry Schomberg and Donald Fowler, AWP; Marty Lilly and Ian Wolf, AEA; Max Hall and Richard Banks, ANM; Carlisle Cook, Jim Sheely, and Marvin Perkins, ASO; John Williams, ANE; Ralph Procaccini, ACE.

The August issue of FAA WORLD has an article on the team's accomplishments.

ATC Instructors Reunion Set

Plans are now afoot in Oklahoma City for the first FAA Academy ATC Instructors' Reunion on October 6. Already on the schedule are an afternoon tour of the Air Traffic Radar Training Facility and flight inspection buildings, followed by an evening "get re-acquainted" party at the Meridian Plaza Hotel.

Since October 6 is almost here, reunion planners are urging fast action on travel and lodging arrangements. Rooms have been blocked off for October 5 & 6 at the Meridian Plaza. The hotel's toll free number is 1-800-622-ROOM.

For further information, contact James Loos, AIA-120, FAA Headquarters. His telephone is 426-3170.

AFSS Site Selection Nearing Completion

Add San Diego, Calif., Jackson, Tenn., and Casper, Wy., to the list of sites that have been selected for Automated Flight Service Stations (AFSS). This brings the total to 48 with all 61 sites scheduled to be selected by 1985.

The unique program for selection of AFSS locations is designed to save the Federal Government money by having local communities provide the buildings to FAA under favorable lease arrangements. So far, 36 communities have built or are building new structures to house the AFSS's. Six more buildings are being constructed by FAA on leased land. There also are five cases where an existing building is being modified or expanded by the community for FAA, and one case where an existing building is being leased "as is" by the agency.

Of the 13 sites yet to be picked all but the one in Puerto Rico are already in some stage of negotiation.

FAAers Honored For Part In Airline Meetings

Seven FAA employees have been cited by Administrator Engen for contributing to the success of the recent meetings to adjust peak-hour airline schedules at six congested airports.

FAA's Acting Chief Counsel Edward Faberman and Air Traffic Operations Chief John Ryan each received a Letter of Commendation for the leading roles they played in helping the airlines reach agreement. Special Act Awards went to Denise Hall and John S. Fredericksen of the Chief Counsel's Office; Patricia Napier and William Behan of Air Traffic; and Susan Switts of Policy and Plans.

During the meetings in Arlington, Va., the airlines reached a tentative accord on shifting more than 1,000 flights during peak hours at the six airports—Atlanta Hartsfield, Chicago O'Hare, Denver Stapleton, LaGuardia, JFK, and Newark. The revised schedules will be effective November 1, if approved by all the participants and the Civil Aeronautics Board.

Headquarters News



Awards and Rewards

The following Headquarters employees received awards during the past week.

Special Achievement Awards Based on Sustained Superior Performance:

E. Chris Heyn, AVS; Mary T. Dodd, APT; William Beisiegel, AEU;

Special Achievement Awards Based on Special Acts or Services:

Victor Harvey, APM; Kelly Corcoran and Dawn Tristani, AGC; John Rybka, API;

Letters of Commendations:

Linda Strand, Beverly Pell, Abe Tenebaum, Frederick Castle, Patrick Lynch, and Donald Deering, ALG;

Quality Increases:

Wrensey Gill, ARP; Erma Redden, Francis Rebhun, and James P. Moe, APM.

Women's Task Force

In an effort to raise funds, the Federal Women's Program Task Force will be taking orders for 10-ounce mugs with the FAA emblem on them. To place your order, bring \$2.50 per mug to Suzanne Holloway, Room 911, or Linda Boyer, Room 907. Orders must be placed by October 5, for delivery around the first part of December.

Rulemaking Teams Honored

The project teams that developed rulemaking packages concerning flammability requirements for aircraft seat cushions and floor proximity emergency escape path markings were honored by the Administrator during a brief reception in his office last week. The team members—Henri Branting (AWS), Gary Michel (AGC), Joe Asin and Jack Smith (APO), and Jean Casciano (AVS)—were praised for their contributions to the aircraft cabin safety rulemaking effort. The Administrator said he was particularly pleased when he learned that the teams' part of the rulemaking process had been finished well ahead of schedule.

Don't Leave Without It

The Office of Accounting is sending out the word that the Diners Club Government charge card program is now underway at FAA Headquarters and applications for charge cards are being distributed to various offices in the building. Also, applications are available from the Fiscal Standards Branch, AAA-430, in Room 540. A series of five introductory sessions were held in the auditorium during August. For employees who missed these, there will be one more session on September 28 at 2 p.m. During the previous sessions, two frequent questions were asked.

"Do I use my card to purchase airline tickets?" The Accounting folks say that initial implementation will permit two uses. Either use the cards and claim reimbursement on your travel voucher, or present travel orders and obtain tickets from SATO in the usual manner. If you use your card at SATO, you will be billed for the tickets. If you do not use your card, SATO will charge a central billing account and bill the FAA for your ticket.

"If I am accompanied on my business trip by a family member, must I split the room and meal charges in order to use my Government charge card only for my expenses?" Shared services (rooms, meals, etc.) with family members or business associates may be charged to the card while on official business. Only your official portion of the charged expense may be claimed on the travel voucher.



Rulemakers enjoying an informal reception in the Administrator's office are: (from left) Joseph A. Asin and John J. Smith, APO; (Administrator Engen); Jean Casciano, AVS; Gary Michel, AGC; and Henri Branting, AWS.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Miami Controllers Make Dramatic "Save"

When Elaine Yadwin's husband suffered a fatal heart attack at the controls of their Piper Cherokee recently, it was up to her to bring the plane down safely. But there was one problem: She didn't know how to fly.

Fortunately, she did know how to use the radio and contacted the FAA tower at Ft. Lauderdale's Executive Airport. The crew there quickly patched her through to the Miami En Route Center where she found controllers Steve Kalbough, Jim Zieller, and Wayne Rosshaven ready to help. Rosshaven's presence was especially reassuring since he is a pilot and checked out in the Cherokee.

The crew first determined that the plane was on automatic pilot and then Zieller led Mrs. Yadwin through the tricky maneuver of switching fuel tanks. She completed the switch from the empty left tank to the right tank, which still had 10 gallons of fuel left, just as the engine began to sputter.

But now, the controllers confronted a new problem. "The coastline was coming and we were very concerned that if she saw the water it would frighten her," Kalbough said. So, he and Rosshaven had Mrs. Yadwin change course to the west-southwest, towards the uncrowded Dade-Collier Training Airfield.

They also radioed Executive Airport and found Ken Winters, a pilot and friend of the Yadwins. Winters felt the best way to help was to guide her in with a similar plane. He took off immediately.

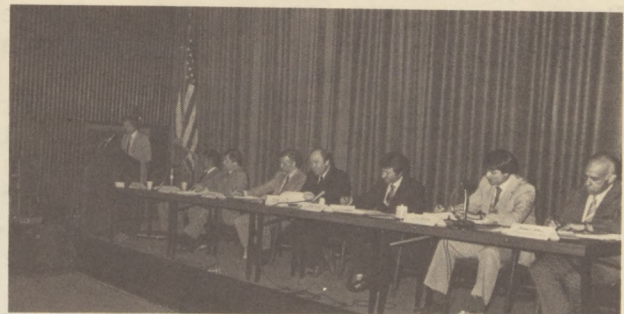
Meanwhile, Rosshaven was trying to keep Mrs. Yadwin from (See page 2)

Agency Takes First Step To Build Denver Runway

FAA has taken the first step towards construction of a major new runway at Denver's Stapleton Airport by awarding a contract for preparation of the Environmental Impact Statement. The \$442,251 award went to the Battelle Memorial Institute of Columbus, Ohio.

The proposed 12,000-foot East/West runway would be built on four sections of land now occupied by the U.S. Army's Rocky Mountain Arsenal. The EIS will define the purpose and need for the land acquisition and evaluate and document significant environmental impacts.

Prior to establishing the study requirements to be included in the EIS, the agency held five public participation meetings in communities in the vicinity of the airport. Recommendations from these meetings were incorporated in the "scope of work" statement provided to Battelle. (See page 2)



Lyle Byrum, President of Eiper Mfg. Co., addresses panel the ultralight meeting in Washington. FAA panel in foreground is made up of, from left: Jack Reynolds, APP; Hal Becker, AAT; Don Bryne, AGC; Fred Laird, AFS; Mike Sacrey and Tome Stuckey, AFO; and Bob Allen, AWS.

(See story on page 2)

ATC Register Opens

Opportunity will be knocking all during October for people interested in careers as air traffic control specialists.

Those who miss out will have another shot in April because the register will now be open on a regular semi-annual basis (Oct. and April) instead of periodically, as in the past.

During this open register period, FAA will be soliciting applications for and all three ATC options—terminal, en route, and flight service station. Controller positions in the terminal and en route facilities have an upper age limit of 35 with aviation related experience. The FSS specialist positions are open to all age groups.

To meet the anticipated increase in the number of new controller hires, the FAA Academy's Non-radar En Route Training Facility will add a second shift, from 3:30 to midnight. The Radar Training Facility has been on a 16-hour schedule since the controllers strike in 1981.

"Save" (From page 1)

descending into the clouds by teaching her how to use the plane's trim wheel. He succeeded, enabling rescue pilot Winters to spot her just three miles from the airfield.

With Winters providing "a visual image to shoot for," she banked the plane towards the airfield and hit the runway hard, breaking the front landing gear. However, both Mrs. Yadwin and a female passenger were able to walk away from the plane, shaken but unharmed.

Mrs. Yadwin later offered thanks for those who shepherded her to safety: "I have to say that the FAA and Ken Winters did a heck of a job....They knew I had never flown before, but they calmed me down, showed me the way, and brought me right in."

Rosshaven deflects this praise, as do his fellow controllers, with his admiration for Mrs. Yadwin's courage: "She's a tremendous lady with an amazing presence of mind."

Ultralight Regs Revised

The agency has begun the painstaking task of trying to determine in public meetings if FAA's ultralight regulations should be strengthened or substantially altered. The first of these meetings was held in Washington, D.C., on Sept. 18, with others following in Rosemont, Ill., Sept. 20; El Segundo, Calif., Sept. 25; and Ft. Worth, Texas, Sept. 27.

At the meetings, FAA is asking manufacturers, pilots, and aviation organization representatives five crucial questions.

First, the agency wants to know if Part 103 has been effective in meeting its stated purpose. Second, will it be necessary to adopt a form of simplified pilot training and aircraft licensing? Third, is a system of aircraft registration in the best interests of safety? Fourth, besides building separate flight parks and special runways at airports, are there any other measures that should be taken to separate ultralights from conventional aircraft? And fifth, does experience indicate that FAA should consider issuing airworthiness standards for ultralights?

Information gleaned from all four meetings will be analyzed by the Office of Flight Operations. If the evaluation indicates that further regulations are necessary, then regulatory projects will be started.

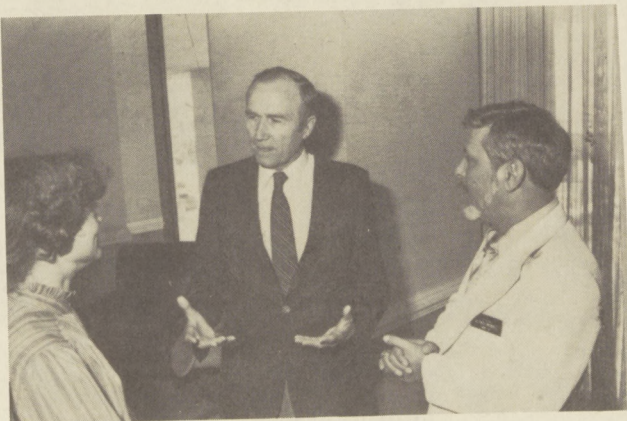
Runway (From page 1)

Stapleton is the sixth busiest airport in the nation, and it is one of the most heavily congested. Given the current rate of growth in delays, FAA estimated that the airport's present capacity limitation will render it obsolete by the year 2000.

Headquarters Intercom



Secretary Dole welcomed U.S. Treasurer Katherine Ortega as the keynote speaker for DOT's Hispanic Week opening ceremony.



Administrator Engen chats with FAA Hispanic Employment Program Coordinator Al Mendez and Carmen Ortiz, APT-160 during the FAA Hispanic Employment Program Committee's "Open House" party.



National Hispanic Heritage Week

The various events staged by the FAA and other DOT modal administrations for National Heritage Week illuminated well the week's stated theme — "Hispanics—A Part of America's Excellence." The speeches, seminars, and events offered a good view of the richness of Hispanics' contributions to our national life.

Photos by: Bruce Beauzard,
Dennis Hughes, and Lance Strozia.



The many guests at the "Open House" party raved about the tasty Hispanic dishes.



The DOT/OIG office invited Emma D. Navajos-Souffront, Director of the Puerto Rico Federal Affairs Admin. to speak on her island's history and politics.



Mrs. Ortega met with the following people after her speech (from left): Gloria Rojas, OST Civil Rights; Shirley Purnell and Jenny Grover, Hispanic Employment Program Managers (HEPM), USCG; Peter Suazo, HEPM, OST; Ileana Vallarino, HEPM, OST; Lupe Vallejo, HEPM, FRA; Al Mendez, HEPM, FAA; Ray Sakay, HEPM, NHTSA; Bill Hudson, OST, Civil Rights Dir.; Linda Tilghman, HEPM, UMTA.

National Hispanic Heritage Week



Pictured with Admin. Engen is: the FAA Hispanic Employment Program Comm. (from left) Gloria Rojas, A-30; Joaquin Archilla, AES-120; Lillian Cruz, APM-130; Carmen Ortiz, APT-160; Osvaldo Espada, AAA-440; Al Mendez, HEPM, ACR-3; Jorge Lugo, APM-450.



Thomas Aranda, the U.S. Ambassador to Uruguay, opened the week for the FAA with a speech in the auditorium. Sharing the stage were (from left): Leon Watkins, ACR-1; Al Mendez, FAA, HEPM; and "Sandy" Murdock, (Acting ADA-1).

FAA Golf Championship Tournament Planned

All FAA golfers are invited to the "biggest and most prestigious" of all agency golf tournaments. It's the First Annual FAA Golf Championship and it is being sponsored by the 7500 Club of the Miami Center. The event will be held at the championship Key Biscayne Golf Club, October 24 through 27.

Following a practice round on the 24th, the golfers will begin playing for keeps with 18 holes on each of the next three days. The low gross winner of the championship flight will be considered the FAA National Golf Champion—at least by the tournament sponsors. There also will be a four-man team competition for the facility national golf championship.

The \$125 entry fee covers four days of golf and the awards dinner dance. There also will be planned activities for non-golfers. The contact for further information is Dean Stromwall, Miami Center, (305) 592-9770.

Relocation Pamphlet Is Handy Guide

Thinking of moving? If so, pick up the pamphlet covering relocation allowances recently issued by the headquarters Office of Accounting. Copies should be available in personnel offices in early October.

Entitled "Permanent Change of Station," the pamphlet is an easy-to-read overview of what to expect when making a move. However, it is not meant to replace existing directives, so employees should still contact their personnel or accounting offices for specific rules and regulations.

Still, reading the guide will give them a head start and perhaps help them ask the right questions.

Tower Weathers Storm

Hurricane Diane has blown itself out but controllers at the Wilmington, N.C., Airport Tower will remember it for years to come as one of the worst storms ever to hit that area.

Despite hurricane winds and 13 inches of rain, the tower stayed open throughout the storm, ready to provide emergency air service as needed. On September 12, at the height of the deluge, they took care of 30 operations during relatively calm periods at the airport and supplied approach control services to 58 planes landing at satellite airports.

Tower Chief Tom McGonigal reports that the facility came through the storm with no injuries and only very minor damage because they had timely warnings and a good hurricane plan. Although the tower lost commercial power, McGonigal said it was no problem because "we had topped off four generator tanks ahead of time and switched to our own power source.

There was one minor emergency when water got into the fuel supply of one of the generators, he noted. "It was the generator supplying power to our radios, and we just switched to our emergency battery equipment, and waited for the generator to come up again."

McGonigal reports that none of the tower crew suffered any great personal losses. "Some of us lost some trees and had some minor water damage and cracked windows, but that's all."

August Traffic Records

August always is the busiest travel month and this year was no exception. In fact, the 20 en route centers logged a record 2.8 million operations in August, surpassing the old mark of 1.73 million set in August 1977.

But the most interesting traffic statistic for August was supplied by Administrator Engen in a speech to the Airport Operators Council in Boston on September 18. He noted that prior to this year, the ATC system exceeded 100,000 daily operations only six times. But in August, there were 11 such days.

Headquarters News



Profiles: Gussie Galbreath

Most of us are lucky enough to have in our offices a person whose commitment, good spirits, and kindness can make the workplace a better place to be. But few of us have someone like Gussie Galbreath.

Gussie is a performance analyst with the Evaluation Staff for the Assoc. Admin. for Development and Logistics (ADL-20). An FAAer since the CAA days, she has been making the ADL-20 staff feel like family for the past several years with her inimitable touch.

One of ADL-20's chief functions is to regularly send out evaluation teams to the regions to draw performance profiles based on first-hand inspections. These teams include members drawn from various locations, including regional offices. So, to get them acquainted and feeling like a team, Gussie has been throwing lavish send-off parties—completely at her own expense.

Her generosity is matched only by her ingenuity. When a team went to the Southern Region, she served up dishes from Dixie and decorated with Spanish Moss. A team headed for Alaska got



Gussie and ADL Deputy Associate Administrator Frank Frisbie enjoy bounty from the sea at the New England team's send-off party.

igloos and an ice cream social. When it was time for a swing through the Southwest Region, the setting was Tex-Mex, complete with tacos and sangria. The most recent team was New England bound and was treated to autumn table arrangements and seafood dishes.

Gussie's boss, ADL-20 Manager Bob Wedan, says, "No one had to tell Gussie about human relations; it's her nature to practice it. Her contribution to creating a team spirit here is a major one."

Learn to Fly in FOB-10A

The FAA Flying Club will be conducting a private pilot ground school on Tuesdays and Thursdays evenings from 8:30 to 10:30 p.m. The class will start on October 2 and end on November 15 in room 8AB of FOB-10A. The price is \$75 including books. Contact Mr. Joe Long at 426-9324 to enroll.

If The Ring Fits . . .

A valuable ring was found in the 8th floor men's room recently. Call Bill Gossard of NTSB at 382-6566 if one slipped through your fingers. If you can describe it, it's yours.

Awards and Rewards

During the past week the following Headquarters employees received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Brenda Sledge, AAP; and Carl McKinney, AAT;

Special Achievement Awards Based on Special Acts or Services:

Ted Maher, Vanessa Dixon, and Concetta Alvarez, APA; Daniel Aragona, AAP; Bob Orr, AAT; Louise Christie, and Rob Tucker, APM; Howard Murphy, APO; Jim Santa Ana, AVS; Michael Zywokarte and Delores Powers, AEU; Larry Kiernan, APP;

Quality Increases:

Deborah Herbert, AAP.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Engen Pleased With Hotline Operation

A short, handwritten note recently found its way to Fred Osgood, Manager of the Administrator's Hotline Project. It reads, in part: "Keep up the good work. We are making great headway, thanks to your staff's efforts." The message is signed "Don Engen."

The Administrator has been getting detailed weekly reports on the Hotline, which include regional and center reports, call/response ratios, highlights from previous weeks' calls, and an account of overdue responses.

"On balance," reports Deputy Administrator "Sandy" Murdock, "the responses have been good, but there are areas that need improvement. I hope that callers realize we are all on the learning curve with this system."

Over the first seven weeks of operation, the center averaged 38 calls per week. As of September 24, 426 calls had been logged, with 313 of these already routed for response. 194 callers had actually received letters addressing their suggestions, complaints, and questions. All of which adds up to a 62 percent response rate. The remaining 113 calls (See page 2)

Will Adjust Staffing If Necessary, Engen Says

FAA expects to reach its post-strike goal of 14,306 people in the controller workforce by February 1985, Administrator Engen has told Congress. Testifying before the Senate Commerce Subcommittee on Aviation October 1, he said the agency is "currently at 91 percent of our goal of 6,627 operational controllers in the terminals, and 83 percent of our goal of 5,085 operational controllers in the en route centers." Operational controllers refers to both full performance level

controllers and developmental controllers qualified to work two or more operational positions in a facility.

Another 1,904 controllers are in various stages of training, he added.

He went on to say that he would not hesitate to adjust the total staffing figure if he found it necessary.

"I am continuing to monitor our staffing situation and, if I find that, due to increased traffic projections or other reasons, our controller workforce should be increased beyond what we currently believe is necessary, I will not hesitate to ask the Congress for more positions." (See page 2)



Administrator Engen does not just rely on written reports. He regularly visits field facilities. Here he is visiting controllers in the Anchorage Center.

Pilots To File Flight Plans On Home Computers

In the near future, pilots may be able to get weather reports and file their flight plans right at home through their own personal computers. The concept for the system that would enable them to do this, the Direct User Access Terminal (DUAT), is currently undergoing a preliminary field test in the New Jersey, Delaware, and Eastern Pennsylvania area.

For this preliminary test, however, pilots will not be able to use their home computers. They will use FAA equipment set up at the Millville, N.J., FSS and at eight other airport locations. They are Bader Field, Atlantic City; Capitol City Airport, Harrisburg, Pa.; Philadelphia International Airport; Flying "W" Ranch, Medford, N.J.; Cape May County Airport, Cape May, N.J.; Robert Miller Airport, Toms River, N.J.; Northeast Philadelphia Airport and Wilmington-New Castle Airport, Del.

The test is being conducted by the FAA Technical Center. Because this system will tie into other FSS automation equipment that has yet to be delivered, a final date for its implementation is not yet set.

Staffing (From page 1)

Turning to the subject of operational errors, Engen noted that only a small fraction have involved a serious loss of separation. Of the 1,188 reported through September 24, 88 percent were classified as "minor," 11 percent as "moderate," and less than one percent as "major."

At the same time, he pointed out that the number of confirmed near mid-air collisions actually has declined since the pre-strike period. He noted that in 1980, the year before the strike, there were 568 confirmed NMACs, while last year there were 286.

Employee Survey Results Set For November Release

The labyrinthine task of analyzing and compiling the 26,000 responses to the FAA Employee Survey is nearing completion at the Civil Aeromedical Institute (CAMI) in Oklahoma City with the results now scheduled for publication in mid-November. The final report will be mailed to all employees at their home addresses. This report will contain both national and regional results.

About half of the 26,000 responses contained additional comments which may obviate the need for follow-up interviews. FAA had planned to send survey teams to the field to gather additional information about employee concerns and attitudes. After the survey comments are analyzed, the CAMI analysts will decide whether to conduct the additional interviews.

Hotline (From Page 1)

were follow-ups, requests for information, and "thank you's" for prompt responses.

Also as of September 24, there were 50 overdue responses (those taking more than 14 calendar days). Joe Stevens of the Hotline staff offered several reasons for these delays. Some calls, he said, require coordination with more than one office, region or center, and thus demand additional time. Also, some callers suggest complex reorganizations or innovations that take longer time to analyze and answer.

Stevens reminds FAAers that some calls are better directed to other hotlines now available. Requests for documents and media calls are referred to the Public Affairs Hotline on 426-8058. The APT Hotline (428-3934) addresses pending legislation and other matters affecting employment. Fraud and waste complaints may be handled by the Inspector General's Hotline (800-424-9071 or FTS-755-1850.)

The number for the Administrator's Hotline is FTS 472-2582.

Headquarters Intercom

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AWARDS

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The Secretary's Seventeenth Annual Awards Ceremony ★★



Silver Medal winner Lowell H. Johnson, Manager of Airports' Grant-in-Aid Division, and his wife, Joyce, and son, Shane, visited with Administrator Engen and Secretary Dole after the ceremonies.

During the Secretary's Seventeenth Annual Awards Ceremony last month, 11 of the 27 FAAers honored were from FAA headquarters. All presentations to FAAers, ranging from secretaries to a Deputy Associate Administrator, were made by Secretary Elizabeth Dole. She bestowed awards for valor--The Secretary's Award for Valor, for meritorious achievement--The Silver Medal, and for excellence--The Secretary's

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Like all FAAers honored, Rita Lutz, Office of Flight Operations, received her award personally from Transportation Secretary Dole.



Lt. Gary Brown of the Dulles Airport Aircraft Rescue and Firefighting Company was cited for valor.

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AWARDS

***** ★

Award for Excellence. All FAAers who were nominated for an award were present at the ceremonies except Pamela Trebbe, AGC, who, for reasons of health, sent a stand-in to receive her award for excellence.



A number of award recipients visited with Administrator Engen and Secretary Dole after the ceremony. From left are: Engen, Dale McDaniel, API; P. Barry Bermingham, ANE; Dole, Mr. Lutz, P. Hunt, AFO; Mrs. Hunt, a.k.a. Barbara Ady, AAT; and Lowell Johnson, APP.



A serious Andres G. Zellweger, AAP, receives his Silver Medal plaque.



Kenneth S. Hunt, AFO, seems to be having fun.



Madeline S. Taylor, APM, was cited for excellence.

★

Instructor And Mechanic
Of The Year Named

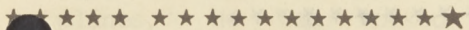
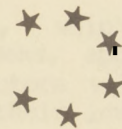
GA Audit Focuses
On Flight Schools



ary Dole after the ceremonies. Pictured
e, Mr. Lutz, Rita Lutz, AFO; Kenneth S.



Ernest M. Keeling, AAA, is a Silver Medal winner.



Dale McDaniel, API, is a Silver Medal winner.



Lowell Johnson, APP, receives his Silver Medal.





With Administrator Engen and Secretary Dole is Silver Medal winner Andres G. Zellweger and his wife, Debbie.



Receiving her award for excellence is Bessie M. Waiter, Office of the Associate Administrator for Airports.

AWARDS



Carol Ann Strong, Office of Aviation Policy and Plans, matches her smile to Secretary Dole's.



Instructor And Mechanic Of The Year Named

A long-time aviation mechanic, Charles R. Nelson of Midcoast Aviation in St. Louis, who worked on the Spirit of St. Louis the night before Charles Lindbergh took off for Paris, has been selected as the General Aviation Mechanic of the Year.

He will be honored at ceremonies at FAA Headquarters on October 17 along with another aviation veteran, James Byrnes of Bridgeton, Mo., who has been picked as the Flight Instructor of the Year.

During his 57-year aviation career, Nelson has been a pilot, flight instructor, airframe and powerplant mechanic, aircraft salesman, and a general manager. He began at age 15, building his own plane and then learning to fly it.

Since that time, he has been taking care of his own and other pilots' planes. He has worked for such companies as Curtiss-Wright, North American, and Beechcraft.

Byrnes also began his aviation career early, taking lessons at age 16 and earning a pilot's license before joining the Army Air Corps in World War II. He is now a Designated Pilot Examiner who has issued over 1,000 pilot certificates.

Besides serving as a pilot examiner for the past 10 years, he has worked diligently as a volunteer Accident Prevention Counselor in FAA's General Aviation Accident Prevention Program.

The two national winners were chosen by selection committees from a crowded field of regional winners. FAAers serving on these committees were Ellen Bowie, AFO, and Charles Mayernik, AWS.

GA Audit Focuses On Flight Schools

FAA began another segment of its General Aviation Safety Audit September 30, turning the spotlight on pilot training and aircraft maintenance facilities.

During this segment, which is expected to run nine weeks, approximately 900 safety inspectors will be involved. The focus of their investigation will be 1,221 approved pilot schools, 55,000 flight instructors, and 1,800 pilot examiners, as well as 4,416 approved repair stations and over 10,000 mechanics.

Because of the very large numbers involved, FAA will use random sampling techniques that will produce a 20 to 25 percent sample.

This will be adequate for analysts in the General Aviation and Commercial Division of the Office of Flight Operations to determine if FAA's procedures for insuring compliance are effective. In order to handle the vast amount of data expected to be generated during this phase, the G.A. Division is setting up a special computer program to process the field reports.

Meanwhile, FAA inspectors are continuing their surveillance of aircraft operating under Part 125 of the Federal Aviation Regulations. Many of these aircraft are older, four-engine jets which are scheduled to be grounded on January 1 because they do not meet stringent new noise standards which go into effect on that date. The agency began its surveillance of these carriers on July 22 as the initial phase of the General Aviation Safety Audit.

Subsequent phases of the 14-month inspection program will cover on-demand air taxis and another look at large aircraft operating under FAR Part 125.

Headquarters News



Women's Task Force Corner

The last day for ordering your FAA mug is Friday, October 5. Don't be the only one in your office without one. Orders are still being taken by Suzanne Holloway, Room 911E, and Linda Boyer, Room 907, and the price is still \$2.50.

Awards And Rewards

During the past week the following Headquarters employees received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Joseph Flaim, and Joseph Cate, AVS; Sheila Byrd, AAA; James Bassett, AAT;

Special Achievement Awards Based on Special Acts or Services:

Ellen Pennino, AFO;

Quality Increases:

Ronald Redman, AWS; Robert Cook, ASF; Joyce Hall, AFO; Charles Harrison, AAT.

Style Manuals Coming

The arbiters of FAA writing style are now hard at work on a new agency correspondence manual. In the meantime, the GPO Style Manual has been ordered for distribution to each secretary in the Washington Headquarters. Expect copies to arrive within the next couple of weeks.



During ceremonies in the "Round Room," Administrator Engen presented the Distinguished Career Service Award to Federal Air Surgeon H. L. Reighard, who retired October 1.

National Employ The Handicapped Week

This year, National Employ the Handicapped Week will be observed the week of October 7. Each DOT service has been asked to hold one event that week to help encourage employment of handicapped persons. FAA Headquarters is holding two events.

First, supervisors and interested employees are invited to a presentation by Gallaudet College on their cooperative education (co-op) program, scheduled for 3:00 p.m. on October 9, in Room 5AB. Headquarters recently signed a co-op agreement with Gallaudet.

Second, the Employment Branch, APT-150, will inaugurate use of its Telecommunication Device for the Deaf (TDD) that week. TDD's are teletype-like machines that enable hearing-impaired people to communicate by telephone. The TDD will be used to take requests for employment information. APT will demonstrate the TDD at 10:00 a.m., October 10, in Room 516. Employees are invited to come and watch.

National Employ the Handicapped Week is also when the Office of Personnel Management honors the ten winners of the Outstanding Handicapped Federal Employee of the Year award. This year, a DOT employee is among the winners. Donna D. Low of the Federal Highway Administration's Regional Office in Topeka, Kansas, will receive one of the awards.

The Office of the Secretary is issuing a complete schedule of DOT events to all employees. Contact J. Aul on 426-8018 about attending the FAA Headquarters events.

Hop On The Bloodmobile

The Red Cross Bloodmobile will be making a stop at FOB-10A on October 3 in Conference Rooms 5ABC, from 9:30 to 3:30. If you miss this visit, you'll have more chances on December 4, February 6, April 10, and June 12. (Same place and times.)



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Administrator Names New Federal Air Surgeon

Dr. Frank Hutches Austin, Jr., a former Navy pilot and flight surgeon, has been appointed as FAA's new Federal Air Surgeon. He succeeds Dr. H. L. Reighard who retired from that position at the end of September after 29 years of service with the agency and its predecessor.

In his new post, Dr. Austin will be responsible for the medical certification of the nation's pilots and air traffic controllers as well as for the direction of FAA's safety-oriented medical research activities.



Administrator Engen makes Dr. Austin's appointment to the Chief Surgeon's post official with a swearing-in ceremony in his office.

Since leaving the Navy in 1978 with the rank of Captain, Dr. Austin has worked with the National Aeronautics and Space

Administration and for a private company providing contract services to NASA.

Dr. Austin (See page 2)

FAA Broadening Shuttle Flight Restrictions

Those overzealous pilots bent on getting first-hand aerial views of space shuttle launches now will have an even tougher time of it.

Following an incident on August 30, which delayed the launch of the space shuttle Discovery on its maiden flight, FAA has broadened airspace restrictions for the Cape Canaveral (See page 2)

Government Workers Furloughed

For the second time in four years, many FAAers in Washington and the field received memos informing them that "you are being placed in furlough status" because Congress had not appropriated the necessary FY 1985 funds to keep the agency in business. In this case, the furloughs began at 1 p.m. E.S.T on Oct. 4, although the air (See page 2)

Engen Puts it Right

After the Wall Street Journal misquoted him and ran a retraction, Administrator Engen wrote the paper to make sure the record is straight. His letter follows:

"The Wall Street Journal inaccurately reported my testimony before the Aviation Subcommittee of the Senate Commerce Committee. In doing so you implied that I had come to a conclusion as to the cause of an incident in which there was less than standard separation between Air Force 2 and a Cessna 310 in the air traffic system southwest of Cleveland Sept. 30.

"I was pleased to read a correction in the paper Oct. 4, but nevertheless felt that I had to write to express my concern about the report.

"An error such as this one impacts negatively on the morale of our working controllers and, as Administrator of the FAA, I am determined and want to stand by my employees and support them in every way I can. Fact finding and investigation into the incident is still underway, and conclusions will be drawn upon completion of that process."

Furlough (From page 1)

traffic system and other activities "necessary for the protection of life or property" were not affected. But all furlougees were back on the job the next morning.

The reason for the furloughs, which affected half a million Federal workers in eight departments nationwide, was a Congressional impasse on a "Continuing Resolution," designed to fund FY 1985 activities. The reason for the Continuing Resolution, in turn, was that none of the eight departments, including DOT/FAA, had received Congressional approval of their FY 1985 budget request.

Air Surgeon (from page 1)

was trained as a pilot by the Navy at Pensacola, Fla., and is also a graduate of the Navy's Test Pilot School at Patuxent River, Md. He is a private pilot with an instrument rating, licensed in single and multi-engine aircraft. He is a graduate of the University of Texas and received his medical degree from Southwestern Medical College in 1948.

Restrictions (from page 1)

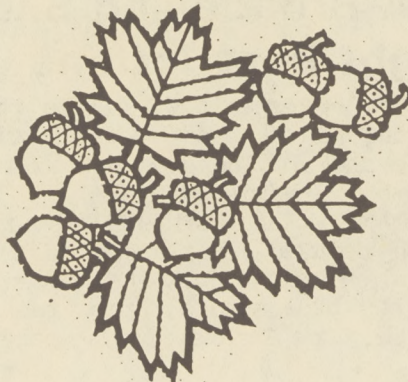
area to keep private planes from interfering with future blast-offs.

The changes—which were prompted by the concerns of a Congressional subcommittee, NASA, and the Air Force—will prohibit flight during shuttle launch and recovery operations over a much larger area than previously was the case. The restricted area now will extend approximately 60 miles east of the coastline out over the Atlantic.

Since the affected airspace extends well into international waters, the restrictions will apply only to U.S. certificated pilots and U.S. registered aircraft.

The agency is sending out word of the warning area through Notices to Airmen, which provide the exact coordinates of the area, launch and landing alerts, monitoring frequencies and other details.

The new restrictions seem to be working. The most recent launch on October 5, went off without a hitch.



Aviation Essay Contest To Start January 1

The second annual national aviation essay contest, sponsored by the Aviation Education Program staff of the Office of Public Affairs, will get underway January 1. It will be open to school children in grades 4 through 12 and will close March 15.

According to Mary Jo Knouff of the Aviation Education Staff, the initial contest attracted 10,000 entries. This one is anticipated to be even more successful.

The subject of the essay will be the integrated airport system and how it might benefit the local community. A contest information package is being sent to all schools in the U.S.

Cash prizes furnished by private businesses will be awarded to national winners in each of three grade categories. In addition, teachers of the national winners will receive cash prizes, and state as well as regional winners will be selected.

AF Specialists to Judge Training Courses

Former students of Airway Facilities courses are getting a chance to evaluate the training they took. The Office of Personnel and Training (APT) has mailed out survey questionnaires to approximately 8,000 FAAers who participated in Airway Facility Technical Training courses between June 1983 and July 1984.

The results of the survey will determine what courses should be changed. Those that appear to have persistent flaws will be formally evaluated by APT later this year. The results of this evaluation then will be available to all AF specialists.

Participation in the survey is voluntary and anonymous. Individual responses will not be identified. All recipients of questionnaires are urged to respond promptly and frankly.

ATC Theme Sought

The 50th anniversary of the Federal Government's involvement in air traffic control is an event in search of a theme.

Although the half century mark won't be reached for almost two years (July 6, 1986), the 50th anniversary working group is asking FAA employees for early help in developing both a theme and a logo.

Air Traffic's R.S. "Bart" Bartanowicz said the theme should be simple and concise—not more than 10 words—and embody the spirit of the event.

To stimulate thinking on this, Bart offers an example: "50 Years of Dedication, Service and Safety."

Ideas should be submitted directly to Bart Bartanowicz c/o AAT-730. The phone is 426-8941.

Geier's Angel Wings

Unlike most people, FAA's Bernie Geier didn't have to journey to the Great Beyond to earn a set of angel's wings. The 28-year agency veteran recently learned that he's been named an honorary member of the Navy's crack jet aerobatic team, the Blue Angels. He now is one of the few people in the country to hold the distinction of being an honorary member of both the Blue Angels and their Air Force counterparts, the Thunderbirds.

For the past 10 years, Geier has been manager of the General Aviation and Commercial Division in the Office of Flight Operation. That job has brought him into frequent contact with both the Blue Angels and the Thunderbirds since he and his staff are responsible for developing the safety rules that govern performances at airshows. His selection as an honorary member of both groups was the pilots' way of saying "thanks."

Geier is a veteran pilot himself, having flown propeller-driven fighters during World War II. He's also jet rated and has more than 300 hours of jet time in his log.

Awards and Rewards

During the past week the following Headquarters employees received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Francis Bassett, AAT; Naomi Bryant, AWS; Darlene Osborne, ACS;

Special Achievement Awards Based on Special Acts or Services:

William Einsmann, ALG; Elizabeth Brothers, Gabriel Bruno, Fred Laird, and Joseph Flaim, AVS; Charles Euler, AFO;

Letters of Commendation:

Andrew Wasniewski, and Louis Cusmino, AFO;

Quality Increases:

Laureen Bakri, AAA; Thomas Penland, Dorothy Black, Lawrence Bedore, Louis Cusimano, AFO; Steven Albersheim, AEE; Richard Young and Willaim Brodie, Don Garrett, and Wesley B. Rowland, AAT; Sally Reichert and Barbara Holbrook, AMS.

On to Better Things

September saw a number of FAAers move on to new pursuits. The following Washington Headquarters employees retired during the month:

Michael J. Harrington, Joe S. Hilliard, Rex Hopkins, AES; Willis F. Gee, APT; Stanley A. Polk, Frederick A. Najmy, APM; James S. DePuy, ALG; Homer L. Reighard and Edwin E. Westura, AAM.

Awards Ceremony Set

The General Aviation Mechanic of the Year, Charles R. Nelson, and the Flight Instructor of the Year, James Byrnes, will be honored at a ceremony on October 17 in the 3rd floor auditorium. The event, which will feature Deputy Administrator "Sandy" Murdock and industry representatives, will begin at 10:00 a.m.

Hook Gets a Laugh

Thom Hook, of the Office of Public Affairs, has won the recent Humorous Speech contest held by Speechmasters 2996, the FAA Toastmasters International club. Hook's seven-minute talk, "Phone Mates Can Be Fun," went up against competition from four other clubs on October 5 in FOB-10A.

Not too Late to Learn

The FAA Flying Club tells us that there's still time to sign up for their private pilot ground school, which started Oct. 2 and will end Nov. 15. The class is held on Tuesday and Thursday evenings from 6:30 to 8:30 p.m. (not at the times reported in an earlier Intercom story) in room 8AB. There will be a make-up session for late comers. Contact Joe Long at 426-9324 to enroll.

John Hendrickson Dies

John F. Hendrickson, an electronics engineer in the Cockpit Technology Program, APM-430, died of a massive heart attack on Sept. 29, while visiting his son at William and Mary College.

Hendrickson held a B.S.E.E. from CCNY and M.S.E.E. from MIT and was coholder of a patent on an important aircraft guidance system. He came to the FAA from NASA in 1970. His latest work was on the Flight Phase Status Monitoring project, which was implemented in the latest generation of large transport aircraft. He is survived by his son, John, his daughter, Susan, and his step-son, Bret Hartman. The funeral was held Oct. 2 in Port Jefferson, New York.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Reagan Names Jones as Deputy

President Reagan has nominated Richard Jones to be the agency's new Deputy Administrator. If confirmed by the Senate, Jones will bring an impressive array of skills to his new post. He is an Eastern Airlines captain who somehow finds time to also be a practicing attorney and an adjunct professor at the University of Southern California.

Jones also has been secretary of the Flight Safety Foundation since 1973, and has served in the past as secretary and treasurer of the Air Line Pilots Association International and as the chairman of the Bar Association of Air Carrier Pilots. He now chairs the Virginia Advisory Committee on Aviation.

Jones received his law degree from American University in 1964.

Congress Approves FY 1985 Funding

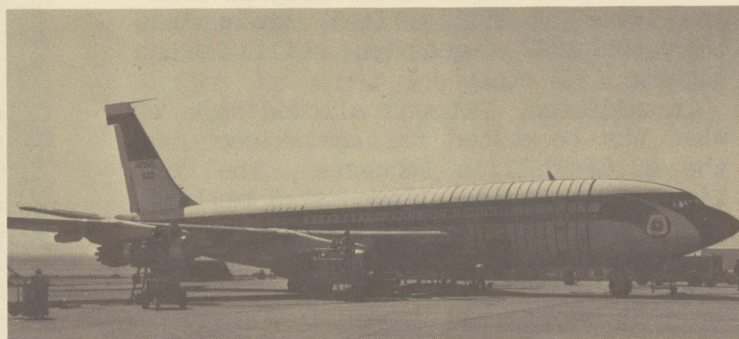
FAA has been funded for the remainder of Fiscal Year 1985 by a Continuing Resolution which will run until Sept. 30, 1985. (See page 2)

Mode S Contract Awarded

One of the last major building blocks in the National Airspace System Plan has been set in place with the award of the Mode S radar beacon system contract.

The contract was awarded to the joint venture of Westinghouse and SDC/Burroughs and covers 78 Mode S ground stations with an option for 59 more. The total contract value is \$221.1 million with deliveries beginning in early 1987.

Mode S will provide controllers with more accurate aircraft position information than the air traffic control radar beacon system it replaces because it uses a monopulse antenna and has selective address capability. The Mode S designation stands for selective address. (See page 2)



CID DATE SET — FAA and NASA have set November 10 as the date for the Controlled Impact Demonstration (CID) at Edwards AFB in California, weather and other circumstances permitting. The test involves flying a remotely-piloted four-engine jet into a prepared impact area to validate the effectiveness of anti-misting kerosene in suppressing post-crash fires and gather data on a broad range of crashworthiness experiments, such as improved seat/restraint systems. FAAers will find a detailed story on the CID in the July issue of FAA WORLD.

Williams Is Named Tech Center Director

Larry Williams has been moved up a notch to the Director's post at the FAA Technical Center. He has been Deputy Director since March 1982 and Acting Director since Edmund J. Koenke resigned the job in September.

Prior to moving to the Tech Center, Williams was chief of Airway Facilities Radar Automation Engineering Division in Washington. He joined the agency in 1972 from industry as chief of Management System's Statistical Analysis Branch.

He is a graduate of Pratt Institute in New York and has a Masters Degree in mathematics from Adelphi University.

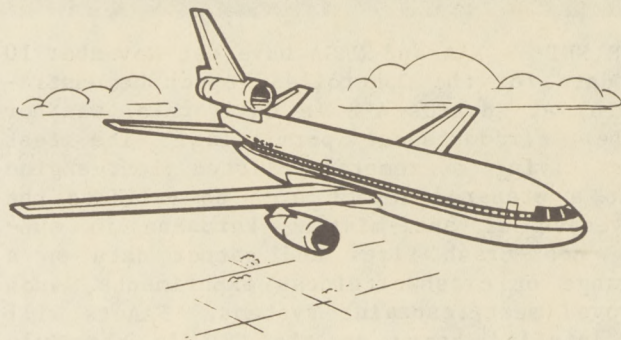
Funding (From Page 1)

It was signed by President Reagan October 12.

For FAA, the numbers look very good. In the critical Facilities and Equipment (F&E) appropriations, the legislation allows \$1.37 billion, which is close to the \$1.65 billion originally requested by the agency.

The Airport Improvement Program funding level of \$925 million, while less than the \$987 requested, still is the highest in history.

In addition, FAA was allowed most of what was requested for operations. Of the \$2.64 billion requested, the continuing resolution allowed \$2.6 billion.



FSS Specialists Have New Contract

Flight Service Station specialists will be working under a new labor contract beginning November 9. Their union, the National Association of Air Traffic Specialists (NAATS), announced October 9 that its tentative agreement with FAA had been ratified by the union membership.

The contract is the product of several years of negotiations between FAA and NAATS. However, while the 74 article contract was being negotiated, specialists were covered by the old contract which was signed in 1976.

Mode S (From page 1)

Moreover, since Mode S interrogates transponder-equipped aircraft on an individual rather than an "all call" basis (as is the case with present equipment), a channel exists for automatic data link communications. This involves one computer "talking" to another computer and displaying the information for the pilot to read in the cockpit. It can be used for ATC, weather, and other important flight information.

In addition, Mode S is a dual redundant system that can be monitored remotely by technicians at a central site. If a failure is detected, the system automatically switches to the backup channel while repairs are made.

Delivery of all 137 Mode S systems in the procurement package would provide coverage of all major terminal areas as well as en route airspace down to 12,500 feet. FAA's plans call for a subsequent procurement of 60 systems that would drop coverage to 6,000 feet.

Many Former AATs Now ATOs and ATRs

It's time to get out the red pencils and go to work on the FAA directory. FAA's new air traffic organization is now in place and people are using their updated routing symbols.

AAT divisions 200, 300, and 400 are now part of the Air Traffic Operations Service and are designated ATO- 200, 300, and 400.

AAT divisions 100 and 700 are in the Plans and Requirement Service and are designated ATR-100 and 700. ATR also includes the new Automated Software Division, which is designated as ATR-500.

On the other hand, the Associate Administrator for Air Traffic will continue to use AAT-1 and his staff will be AAT- 10 and 30. In addition, a new quality assurance staff, AAT-60, has been added. This staff is made up of personnel from the old Quality Assurance Division, AAT-600, which has now been eliminated.



Administrator Engen recently honored the joint Justice Department/FAA legal team that worked on the FAA's case in a recent landmark Supreme Court decision. The justices ruled unanimously that FAA is immune from suits arising from aircraft certification matters. Those cited were (from left) Kenneth J. Geller, Carter G. Phillips, Cecile F. Hatfield, all Department of Justice attorneys, Engen, James S. Dillman, Andrew J. Dilk, and John M. Walsh, all of the Office of Chief Counsel, Anthony J. Broderick, Associate Administrator for Aviation Standards, (the only non-lawyer on the team), and John Hoyle, Department of Justice attorney. Not pictured is Craig Beard, AWS-1.

Hotline Callers Want Broken Service Info

"How do we know that our redeposits to the retirement fund are being credited to us?" A number of employees with broken service have asked that question on the Administrator's Hotline. They point out—quite correctly—that their Earnings and Leave Statements don't give them this information. These statements reflect just accumulated totals since an employee's most recent appointment because only OPM is accountable for all previous contributions.

To get the total amount of retirement contributions, employees with broken service must write the Office of Personnel Management. Queries should be addressed to the Retirement and Records Center, Box 45, Boyers, Penn. 16017, and should provide the employee's social security number, date of birth, and a list of agencies in which he or she was employed with corresponding dates.

Dulles Name Changed To Washington Dulles

Congress has acted to end airline passenger confusion between Dallas and Dulles by modifying the name of the FAA-operated airport serving the nation's Capital.

It's now Washington Dulles International Airport instead of just plain Dulles International Airport. The change is expected to help keep overseas travelers and their luggage together instead of having one land at Dulles and the other at Dallas.

However, Dulles Airport Manager Dexter Davis noted that the airport identifier, IAD, will not change. It was modified several years ago because the previous designation, DIA, was often confused with DCA, the identifier for Washington National Airport. Moreover, Davis said, the agency will not go to a lot of expense to implement the change. Signs and stationery and such will be changed as they run out or need to be replaced.

Awards and Rewards

During the past week the following Headquarters employees received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Joseph Beaudoin, AAT; Glenn Halbert, AAP; Levada Mitchell, ALG; Barbara Jessee, AWS;

Special Achievement Awards Based on Special Acts or Services:

Eugene Rooney, Diana Wood, Sarah Scott, and Robert Stanley, APO; Walter Greiner and Carolyn Reilly, ACS;

Letters of Commendation:

John Kern, AFO; Santiago Guerra and Vincent Einsmann, ALG;

Quality Increases:

Deborah Herbert, AAP; Barbara Holbrook, AMS.

Interview Workshop Set

The Federal Women's Program Taskforce is sponsoring an "Interview Techniques Workshop," October 22 from 12 noon to 1 p.m. in 5ABC. Connie Hansborough will offer some tips on how to be comfortable and sell yourself in an interview and the correct way to respond to interview questions. She is also including mock interviews. No reservations are necessary and both men and women are encouraged to attend. Any questions can be directed to Suzanne Holloway, 426-3893.

Erikson Is New FWPM

Olivia Erikson, formerly of the Office of Aviation Policy and Plans, has been selected as the new Federal Women's Program Manager for FAA. In her new post, Erikson will provide guidance to the regional and field managers in the program and work to encourage the training and career advancement of women in FAA. She is also the chairperson for the Federal Women's Program Task Force. Erikson has been with the agency for eight years.

Federal Women's Week

The week of October 22-26 is DOT's Federal Women's Week. The week, which will explore the theme of "Meeting the Challenge," will feature a series of events designed to highlight the expanding opportunities for women in the department. Contact Olivia Erikson, Federal Women's Program Manager, on 426-3785, for tickets. A schedule for the week follows. All events will take place at 10 a.m. in Room 2230 in the Nassif Bldg.

Tuesday
KICK-OFF
Secretary Dole
Carmen Turner
General Manager
METRO

Wednesday
STRESS MANAGEMENT
Leonard H.
Powell
Global Perspective

Thursday
SF-171
WORKSHOP

Toni Bruegge
OST

Friday
COMPUTER LITERACY
AND CAREER
OPPORTUNITIES IN ADP
Earnest Hawkin
MARAD



Administrator Engen kicks off the agency's 1985 Combined Federal Campaign in his conference room. With him (seated from left) are the headquarters CFC team leaders, William F. Shea, Associate Administrator for Airports, and Paul L. Galis, Director of the Office of Airport Planning and Programming. Standing (from left) are Willard Reazin, ATO-300; Gene Weithoner, AAD-1; Dale McDaniel, API-10; Ed Faberman, AGC-1; Garland P. Castleberry, AOA-10; Anthony J. Broderick, AVS-2; Neal Blake, ADL-2A; Ed Pinto, APA-1; William Fromme, ASF-1; and Leon Watkins, ACR-1.



U.S. Department
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**Federal Aviation
Administration**

Headquarters Intercom

Congress Approves New Merit Pay System

Congress has approved new merit pay legislation called the Performance Management and Recognition System. As a result, on October 14 all individuals occupying merit pay positions were converted from the General Schedule (GS) to the new performance management recognition system and designated "GM." At FAA this group generally includes all supervisors and managers, GM-13 through GM-15.

The new legislation eliminates the previous requirements for merit pay units and merit pay funds. It provides for an enhanced GS type of pay system with periodic step increases and guaranteed full comparability pay increases, and it mandates a performance award for the highest level of performance--Outstanding.

The requirements for performance appraisal are generally the same, which means that appraisals for the last rating period can be used for the merit pay-out.

Because the Office of Personnel Management (OPM) has not yet issued implementing regulations, this pay-out will be delayed. However, the resulting pay increase will be retroactive to October 14.

FAA Reports NMACs Decline

FAA's Office of Aviation Safety has released a study of near mid-air collisions (NMACs) showing the number of incidents reported to the agency has dropped sharply since 1980. The total that year was 568, almost double the 286 reported in 1983.

Other key findings in the study are that NMACs (1) occur more frequently in May through August, (2) most often involve at least one general aviation aircraft, (3) generally occur at an altitude of 1,000 to 5,000 feet when aircraft are in level flight, and (4) normally do not involve regulatory violations by pilots or controller error. The report also notes that there is no statistical correlation between NMACs and actual mid-air collisions.

In releasing the report, Administrator Engen said it underscores the importance of pilot vigilance whether operating under visual flight rules or instrument flight rules.



Four of the five headquarters women who helped manage the recently completed ASAS contract were honored on location at the Hawthorne ACO. With Walter Luffsey, AVS-1, (center), Brooks Goldman, AMS-1, (left), and ASAS Program Manager Michael Dunlap are Nancy Lambert and Sandra Hershey, AVS; Loretta McNeir, AMS; and Noretta Harret, ALG. Rita Freeman, AMS, was not able to make the trip. (see p. 2)

Safety System Delivery Sparks Award Ceremony

With fanfare provided by FAA, the Burroughs Corp. made its final field delivery of the Aviation Safety Analysis System (ASAS) equipment to the Hawthorne, Calif.- Aircraft Certification Office (ACO) and marked the end of the first phase of the ASAS program.

Hawthorne is the 162nd site to get the hardware, which is the foundation of ASAS. The information processing equipment will supply safety data from a centralized data base and improve communications between flight standards offices throughout the system.

This modernization milestone occasioned a double FAA awards ceremony at the Hawthorne facility, which is in the same building as the Western/Pacific Regional Office.

Associate Administrator for Aviation Standards Walter S. Luffsey awarded the Hawthorne ACO the 1984 National Aircraft Certification Award. Following this presentation, Management Systems Director Brooks C. Goldman presented awards to five Washington Headquarters women who have been instrumental in managing the Burroughs contract from the beginning of the project. They are Sandra Hershey and Nancy Lambert, Aviation Standards; Rita Freeman and Loretta McNeir, Management Systems; and Noretta Harrett, Acquisition and Materiel.

In addition to their contract management functions, the five women also produced a video/slide show which has been used in training and familiarization sessions.

In subsequent phases of the ASAS program at least 23 software subsystems will be added. These will cover such information areas as work program management, health information, enforcement information, Federal Aviation Regulations, service difficulty reports, and NTSB/FAA joint data.

FAA Reacts Quickly To Judge's Stay Order

When a Federal Judge in Honolulu recently stayed FAA's grounding of South Pacific Island Airways (SPIA) for alleged safety violations, the agency reacted immediately and asked the Justice Department to seek review in the U.S. Court of Appeals in San Francisco.

Administrator Engen called the judge's action unprecedented and noted that in the past "courts have refrained from substituting their judgement for the judgement of FAA when the agency has decided that emergency action is required in the interest of aviation safety."

SPIA, which operated four 707s, was grounded October 13 for 38 violations of FAA safety regulations. Among these was a trans-polar flight from Anchorage to Amsterdam that strayed more than 500 miles off course and came close to violating Soviet airspace in the militarily sensitive Murmansk area. FAA said the crew was not qualified and approved for the navigation procedures used on the flight.

Reagan Salutes FAAers

When DOT Deputy Secretary James Burnley traveled to Miami recently to address an FAA-sponsored Hispanic Heritage Week Banquet, he didn't go empty handed. He carried a message from President Reagan which the Chief Executive's busy schedule kept him from delivering personally:

"Since the explorer Ponce de Leon first cut a trail through the Florida wilderness, people of Hispanic heritage have been taming, developing, and cultivating America's geographic and technical frontiers," the President wrote. "I want to congratulate each Hispanic-American employee of the Federal Aviation Administration for an outstanding job in the service to this nation's air travelers. I extend to you my very best wishes for your Hispanic heritage Week banquet October 11, 1984 in Miami and for the future."

FAAers Are First In 500 Air Race

Four agency employees who know how to squeeze the last bit of mileage out of a gallon of aviation gasoline and how to get top speed from their aircraft did themselves proud recently in the Shenandoah, Va., 500 Air Race.

Flying a Cessna 172 to a first place finish in the "most-miles-per-gallon" competition in their class were Ken Peppard of the headquarters air traffic organization, James Davis of the headquarters Operations Center, and Bob Wheeler of the FAA Records Center at Martinsburg, W. Va.

In addition, Gordon Yeck of the Washington en route center finished high in his class, flying a Piper PA-28.

With Peppard piloting, Davis navigating, and Wheeler keeping records, the FAAers covered the 500 kilometer course at an average speed of over 114 mph while using only 18.6 gallons of fuel. Their 16 miles per gallon average was nearly two mpg better than their closest competitor.

The 500 race is sanctioned by the National Aeronautics Association. It is designed to be a combined test of pilot proficiency and aircraft efficiency.

T&A Clerks Cautioned Not to Keep Own Time

The meticulous fellows in the Office of Accounting are reminding the agency's Time and Attendance (T&A) clerks that they should not record their own T&A report forms. A rule in the Uniform Payroll System (Paragraph 106b(1) of FAA Order 2730.1, if you don't believe us) prohibits clerks from watching their own clocks because of possible fraud problems.

Ideally, each clerk should have an alternate who keeps the records in his or her absence and who keeps the T&A clerk's record. If not, the supervisor should appoint someone to fill this role.

A few exceptions to the rule are allowed, such as small facilities which do not have the staff to commit more than one person to T&A duties.

October World Upbeat

Those tired of hearing Federal workers disparaged should check the October FAA WORLD for an article by a young California business executive who spent a year with the agency under an exchange program and left "immensely impressed" with the FAA organization and its people. Adventure lovers will enjoy the story of the 1934 England-to-Australia air race that proved the superiority of U.S. aircraft design and the government's certification system. And anyone who has followed the progress of the National Airspace Review will find the article on that program both interesting and helpful. Check the mailbox for your copy. There may be questions later.

DOT to Take Over Some CAB Functions

Airline passengers who get bumped off flights, arrive at their destinations without their luggage or encounter other consumer problems when flying will be looking to the Department of Transportation for help after the end of the year.

That's when the Civil Aeronautics Board goes out of business, in accordance with the provisions of the Airline Deregulation Act of 1978, and transfers a number of its key functions to DOT. In addition to consumer protection, the department will inherit responsibility for antitrust actions, international air policy and the Essential Air Service Program.

As of now, the consumer protection and antitrust functions have not been assigned to a specific DOT office. However, the international function will be the responsibility of the Office of the Assistant Secretary for Policy and International Affairs and the Essential Air Service Program will be handled by a new office set up specifically for that purpose.

Correction

Now that we've cleaned the egg off our face, the INTERCOM would like to note that in last week's issue, the photos on pages three and four, one of the CFC kick-off and one of the Justice Dept./FAA legal team, were mislabeled and consequently printed over the wrong captions. When we were going to press on this issue, the printers were set to publish a corrected issue.

We offer our sincere apologies to all of the photos' subjects.

Awards and Rewards

During the past week the following Headquarters personnel received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Carol Epps, AAT;

Special Achievement Awards Based on Special Acts or Services:

Yong K. Cha, AAP; Anthony Spada, Willie Wade, Lonnie Gordon, Richard Jett, Charles Trowbridge, Robert Crane, and Major Myles, ADA; Dianna Simpson, AGC; Virgil Krohn, Alan Read, Richard Noble, and David Leach, ACS; James Bispo, ABU;

Quality Increases:

Merle C. Blake, ALG; Judith Spruill, ASF; Rebecca Windear, APT; Rudolph Pettinato, AAA; Deborah Ford, AAM; Penelope Ronnie, ADL; and Patricia King, AAT.

CFC Kick-Off Set

This year's Combined Federal Campaign will get underway in the FAA auditorium at 10 a.m., October 29. Administrator Engen will be the principal speaker and a movie, "The Winners," with John Madden, TV commentator and former NFL coach, will be shown.

CFC Coordinator, Paul Galis, Director of the Office of Airport Planning and Programming, is asking anyone who has benefited from CFC and would be willing to share their experiences at the kick-off to please contact him on 426-3050.

Thermostats For FOB-10A

GSA is now hard at work in the building to eliminate the sort of cruel, ironic twists of temperature control that have had FAAers freezing in the summers and sweating in the winters.

The GSA people are installing automatic adjustment devices in each mechanical equipment room and thermostats for window units. The window unit thermostats will be preset by GSA for summer or winter operation. They will not be adjustable by FAA employees.

The Good Sports



The World Series is over and football is once again the rage, but the DOT Co-Ed Softball League offers one more bit of news from the diamond: The team from Helicopter Assoc. International (HAI) had a rough season, racking up one of the worst records in the league. But because of their unflinching good spirits and sportsmanship, the team coaches saw fit to award them the Good Sports Award. Presenting the award to the HAI Coach, Julie Clancy, are (from left) coaches Judy Leach, AVS; Russ Williams, ALG; Wanda Hobbs, ADL; Fred Martino, AAT; Dave Ford, API; and Don Blazer, AVS.





U.S. Department
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**Federal Aviation
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Headquarters Intercom

CFC In Full Swing

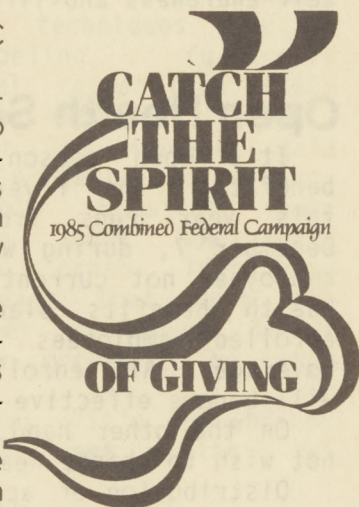
The 1985 Combined Federal Campaign is in full swing and is trying to get all FAAers to "catch the spirit of giving," which is this year's campaign motto.

Helping to get the campaign started during the kickoff rally in the FAA auditorium October 29 were Administrator Engen, Associate Administrator for Airports William F. Shea and Airports Planning and Programming Office Director Paul Galis. Engen is the campaign's honorary chairperson, Shea, vice chairperson and Galis, CFC coordinator.

This year's goal for FAAers in the Washington area is \$162,697 and the headquarters' goal is \$126,865. CFC contributions will be collected during the next two weeks by approximately 100 FAAers who have been trained as "key workers."

Last year, the campaign coordinated by Galis collected 92 percent of its goal and this year he expects to do even better. He

explained that virtually everyone, regardless of race, national origin, or level of income, is eligible for the services of CFC supported agencies. Last year one out of every three people in the national capital area received



Fire Safety Rules Issued

The FAA has adopted two major safety regulations designed to give airline passengers more time to escape burning planes and find exits in smoke-filled cabins.

The first calls for air carriers to install slower-burning seat coverings that meet stricter flammability standards. It applies to transport planes weighing 12,500 pounds or more or those with 30 seats on up. Airlines have three years to bring these airplanes into compliance.

The second rule mandates new emergency escape path markings or lighting near the floor to guide passengers to exits when overhead emergency lighting is blocked out by smoke. The deadline for compliance in this case is two years.

FAA researchers say that the seat covering rule could delay the "flashover" point in cabin fires for as much as 40 seconds, giving passengers and crew precious extra time for evacuation and greatly increasing the chances for survival. "Flashover" refers to the point where flammable vapors trapped near the cabin ceiling suddenly ignite the length of cabin, consuming oxygen and creating a deadly inferno.

services from United Way/United Black Fund agencies.

"In addition," he noted, "this year, for the first time, contributors can choose to support eligible charities outside of the immediate area if they want to."

Heliport Workshop Set

The FAA is hosting a Heliport Design Guide Workshop in Baltimore on November 27-29.

The goal of the workshop, which has been endorsed by the Aerospace Industries Association and Helicopter Association International, is to solicit industry comment on the agency's revised guidelines for heliport designs. Workshop planners also hope to discuss the results of a one-year FAA technical study on requirements for VFR and IFR heliports.

For particulars, call Cathy Nickolaisen (704-243-3633) or Rich Adams (305-968-4200), who work for the FAA contractors presenting the workshop.

Av Safety Improving

Through the first nine months of 1984, U.S. airlines continued their excellent safety record of the past several years and general aviation showed substantial improvement over 1983. Only commuters and air taxis, which are coming off outstanding safety years, had an increase in accidents.

The airlines now have gone 27 months without a major jet crash, the longest period in aviation history. The lone fatal airline accident in the Jan.-Sept. period was a cargo carrier operating a turboprop aircraft. It took four lives.

Meanwhile, preliminary figures on general aviation compiled by the FAA's Office of Aviation Safety showed 367 fatal accidents and 666 fatalities. This represents a substantial improvement over the 1983 statistics for the same nine-month period of 425 and 800, respectively.

Commuters, which had their best safety record ever in 1983, saw fatal accidents increase from two to four and fatalities from 11 to 30. Air taxis experienced a similar increase with 21 fatal accidents and 42 deaths, as compared with 15 and 22 for the same period last year.

Exec School Marks 25th

A birthday cake with 25 candles is the way the FAA Executive School will mark its Silver Anniversary at the graduation of Class No. 75 on November 8.

Acting Deputy Administrator J. E. "Sandy" Murdock tops the guest list which also includes other FAA officials and former exec school manager Vic Onachilla and assistant manager John Slover, both of whom retired in January.

The first Exec School classes met in a downtown hotel in Oklahoma City in October 1959. The school moved to Charlottesville, Va., with the fourth class in September 1960 so it would be more accessible to top officials from Washington headquarters.

The new Exec School manager is Eleanor Quigley, who took over with Class No. 74 in April after making her mark in the training area with the IRS. Her staff includes Elizabeth Yoest, assistant manager, and Karen Bitterman, employee development assistant.

Quigley says the Ex School will continue to be responsive to the evolving needs of both the agency and its employees. Among the changes she's already made are an increased emphasis on self-awareness and life style management.

Open Health Season On

It's open season again on health benefits. The five-week open season this year runs from November 5 to December 7, during which time eligible employees not currently registered in a health benefits plan may enroll and enrolled employees may change their coverage. All enrollments and changes will become effective January 6, 1985.

On the other hand, employees who do not wish to change need take no action.

Distribution of appropriate materials will be made through personnel offices as soon as they are available. This year employees will receive only the "1985 Enrollment Information Guide and Plan Comparison Chart." Health plan brochures will be available for review and the revised registration form SF 2809, which must be used, will be at personnel offices.

FAA Program Aims To Reduce Crash Injuries

The FAA is asking for public and industry comment on a draft advisory circular describing its program to promote the design of aircraft that give passengers the greatest possible chance of surviving an accident.

The advisory circular, the first of several documents expected to be published as part of FAA's Crash Dynamics Program, deals with established human tolerance levels and criteria for assessing the performance of seat/occupant restraint systems in crashes. An associated notice also previews the methods by which the program may arrive at new rules for aircraft design to increase safety in "survivable" crashes.

FAA's work in compiling the human tolerance levels was derived from a wide array of medical and engineering studies and attempts to fix injury standards for the head, chest, abdomen, legs, and spine, as well as whole body impact tolerance levels. The objective is to develop new crashworthiness criteria for aircraft that will make survivable crashes even more survivable. The techniques include analytical modeling, full-scale impacts, and dynamic rather than static testing of seats and restraint systems.

Project manager Tom McSweeney said the advanced testing techniques already have called into question some long-held notions about how seats should function in a crash. Tests have revealed that seats that were not rigid, but rather collapsed in a controlled fashion, proved to be safer for the occupants.

As McSweeney notes, "It's not whether the seat survives, but whether the passenger survives."

Heaven Can Regulate

Assistant Administrator for Public Affairs Edmund Pinto is accustomed to receiving complex, thorny letters that require experienced judgement in their responses. The following letter from an inquiring Californian, however, fell outside his area of expertise:

"Mr. Pinto: Are angels aircraft? If a host of angels appears in the heavens above U.S. territory and has not filed a flight plan and violates other FAA regulations, are they breaking the law and subject to arrest upon landing? Would you ground the angels?"

Pinto's response was both pithy and humble: "Thank you for your letter of October 8, 1984. The FAA has no jurisdiction over angels, which are regulated by a higher authority."

Portable Computers To Be Allowed on Planes

Airline passengers will soon be allowed to play their electronic games or work with computers and calculators except during take offs and landings. FAA decided to change its rules after a series of tests found no evidence that the operation of these devices interfered with aircraft communications or navigation equipment.

Besides these tests, which were conducted by FAA and a private technical study group, the agency has investigated isolated reports of interference from portable computers over a period of several years and has not found one repeatable or confirmed case of such interference.

The present FAA regulation prohibits the operation of portable electronic devices on aircraft except voice recorders, hearing aids, heart pack-makers and electric shavers.

FAA now plans to issue Notice of Proposed Rulemaking to amend the regulations and to add computers, calculators and electronic games to the list of approved items. Also, FAA will publish an Advisory Circular telling the public of its findings.

Headquarters News



Awards and Rewards

During the past week the following Headquarters personnel received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Milton Myers, AIA; Linda Miller, AAP; Richard Teixeira, AWS; William Murray, APT;

Special Achievement Awards Based on Special Acts or Services:

Lue Pickens and John S. Nigro, APM; Joseph Morelli, AES; Christine Coates, ALR;

Quality Increases:

Bernice Dawson, AEU; Victoria Bland, Gene Falsetti, and Betty Starnes, AAT; Raynard Weisgerber, Janice O. Hinton, and Wanda Bayer, ADA; Charles Hicks, APT; Rhonda Doine, AHR.

The following employees at Washington National recently received awards:

Special Achievement Awards Based on Outstanding Performance:

Trudie C. Drayton, Joseph Elkins, Roynard L. Jones, Jessie T. Lovelace, William D. Schlegel, Lueverner Wiggins;

Quality Increases:

June Anderson and M. Marvelle Sewell.

Memory Skills Workshop

The Federal Women's Program Task Force is sponsoring a "Memory Skills Workshop," Thursday, November 8, from 12 noon to 1 p.m. in 5ABC. A representative from the Dale Carnegie Leadership Institute will demonstrate some of the memory techniques taught in the Dale Carnegie Course. Come and learn a "peg" system for a better organized memory, a "stack" system for quicker recall, and aids to help retain names. No reservations are necessary, and both men and women are welcome. Any questions can be directed to Diane Essig, 426-3118. Don't forget to be there.

Take Me Out to the Fair

During the Health Benefits Open Season (see the story on page 3) the folks in APT-140 will be staging a "Health Benefits Fair" to lay out all the news. And much of it looks good: eight plans available to Washington Headquarters employees actually decreased their premiums from 1984 rates.

The fair is scheduled for Wednesday, November 14 and Thursday, November 15 from 10:30 a.m. to 2:30 p.m. in room 6ABC, FOB-10A. APT-140 invites you to meet with plan representatives and find out everything you always wanted to know about the plans.

OPM has revised the Health Benefits Registration Form, Standard Form 2809, in order to make processing enrollment changes more efficient. The use of this new SF 2809 will begin with the 1984 open season. Employees can obtain the revised registration form and review plan brochures and the Checkbook's Guide to 1985 Health Insurance Plans for Federal Employees in APT-140 located in Room 514.



The American and Canadian flags fluttering in the wind at Dulles Airport served well as symbols of the international cooperation at a recent helicopter noise measurement test conducted by the headquarters Office of Environment and Energy and a host of others. Besides officials of the Canadian Ministry of Transportation, pictured above are members of the International Civil Aviation Organization, the Helicopter Association International, and DOT's Transportation Systems Center in Cambridge, Mass. The data collected at the test will be used to formulate international helicopter noise abatement regulations.



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Weithoner Named New HRM Associate

FAA's new Human Resource Management organization continues to take shape with the appointment of Associate Administrator for Administration Charles E. "Gene" Weithoner to head the complex. His new title will be Associate Administrator for Human Resource Management. Reporting to him will be four offices, and the current Personnel Management Operations Division. The new offices will be responsible for the functions currently carried out by the offices of Labor Relations and Personnel and Training, as well as human resource planning, research, and evaluation functions.

Filling in for Weithoner in the AAD-1 job on a temporary basis will be Brooks Goldman, Director of the Office of Management Systems. The Secretary of Transportation is expected to grant formal approval for the reorganization within a few weeks.

The new AHR-1 position was established by Administrator Engen because of his commitment to the belief that people our most important resource in accomplishing the agency's mission.

Host Computer Demonstration Underway at Tech Center

New computers for the en route centers moved one step closer to reality late last month as IBM and Sperry Corp. began demonstrating their candidate systems at the FAA Technical Center.

The two data processing giants are competing under dual design contracts, awarded in September 1983, for the right to produce new "host" computers that will replace the present IBM 9020s in the 20 domestic en route centers. At stake is a production contract valued at over \$300 million.

Program Manager Jack Buck from the Advanced Automation Office said the competitive nature of the host computer program will assure the agency of a better product at a better price.

But whichever system is picked, Buck said the new computers will be faster and more reliable and have significantly greater capacity than the ones they replace. This will enable the ATC system to handle the projected traffic increases.

He expects the production contract to be awarded next June with deliveries beginning the following year. The first operational site will be the Seattle center, which is (See page 2)



When the call went out for volunteers for the Controlled Impact Demonstration, nobody was dumb enough to raise his or her hand. So FAA got some real dummies who will make the final flight November 10. Included is one Munchkin-sized dummy of undetermined sex.

Pinto Sets Av Records

Although he doesn't own a helmet & goggles, let alone a white silk scarf, Assistant Administrator for Public Affairs Edmund Pinto has joined the ranks of aviation record holders.

A relatively new pilot with about 100 hours experience, Pinto set two national records recently flying a Cherokee Archer. One of these he expects also will be signed off as a world record by the Federation Aeronautique Internationale.

The national records presented to Pinto by the National Aeronautic Association were for speed over a 15-25 kilometer course and a time-to-climb to 3,000 meters. Both records are for STOL aircraft.

The time-to-climb mark is also a candidate for the world record.

Hampton Institute Gets Airway Science Grant

The first Airway Science Curriculum Demonstration Project grant to a minority institution was awarded to Hampton Institute of Hampton, Va., October 31.

Administrator Engen, accompanied by Senator John Warner of Virginia, personally presented the \$2.25 million grant to institute president Dr. William Harvey during ceremonies in the Administrator's office.

The institute, one of 15 schools to apply for the grant, will use the money for the construction of classrooms, computer terminal laboratories, faculty offices, and other facilities needed to support the program.

Hampton Institute is developing a Center for Transportation Studies that will include airway science, ground transportation, and small boat harbor management.

The Airway Science program was started in 1983, and to date 24 colleges and universities are participating.

Use or Lose

It's time to start scheduling "use or lose" annual leave to avoid possible forfeiture at the end of the 1984 leave year.

The Office of Personnel and Training points out that leave that cannot be used must be scheduled in writing before November 25 if it is to be considered for restoration. Scheduled leave in excess of 240 hours, not used because of work requirements, illness, injury, and various other reasons, may be restored under certain conditions.

For additional information contact your operating personnel offices.

Computer (From page 1)

scheduled to go on line by the end of 1986.

One of the major evaluation points in the competitive testing is the capability of the two systems to use (or host) the existing 9020 software. This is essential since the new computers must be integrated into the already proven system and put into operation with no system shutdowns.

Results of the three-month competitive testing will be used along with other factors, such as cost and proposed scheduling, in determining the winner of the production contract.

More complete details and photos will be included in the host computer story appearing in the November FAA WORLD.

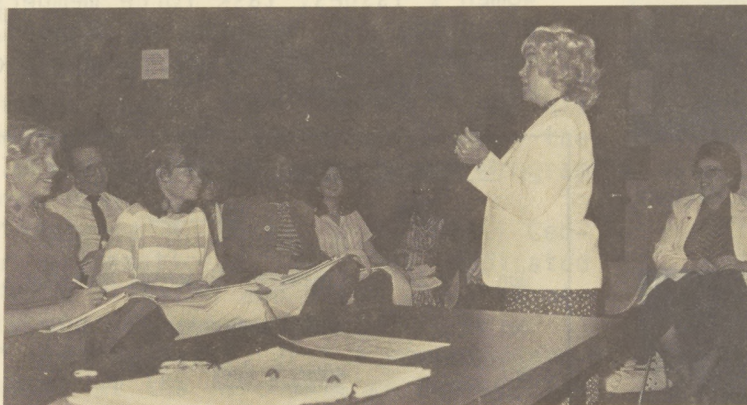
Photo by Bob Laughlin



Happily shaking hands on the Airway Science Curriculum grant award are (from left) Administrator Engen, Virginia Senator John Warner, and Hampton Institute President Dr. William Harvey.

Federal Women's Program Task Force

Special
Insert



Connie Hansborough of the Federal Highway Administration's Office of Civil Rights conducts an SF-171/Interview workshop for the Task Force and FAA employees. Seated behind Hansborough is Suzanne Holloway, APA, the Task Force project leader for the event.

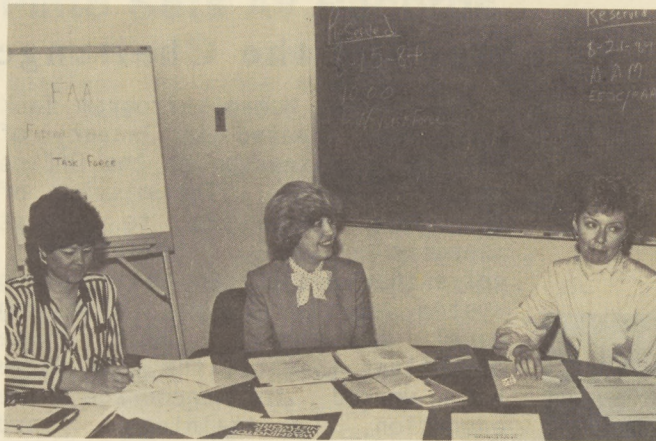
Meeting the Challenge

The Federal Women's Program Task Force was created in January of 1981 as an extension of the Office of Civil Rights. The mission of the Task Force is to assist managers in indentifying entrenched prejudices, eliminating system barriers, and promoting equal opportunity. With these objectives in mind, the task force has worked to encourage the education, training and advancement of headquarters women in their careers.

Recently, the task force has sponsored workshops on such topics as financial planning, preparing SF-171's, interview techniques, team building, networking, and memory improvement, as well as developing an orientation package for new employees and creating a communication network.



The Federal Women's Program Task Force: (seated) Diane Essig, Jean Schunter, Sylvia Woodcock, and Edith Egypt-Powell; (1st row) Tina Mallory, Olivia Erikson, Lisa Lund, Mary McLaughlin, Jane Mehtens; (second row) Pat Hayes, Loretta McNeir, Debbie Williams, Bob Birdsong, Joni Spellman, Leon Watkins, and Sandy Weaver.



Olivia Erikson, Federal Women's Program Manager, holds a planning session with Task Force members Tina Mallory, APA.(left) and Joni Spellman (APA).



The Task Force played a key role in staging the well received National Secretaries Week, including the Tribute to Excellence Awards Ceremony that closed the week. With Administrator Engen and former Deputy Mike Fenello is (from left) the Task Force's support staff for the ceremony: Joni Spellman; former Federal Women's Program Manager Era Marshall; Christine Kenan, AMS; Olivia Erikson; Pam Snowden, APA; Pam McCree, APO; and Alex Soto, ADL.

In the future, the task force plans to study the headquarters' work force in order to recommend changes in areas where women and minorities are underrepresented and to use the talents and influence of executive level managers to promote the task force's efforts.

While the group is centered on women's issues, task force members encourage all headquarters FAAers, managers and employees, women and men, to get involved.

Calendar of Events, PAST AND FUTURE*

| <u>Date</u> | <u>Activity</u> |
|-------------|--|
| Jun 13 - 14 | Financial Planning Workshop |
| Jul 25 | SF-171 Workshop |
| Oct | <u>Women's Week</u> |
| 18 | Tour at Leesburg |
| 19 | Tour at Dulles |
| 22 | SF-171 Workshop Follow-up |
| 23 | Kick-Off by Secretary Dole Keynote Speech by Carmen Turner, METRO |
| 24 | Stress Management by Richard Bradley |
| 25 | SF-171 Workshop by Toni Bruegge |
| 26 | Computer Literacy and Career Opportunities in ADP by Earnest Hawkins |
| Nov | |
| * 8 | Memory Development(Dale Carnegie) |
| *16 | Team Building and Networking Workshop |
| *Jan | Work Plan for 1985 |
| *Feb | <u>Black History Month</u> |
| *Mar | <u>Women's History Week</u> |
| *Apr | <u>National Secretaries Week</u> |

FAA HEADQUARTERS FEDERAL WOMEN'S PROGRAM TASK FORCE

I am interested in serving on the FAA headquarters Federal Women's Program Task Force:

NAME: _____

POSITION TITLE: _____

GRADE: _____

ORGANIZATION: _____

ROUTING SYMBOL: _____ TELEPHONE: _____

Supervisor's Signature _____ Date _____

Send this card to Olivia Erikson, ACR-3.



Olivia Erikson gives a briefing on the Task Force's 1984 programs to Civil Rights chiefs Leon Watkins, ACR-1, (front) and Bob Birdsong, ACR-3.

Volunteers Cited by Engen

The five FAA recipients of DOT's first annual Secretary's Award for Volunteer Service were in Washington recently to be honored in separate ceremonies by DOT Deputy Secretary James Burnley and Administrator Engen.

This quintet of civic minded FAAers was chosen from a field of eighteen candidates from around the agency. They are:

* Donal D. Kinsley, an ATC specialist at the flight service station in Trinidad, Colo., for taking into his home over 50 children under the Colorado Foster Parent's Care Program since 1966;

* Rosanne M. Weiss, a Technical Center mathematician, for her dedicated efforts with CPR and first aid instruction and rescue services;

* John Kaskaske, Jr., a computer programmer at the Aeronautical Center, for his distinguished volunteer service on behalf of the American Indian;

* Nancy K. Greene, a secretary at the Aircraft Certification Office in Atlanta, for her training and fund-raising efforts for the Association of Retarded Citizens;

* Sandra J. Campbell, Central Region Public Affairs Office, for her contributions to various volunteer services in the Kansas City area, including adoption programs.

In presenting the awards to the outstanding volunteers, Administrator Engen said, "You have made me and the agency very proud."



With Administrator Engen are the winners of the first annual Secretary's Award for Volunteer Service. They are (from left) Donal Kinsey, Sandra Campbell, John Kaskaske, Nancy Greene, and Rosanne Weiss.

Photo by Bob Laughlin

New Equipment Coming

FAA has initiated programs designed to replace Direction Finder (DF) equipment at more than 300 facilities and also install Automated Weather Observing Systems (AWOS) at over 350 airports.

Systems and Applied Science Corp. of Vienna, Va., received the contract for the new DF equipment which is used in locating and assisting lost and troubled aircraft. The \$418,212 award covers design of the equipment and is expected to lead to a multi-million dollar procurement contract.

The AWOS contractor is the Amex Corp. of Compton, Calif. It received an initial grant of \$1.5 million for phase I of a multi-phase contract to design equipment that automatically gathers weather data at airports and then relays this information directly to pilots by means of computer-generated voice messages. FAA plans to buy 372 AWOS units in subsequent phases of this program.

Both contracts were awarded in a program designed to increase the participation of qualified minority and disadvantaged firms in government technical programs.

FAA Funds AM Weather

The popular weekday morning television series, AM WEATHER, which is designed primarily for general aviation pilots, is being partially underwritten by FAA for the seventh consecutive year. The new season began November 1.

Presently aired on 260 public broadcasting stations throughout the United States, Canada and Puerto Rico, the daily 15 minute program offers pilots the latest weather information available, including temperature, winds aloft, IFR/VFR reports and turbulence and SIGMET information.

The program, which is produced in cooperation with the National Oceanic and Atmospheric Administration by the Maryland Center for Public Broadcasting in Owings Mills, Maryland, is fed via live satellite each day at 6:45 and 8:45 a.m. Viewers should check the TV guide for times in their areas.

Headquarters News

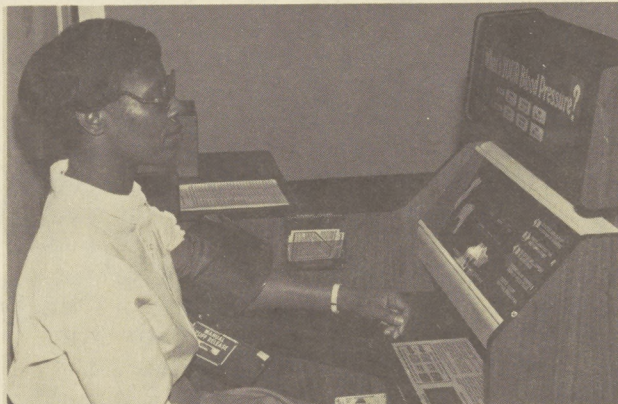


Taking off Pressure

The FAA Clinic, eager to keep up in a world where automatic tellers spit out money at the touch of a button and computers rent cars in airports, has recently installed a machine that allows employees to check their own blood pressure in 60 seconds.

The new device, which looks at first glance like a video game, has been greeted with a steady stream of customers since it was set up. Clinic nurses Sam Hart and Donna Hansen believe that FAAers prefer testing their own blood pressure. "They like the privacy of using the machine. There's less pressure involved, which is good," says Hart.

Hart also reports that the machine, which is internally calibrated and regularly checked by the manufacturer, is very accurate: "Nine times out of ten, our own readings are within points of the machine." The nurses remind employees that they are there to provide back-up readings, especially if the machine's shows high pressure. A number of FAAers who have used the machine have been referred to their doctors for treatment.



Myrna Jones, a secretary in the Clinic, demonstrates how quick and easy getting a reading from the blood pressure machine is.

Photo by Bob Laughlin

That's good news. High blood pressure, or hypertension, is one of the most serious diseases in the country. It contributes, directly and indirectly, to around one million deaths a year and it affects one out of every four or five American adults. But the ailment can be controlled through daily medication.

The clinic also offers other screening tests, as well as literature on high-blood pressure, cancer, weight loss, and smoking.

Kay Hartman Dies

Kay Hartman, who served as secretary to former Federal Air Surgeon H.L. Reighard until her retirement last February, died of cancer recently.

Hartman came to the agency in 1976 from the Department of Defense. During her career, she worked in the Aircraft Programs Division, Aviation System Plans, and the Office of Flight Operations, in addition to her post with Reighard.

Hine Jr. High Needs You

On Thursday, November 8, at 11: a.m. to noon in conference room 7B, you will have the chance to make a personal investment in the future of America's youth, the FAA, and the aviation industry in general. That's the next meeting of the FAA Adopt-a-School Volunteer Committee, where you can join a volunteer group of headquarters employees participating in the "Adopt-a-School" program with Hine Jr. High School in Southeast Washington.

You only need to know your own job and be willing to share your knowledge and expertise with eager junior high school students.

For more information contact John Hanks (APA-8), 426-3485, or Chuck Hicks (APT-310), 426-8865.



U.S. Department
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Headquarters Intercom

Employee Survey Results To Be Mailed Soon

FAA employees can expect to receive their copy of the FAA Employee Survey results by November 25 at the latest. Almost 47,000 reports are scheduled to be mailed to employees on November 17. Some FAAers could receive their copies as early as November 19 while others may have to wait a few days for mail delivery.

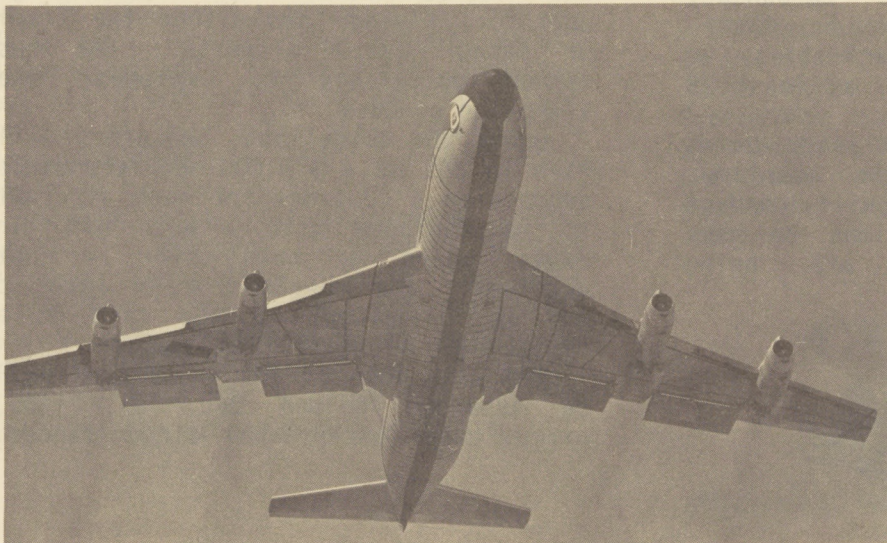
Information from the survey will be used to identify areas in which improvement is particularly important and to establish baseline information so future progress can be gauged. The survey was designed to measure employee perception of communications within the agency; of managerial and (See Page 2)

AT Revamp Approved

The Air Traffic Service reorganization which created two new top management positions has now been formally approved by Secretary Dole. The reorganization is designed to streamline and standardize the agency's air traffic functions.

The new positions, Director for Air Traffic Operations (ATO) and Director for Plans and Requirement Services (ATR), will enable the Associate Administrator for Air Traffic to exert more direct control over air traffic functions.

Picked to fill the ATO post was Jack Ryan, formerly manager of AAT's Operation Division. Selection for the other position is still pending.



The Boeing 720, destined to be crashed by remote control in the Controlled Impact Demonstration, is shown here on one of its last manned flights. The CID is the culmination of years of aviation safety studies by FAA, NASA, and industry groups. One of the most important aspects of the test is to determine the effectiveness of antimisting kerosene in suppressing post-crash, fuel-fed fires. The plane itself was once owned by FAA but was turned over to NASA in 1981, and the FAA logo was replaced with the FAA/NASA CID logo. The demonstration, which was scheduled for November 10, was temporarily postponed.

New Radar Monitors Planes Off Soviet Coast

In order to maintain positive control of planes flying the North Pacific route, the agency is establishing a secondary radar facility on St. Paul Island in the Bering Sea. This facility will send a remote signal to the Anchorage Center where controllers will watch the progress of aircraft flying just off the Soviet Coast.

The operational readiness demonstration for the new facility is set for this month, and commissioning for December.

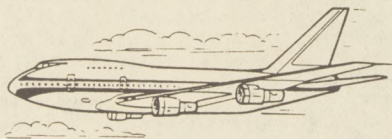
There is already a non-directional beacon, as well as distance measuring equipment on this far-north outpost. In addition, FAA is planning to install a VOR. This new navigation equipment in the region will help pilots definitely fix their position as they approach the U.S.S.R. mainland.

Survey (From Page 1)

supervisory skills; selection, award, and appraisal processes; and teamwork in FAA.

The report deals primarily with national trends and information about the FAA as a whole. However, some information is included on regional differences. With the report, employees will receive in-depth information about their own region or center. In January they will get information on their specific work groups or facilities, as long as the organization has at least 25 employees.

A followup survey is already being planned for 1986. In the meantime, several parts of the FAA will conduct their own interim evaluations to make sure employee concerns are being addressed.



New AWOS Operational

The agency's campaign to make weather observations immediately available to pilots took a concrete step forward November 1 when the first Automated Weather Observing System (AWOS) Level III was commissioned at the Preston-Glenn Airport, Lynchburg, Va. This new AWOS version was certificated by both the National Weather Service and FAA, permitting 121 and 135 type operations at the airport. It consists of meteorological sensors that provide pilots with information on wind, temperature, precipitation, cloud height, and visibility.

Pilots will be able to hear AWOS on various frequencies including VOR stations and ultimately on discrete communication frequencies. In addition, the information will be available for preflight planning via the telephone.

Some Old Jets Get Relief

Certain unmodified Boeing 707s and McDonnell Douglas DC-8s may keep flying on a limited basis after the end of the year, provided their owners have contracted for "hush kits" that will bring these aircraft into compliance with new noise rules that go into effect on January 1.

Congress recently passed legislation including a temporary exemption from the noise rules for qualifying operators flying into either the Miami or Bangor (Me.) airports. FAA has issued guidelines to implement the exemption process.

Under the guidelines, operators will have to put up a \$75,000 non-refundable deposit on a contract for each aircraft to be equipped with a hush kit. In cases where a hush kit is not available, the operator would have to put up 10 percent of the cost of a replacement aircraft that comply.

FAA said none of the exemptions will be extended beyond Dec. 31, 1985, except under exceptional circumstances.

FAAers Tee Up For Youth

With the kick-off of the Combined Federal Campaign recently, FAAers are being reminded to turn their energies and talents towards community service. But Doug Hatling and Ron Stowers, two air carrier operation inspectors at the flight standards district office in Milwaukee, need no urging to get involved.

They have found a way to combine fun and goodwill by organizing and hosting two golf tournaments and contributing the proceeds to the Milwaukee Boys' Club. Their 1983 effort garnered \$940 and this year's benefit netted \$1,340.

Hatling and Stowers say they plan to expand the tournament further next year and they expect to get more local FAAers out on the links to help with their cause.

In a laudatory letter to Secretary Dole, James N. Raffel, Associate Director of the Milwaukee Boys' Club, writes: "These two community-minded men have stepped forward to help raise funds. Their hard work has meant a great deal to the twelve youngsters who attended resident summer camp last year and the eighteen youngsters who attended camp this year ---."

Cabin Safety Stressed

Cabin safety will be the subject when government and industry get together at an FAA-sponsored seminar in Arlington, Va., Dec. 11-14. The Flight Safety Foundation will conduct the three-day meeting which will focus on the current status of aircraft cabin safety, the accomplishments to date, and what still needs to be done in this area.

Specific topics of discussion at the various seminars include inflight occupant protection, crash and fire protection, evacuation and survival, and economic and regulatory considerations. Administrator Engen is scheduled to open the meeting and set the tone for the subsequent discussions.

New Relocation Law Only Partly Implemented

The Office of Accounting tells us that many provisions of Public Law 98-151 on relocation allowances have not been implemented to date.

AAA notes that the portion of the law that concerns contract relocation services will be delayed while the department awaits further guidance and clarification from GSA. Implementation of this part of the law is not expected until late in 1985. The portion of the law concerning tax refund provisions will be covered by GSA in a future supplement to the Federal Travel Regulations. No date for this has been given as yet.

NAR Makes Suggestions

The National Airspace Review (NAR) has resulted in 848 recommendations so far, Administrator Engen told celebrators at the 50th anniversary of the Jeppesen Sanderson aviation mapping service. Engen went on to point out that "Of these, 125 have already been implemented," and he said, "another 133 will be implemented between now and the end of the year."

In his talk, the Administrator described NAR as being made up of "23 aviation organizations and 100 FAA employees working cooperatively for more than two years to make our practices and procedures as up-to-date as the technology we enjoy."

The next quarterly session of the Executive Steering Committee, EXCOM, will be held December 4. Studies to be reviewed include runway surface conditions and airport information services.



1985 Combined Federal Campaign

Headquarters News



Awards and Rewards

The following Headquarters employees received awards during the past week.

Special Achievement Awards Based on Sustained Superior Performance:

Rudolph Watkins and Mary McCain, APM; Barbara Foor, APT; Alice Payne and Marie Jordan, AVS; Theodore F. Page, Jr., AAP; and Norma Vanagas, AAA.

Special Achievement Awards Based on Special Acts or Services:

Donna Heironimus, AES; Jeanette Schunter and P. Douglas Hodgkins, APM; Thomas Hook, Pamela Snowden and Concetta Alvarez, APA; Harriet Smith, AFO; Robin Hall, Joyce Gillen, Walter Anderson, Richard Heironimus and Cecil Bradshaw, ALG.

QUALITY INCREASES:

Samuel Boone, AMS; Dixie Dean, AVS; Margaret Volk, AAP; and Rose Marra, APM.

Two Retire in October

The fall months are times of change and October saw two Headquarters FAAers retire from the agency for new pursuits. They are Robert C. Wainwright and Beaufort Bancroft, both of Air Traffic Service.

National Smoke-Out Day

The nurses in the Clinic remind FAAers that November 15 is National Smoke-Out Day. Says nurse Sam Hart, "The question for smokers is not whether to quit, but how. Ask us." To that end, the clinic offers literature, tapes, or help with will power. Stop by room 327 or call 426-3253.



SATO Replaced

The Scheduled Airline Ticket Office (SATO) will close the doors of its second floor office on November 14. SATO and the attendants who have served FAAers over the past six years are being replaced by the Gelco Travel Agency, which was selected by the General Services Administration.

The SATO workers FAAers have come to appreciate over the years are, fortunately, moving on to other jobs. Marsha Williams will be at the Fort Belvoir SATO, Fran Rubino will move to the Andrews AFB SATO, and Elaine Balducci has landed a spot with Northwest Airlines at Washington National.

FAA's Marathon Men



A number of FAA headquarters employees braved the loneliness of the long distance runner recently to compete in the 9th annual Marine Corps Marathon. The challenges of the grueling 26-mile test drew roughly 10,000 people.

The victorious FAA runners were recently honored by co-workers. Shown above from left to right, they are Dick Livingston, ARO, Arnie Schartz, APO, Joel Miltenberger, ADL, Gerry Lavey, APA (who ran the marathon in an impressive 3:31:17), Harvey Kaplan, AMS, and Jim Rodgers, API. All of them, and any others INTERCOM might have missed, have the respect and envy of us Sunday joggers.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

New Planes Coming for FAA Pilots

Agency pilots will be flying newer but fewer planes in a couple of years. The Department now has approved FAA's \$139 million Fleet Conversion Program.

Because of the added efficiency of the new planes, the size of the FAA fleet which, in the past, has been pared down from over 100 planes to 52, will be reduced to 47. Of these, 30 are being purchased during the current conversion program. The new turboprop and turbojet planes will re-



The planes being replaced in the Agency's Fleet Conversion Program include the Sabreliners, which are the core of the agency's flight inspection fleet.

place aging Sabreliners and Jet Commanders, which are the core of the current flight inspection fleet.

Besides increasing inspection and general efficiency, the conversion will save the government money (See page 2)

Large Airline Grounded for Violations

The Southern Region has revoked the operating certificate of Provincetown-Boston Airline, the largest regional carrier ever to be grounded by the agency.

The airline, which operates 108 airplanes in New England and south Florida, was cited for numerous counts of falsifying records relating to pilot proficiency checks, maintaining inadequate training programs, using

improper maintenance procedures, and numerous other unauthorized and illegal practices.

Following the FAA action on November 10, the air carrier's president and board chairman resigned, making way for new management. The agency now is working closely with the new management team in its effort to get the airline back in the air.

Survey History in "World"

As FAAers study the results of the employee attitude survey, they'll also want to pick up the November issue of FAA WORLD and read how the agency went about processing the survey results at the Civil Aeromedical Institute in Oklahoma City. The issue also has something for those already caught in the icy grip of winter. It's an article on "The Boys of Summer" who staffed the temporary tower at Martha's Vineyard this year. Friends of former Federal Air Surgeon Dr. Reighard will want to read his "exit" interview and perhaps the other features that deal with the Administrator's "Hotline," the Secretary of Transportation's annual awards ceremony, and the handling of air traffic at the summer Olympics.

New Planes (From Page 1)

by reducing fleet size, cutting program costs, avoiding recurrent maintenance costs on old planes, and conserving fuel.

Requests for technical proposals are to be distributed to aircraft manufacturers soon. After these are returned, bids will be solicited, and, in about 11 months, procurement contracts will be awarded.

Of the 30 off-the-shelf aircraft to be ordered, 27 are expected to be flight inspection aircraft. The other three, which have not yet been funded by Congress, will be for training and R & D missions. The flight inspection aircraft will include 19 light-twin turbojets or turboprops, two long range turbojets, five special mission turboprops, and one multi-purpose turboprop.

Court Finds for ATCSs

A Federal District Court in Pennsylvania has found air traffic control specialists at the Leesburg, Va., Flight Service Station and the Charlottesville, Va., Tower blameless in the fatal crash of a single-engine airplane in November, 1979.

The case involved a non-instrument rated pilot who lost control of his plane and crashed after flying into instrument weather conditions. The pilot's family brought suit against the agency, claiming that the FSS weather briefing was inadequate and misleading. However, the court found that any lack of detail in the briefing was due to the pilot's rushing and interrupting the briefer.

The plaintiffs also alleged negligent handling of the aircraft by the Charlottesville Tower. However, the court found that the controller's actions were proper and efficient and in no way contributed to the accident.

Finally, the court found that the pilot was negligent because he failed to promptly execute a 180-degree turn when he flew into instrument weather conditions.

Van Vuren to Retire

Associate Administrator for Air Traffic Raymond J. Van Vuren has announced that for reasons of health he will retire sometime after the first of the new year.

Van Vuren has occupied the top Air Traffic spot since 1980. He joined the agency in 1955 as a controller at Chicago Midway Tower. He was chief of several air traffic field facilities and two regional air traffic divisions before coming to Washington as Air Traffic Service's Deputy in 1979.

U. S. Courts Rule Against Fired Controllers

Controllers fired for participating in the August 1981 strike have lost two more court cases in their protracted legal battle to regain their old jobs.

In a major set back, the U.S. Supreme Court, without comment, denied the two remaining petitions for certiorari filed by fired strikers. The Supreme Court refused to review the decisions of the United States Court of Appeals for the Federal Circuit which had ruled that the Merit Systems Protection Board acted properly in affirming these removals.

In a separate action, the U.S. District Court for the Western District of Tennessee refused to grant a preliminary injunction which would have prohibited the Government from excluding strikers from consideration for positions as FAA air traffic controllers. For purposes of the preliminary injunction, the plaintiffs had argued that the President was without any authority to enforce more than a three year ban because the legislative history of the anti-strike law indicated Congress had intended to bar reemployment for a period of only three years. They cited language in an obsolete section of the Taft Hartley Act to Support their case.

However, the judge found their argument "fatally flawed." He held that the intent of Congress can best be determined through a "plain reading" of the current law, which places no time limit on the bar to reemployment. Plaintiffs also raised other arguments which were not addressed for purposes of denying the injunction. The Court will probably rule sometime within the next few weeks on the government's motion to dismiss the rest of this case.

ACE Goes Out to the Fair

Some enthusiastic FAAers in the Central Region recently spread the word about the agency through a time honored bit of Americana — the annual state fair. During August and September, 168 volunteers from facilities around the region helped set up, manage, and dismantle FAA exhibit booths at the Missouri, Kansas, Iowa, and Nebraska State Fairs.

The volunteers used the rare chance to go before such a large and varied audience to explain the role of the FAA and its programs, such as "Partners in Education" and "Aviation Education."

Among the attractions at the booths were: a flight simulator (a big hit according to reports); TV monitors showing videotapes of Aviation Oddities, Aviation: Yesterday and Today and Tomorrow, and Flying to the Olympics; a BRITE radar display, and the Aeronautical Center's "Vertigon" spatial disorientation simulator. The booths also dispensed plenty of Airway Science Program brochures and the ATC recruitment effort was publicized.

One couple attending the Kansas State Fair was reportedly very impressed with the FAA's showcase. Secretary Dole and Kansas Senator Robert Dole stopped by to visit with the 50 employees from the Wichita and Hutchinson facilities who were manning the booth.



Headquarters News



On Guard

When the uniformed security guards from Hill's Capitol Security first took up their places in the lobby following FOB-10A's rebirth as a "secure building," they were greeted by a few grumpy asides about the new ritual of presenting I.D. cards. Over the months, however, the guards have ingratiated themselves and become regular fixtures at FAA headquarters.



Four of DOT's finest: (from l. to r.) Neuhy Hall; Moses Taylor; Delgoda Tynes; and Robert Harper.

And Nat Mosby, Chief of Investigations and Physical Security for DOT, notes that the real proof of the pudding, security, has been improved since the guards came on the scene. Reports of stolen property and unauthorized people in the building are on the decline.

The guards serve on overlapping shifts so that the building is under their watchful eyes 24 hours a day. Five guards are on duty during the day, three manning the lobby while two patrol the halls. Four guards make up the night shift, one of whom is responsible for the garages. Together, these quiet guardians are making FOB-10A one of the safest and more secure government buildings in Washington.

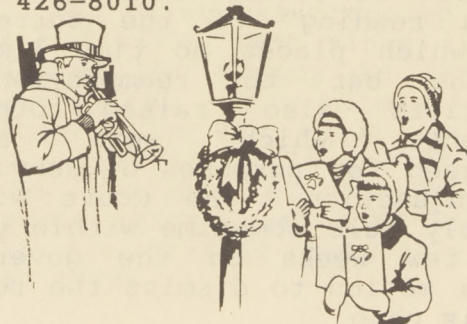
Fly Gelco

After SATO closed its operation on November 14, GELCO Travel Services of Rockville, Md., set up shop to begin providing headquarters employees with a wide array of travel services. GELCO was the winner of a competitive solicitation that was geared to place the Department into GSA's program of streamlining government travel services.

GELCO is offering FAA and the Department expanded services, including hotel reservations, detailed traveler itineraries, advance seat assignments and boarding passes, 24-hour emergency toll-free telephone service, and complete travel management reporting and billing information.

Fa-La-La-La-La-La-La-La!

Your mind may not yet have turned to thoughts of the Yuletide, but the folks who are planning to go caroling through the halls of FOB-10A want to get an early start on building a repertoire and tuning up their voices. To that end, some FAAers are planning a practice session for Friday, November 30, from noon to one in the second floor training center. All employees, in pitch and out, as well as any guitar players, are welcome. For more details, call Lauren Bakri at 426-8010.





U.S. Department
of Transportation
**Federal Aviation
Administration**

Headquarters Intercom

TCAS II Contracts Awarded

The FAA has awarded two contracts, each valued at \$5.5 million, for 16 Traffic Alert and Collision Avoidance Systems (TCAS II) that will be installed and tested in airline and FAA aircraft.

The contracts went to the Bendix Corporation, which will provide seven TCAS II units, and to the Dalmo Victor Division of Bell Aerospace/Textron, which will produce nine. FAA will receive two systems from each manufacturer with the remainder to be used in the airline evaluation program.

Under the program, Bendix will work with United Airlines while Dalmo Victor is teamed with Piedmont and Republic Airlines in order to establish industry-wide operational confidence in the new equipment.

TCAS II is intended to serve as a back-up to the air traffic control system by alerting pilots to potential midair collisions and telling them what evasive action they should take to avoid another aircraft.

The 16 units now under contract will provide only vertical collision avoidance instructions, but the FAA is continuing its work at the Technical Center to develop an enhanced version that will provide horizontal escape commands as well.



United 737s will be among the planes equipped with TCAS IIs during the test phase.

CID Rescheduled

The joint FAA-NASA Controlled Impact Demonstration (CID) at Edwards Air Force Base has been rescheduled for December 1. The new date was set after the planned November 10 mission had to be scrubbed because of a malfunction in the Boeing 720's remote control system.

The purpose of the test is to validate the effectiveness of anti-misting kerosene in suppressing post-crash fires and to collect data on a wide range of crashworthiness experiments.

Oldest Computer Sent To Final Resting Place

The agency has decommissioned its oldest IBM 9020A computer. Delivered to the Jacksonville Center in 1966, the computer served as a prototype for the present automated ATC system.

During its full life it performed in several capacities. After being replaced by a 9020D in 1977, it was moved to an adjacent building at the Center and became the Air Traffic Service's first central flow control computer.

It served in this capacity until December 1983, when it was replaced by an IBM 4341 at the FAA Technical Center. When this bigger, faster computer took over the flow control function, the old, faithful 9020A was relegated to a back-up role.

Last month, it was finally put out of commission for good. It now is being cannibalized for parts and in this way the pioneer 9020A will continue to serve the ATC system until all 9020s are replaced during the Advanced Automation Program.

Academy Speeds Up Controller Training

In order to meet the needs of the air traffic control system as quickly as possible, the en route portion of non-radar controller training at the FAA Academy is being stepped up. Next month the non-radar classroom program will go on a double shift, and in January the lab program will follow suit.

By putting non-radar en route training on the double shift, the total number of non-radar graduates is expected to be increased from about 90 to 120 per month.

Radar training at the Academy has been operating on a double shift since March 1982, and are graduating about 135 controllers each month.

New VOR Equipment Saving Money

The agency said it would save the taxpayers money when it contracted in September 1979 to replace 950 old vacuum-tube navigation aids with new solid state equipment—and it was right. Although 654 of the VOR, VOR-DME, and VORTAC systems have been replaced on schedule thus far, the savings are already apparent.

In addition to reducing maintenance costs by remotely adjusted and monitored equipment which reduces site visits, the new equipment also cuts electrical bills since it uses much less energy than the old vacuum tube technology. At the California site, where an energy conservation campaign was in progress, the new equipment was so economical that the electric company offered the FAA a special rebate for successful conservation.

The new nav aids are provided to FAA under contract with ITT Avionics and Northrup Wilcox, a joint venture.

B-737-300 Certificated

The Northwest Mountain Region has certificated the Boeing 737-300 after a flight test and inspection program that lasted a little over four years. In all, approximately 30,000 FAA staff hours were spent on the certification project. Over 350 hours were flown by FAA pilots for certification purposes.

Boeing has announced that it already has orders for 155 of the larger, faster, quieter, and more economical jet transports.

Exchange Program Helps Managers and Employees

As part of Secretary Dole's initiatives to improve opportunities for women, the department has renamed the Mobility Assignment Program the Professional Exchange Program. The program will help managers get the temporary assistance they need immediately and will give potential managers an opportunity to broaden their experience. Assignments may vary in length from 30 days to one year and may be located throughout DOT nationwide.

GS-11-14 employees interested in taking advantage of this program may submit applications between December 4, 1984, and January 11, 1985. Announcements providing details are available in personnel offices.

MTS Seeks New Home

The FAA is currently seeking competitive offers for a home for the Management Training School (MTS). Thirty-two bidders attended a pre-proposal conference held in September in Lawton. The organizations attending were from a wide variety of locations including Oregon, Oklahoma, Kansas, Illinois, North Dakota, Florida, and Michigan.

Cameron University, which has been the home of the Management Training School (MTS) for the past 13 years, has announced that they will not bid on another long-term FAA contract. "Severe overcrowding conditions on campus" was given as the principal reason.

However, Cameron informally agreed to extend the current agreement for one year after the September 1985 deadline.

Although offers for the new locations are due Jan. 15, 1985, the selections process will not be complete until next fall when the winner will be announced.

Agency Leases MLS

FAA has leased an off-the-shelf microwave landing system (MLS) from the Hazeltine Corp. to give pilots an early look at the new advanced precision approach aid that will start coming into general service at the nation's airports in 1986.

The MLS will be installed first at the Wall Street Heliport in New York City for a 120-day evaluation. Although that facility presently is closed for construction, the agency will be running special helicopter flights in the area to test signal patterns and procedures.

With the conclusion of that evaluation, FAA will relocate the equipment to the Richmond, Va., Richard E. Byrd International Airport. During this phase, the agency will loan out 20 to 30 MLS receivers in order to gain a broad cross section of user views.

The agency presently has more than 200 MLS units on order. Plans call for the installation of 1,250 such systems by the end of the century.

Ski Festival Scheduled

Registrations are now being accepted for the second annual Ski Festival to be hosted by the Denver ARTCC, scheduled for February 25 to March 1.

The \$265 fee covers virtually everything, including bus fare to and from the airport, luxury condos, parties, kitchen facilities, and ski lift tickets. Also available during the eventful holiday will be balloon rides, sleigh rides, hot springs, shopping, night clubbing, and even ski lessons.

To avoid the wait list, FAAers should send \$50 before December 15 and \$215 before January 15 to John Byrd, Denver ARTCC Ski Club Registration, 2211 17th Ave., Longmont, Colo. 80501.

Headquarters News



Got Any Suggestions?

Tom Hook, APA-430, got a pleasant surprise the other day when he attended a routine staff meeting and was informed by his boss that he had received an Employee Suggestion Award. Hook's winning suggestion was to have the Department ask consumers to send in return address labels with their requests for publications. Management agreed with Hook that this could save the government both time and money.

Hook and others whose suggestions have merit are presented with certificates and cash awards. So, if you have the glimmer of an idea that might prove cost-effective for the agency, work it into shape and write it out on an Employee Suggestion Evaluation (Form 3450-10) which you can pick up in the Labor Relations and Career Development office, room 514. Then, turn the form in to your supervisor who will evaluate the suggestion and pass it along to the Incentive Awards Coordinator. Good luck.

Career Planning Workshop

The Federal Women's Program Taskforce is sponsoring a Career Planning Workshop December 5 in conference rooms 9AB&C. The instructor, Don Schmidt, is an International Specialist in FAA. Years ago, he was ready for a career change and found there was no office in FAA that could assist in career counseling, so he researched and developed course material to help not only himself but also others. He also will have actual career plans to share. The time is 12:00 Noon

Barbers of FOB-10A

Although it might cost more than two bits, you can get a haircut right here in the building. A private concession, Hairmetrics and Glossy Nails, located on the second floor, has just renovated its space and has built its staff to six. This barbershop sextet offers a range of services including men's barbering, complete nail care, and full services for women's hairstyles. For appointments call 544-8236.

Awards and Rewards

The following Headquarters employees received awards during the past week.

Special Achievement Awards Based on Sustained Superior Performance:

Roger Riviere, AFO, Chester Lament and Raymond Schunter, APM;

Special Achievement Awards Based on Special Acts or Services:

Tina Amereihn and Randall Farewell, ALG; Roberta Brown, APT; Kathy Ponchock, APM, Cindy Zook, AHR-1; Jean Casciano, AFO; Clara Ullmann, API; Vicki Sherman Leemon, AGC;

Letters of Commendation:

Theodore Oliver, John Dupree, Malcolm Stephen, and Joyce Gillen, ALG; J. Aul and Cynthia Banks, APT;

Quality Increases:

Sylvan S. Karlin, APM; Sally Ryberg, ASF; Edmund C. Hutchinson, APT; Patricia Campbell, APP; Paul Hughes and John Siedsma, AAT; Mary Streat, ACR.



U.S. Department
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Headquarters Intercom

Attitude Survey Results Released

Most of you feel challenged by your jobs and are satisfied with your pay and job security. But you are not that positive about management's human relations skills, its basic concern for people and the way it handles organizational change.

That's essentially the conclusion of the employee attitude survey conducted by the agency this past summer. The results of that survey have just been released and a summary report was mailed to the homes of all 47,000 agency employees over Thanksgiving weekend.

Noting that almost 26,000 questionnaires were completed and returned in time to be included in the statistical analysis, Administrator Donald D. Engen thanked everyone who took the time "to let me know

what they are honestly thinking and feeling about their working conditions and how they feel the organization is operating." Transportation Secretary Dole reacted to the survey by promising to send panels of management experts to FAA field facilities to analyze and suggest improvements in human (See page 2)



Dr. William Collins of CAMI uses a pointer and a lighted overhead to explain both the methodology and the results of the survey to an auditorium audience of headquarters FAAers.

Photo by Dennis Hughes

Grounded Airline Airborne

Thanks to FAA inspectors who worked almost around-the-clock for two weeks, the Provincetown-Boston Airline (PBA) was partially recertificated Nov. 24. The Naples (Fla.)-based carrier lost its operating certi-

ificate in an emergency revocation action on Nov. 10 for a long list of violations, including charges of falsifying records.

To get PBA flying again on a limited basis and speed the return to work of its

1,500 employees, 22 inspectors from the Southern Region under team leader Charles Spiller worked through the weekend and even flew flight checks on Thanksgiving Day.

As a result of their efforts, 26

(See page 2)

Survey (From page 1)

relations. These experts will concentrate on concerns identified in the survey.

The survey, Engen said, "was an attempt to honestly and candidly look at the internal workings of the FAA. We wanted to identify where we must make improvements to become more effective and more responsive to fellow employees and users."

He said employees can be assured that changes will occur as a result of the survey. "I fully expect each manager and supervisor to use this information to address the situation in his or her part of the organization and look carefully at our progress."

Of the 62 general items in the questionnaire, 40 received positive responses from at least 50 percent of the workforce. Anything with less than 65 percent positive response was considered "in need of improvement."

Besides pay and job security, employees responded positively to the job performance expected of them and felt their jobs were clearly defined and that they had enough time to do them. Employee relationships also got high marks as did the technical and administrative competence of supervisors. Yet, the survey shows substantial room for improvement in the way supervisors deal with employees on a personal level.

Moreover, over half the respondents do not believe management is committed to improving human relations, and more than two-thirds see no change or little improvement in the agency's emphasis on managing people since the human relations program was started.

As for "burnout," the majority of controllers reported no problems in this area. Those reporting they had experienced "burnout" were more often found

Airline (From Page 1)

Cessna 402s of PBA's total fleet of 108 aircraft won operational approval and began flying on Nov. 25. At the same time, about 600 of the carriers' employees went back to work.

FAA inspectors then began working on the next step in the recertification process, which is flight approval for the carrier's remaining 28 Cessna 402s. The final phase will be the operational approval for PBA's transport category airplanes — YS-11s, DC-3s and Martin 404s.

PBA officials now say that they expect to have their entire fleet in service by the end of the year.

AFSS Sites Number 54

Elkins, W.V., and Elmira, N.Y., are the newest additions to the list of sites that have been picked for automated flight service stations (AFSS). This brings the grand total to 54, only seven short of the 61 sites scheduled to be selected by 1985.

Both the Elkins and the Elmira sites will be 1,000 square ft. structures built with local funds and leased to FAA for one dollar a year. So far, 39 communities have constructed AFSSs under this unique, cost-saving agreement.

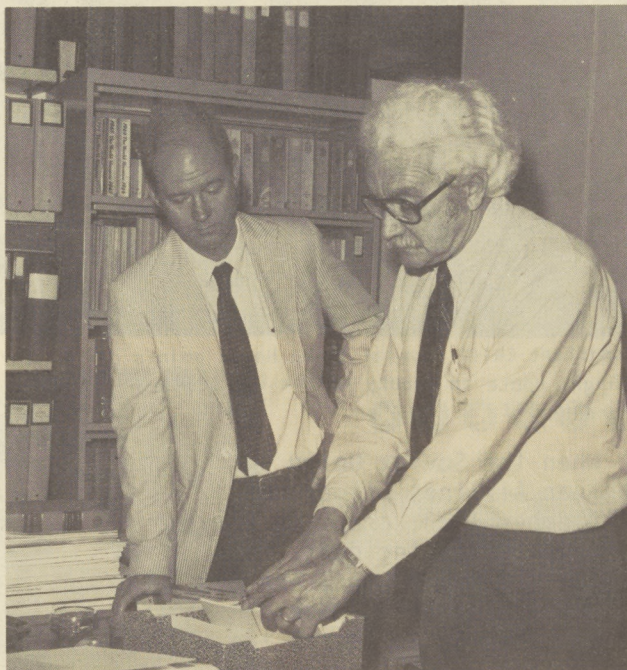
Of the seven sites yet to be announced, all but one in Puerto Rico are in some stage of negotiation.

in centers than in terminals or FSSs.

Administrator Engen said the agency also will undertake a thorough analysis of its strengths and weaknesses in an effort to find out why some programs and initiatives have been successful and others not.

SPECIAL JOBS FOR SPECIAL PEOPLE[★]

Headquarters Intercom



Ned Preston and Nick Komons look through the FAA history card file.

★ Tazewell "Ted" Ellett is the lesser known member of the team of Engen and Ellett that joined FAA last April after two years together at the National Transportation Safety Board.

As Special Counsel to the Administrator, Ellett serves as Engen's right hand man in a variety of areas. A lawyer by training, he advises the Administrator on legal as well as policy matters and maintains a close liaison with the agency's Chief Counsel.

He also functions as a kind of chief of staff, providing a communications link for FAA officials who report directly to the Administrator. In addition, he frequently serves as a liaison with the staffs of the Secretary of Transportation and Congressional committees.

★ FAA Historian Nick Komons and his assistant, Ned Preston, use both the new Wang Comuter and the old-fashioned card file to help them in chronicling the official history of FAA. Four volumes already have been published in the history series, and Komons and Preston currently are working on the fifth. Slated for publication next summer, it will cover the 1973-1980 period.

Komons, who has a Ph.D. in history, has directed the publication of all four volumes and wrote the first in the series himself. Called "Bonfires to Beacons," it traces the government's role in aviation from the Air Commerce Act of 1926 to the Civil Aeronautics Act of 1938.

Preston, also a Ph.D., joined the agency two years ago to work on the history project. He formerly taught history at Virginia Commonwealth University.



Special Counsel to the Administrator' E. Tazewell Ellett checks schedules with the Administrator's Secretary, Kathryn T. Rizzardi.



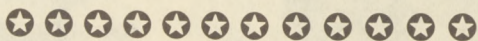


Jani Miller (seated) and Debbi Hartman

★ When the subject is aircraft delays, the experts are Jani Miller and Debbi Hartman of the National Airspace System Analysis Office.

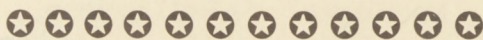
The two women are on the job shortly after 5 a.m. every weekday, pulling together facts and figures on the operation of the National Airspace System (NAS) during the previous 24 hours for the Administrator and his staff.

Communicating almost exclusively through computers, they collect data from 23 en route centers and 40 major airports and compile it into a succinct, easy-to-read report. Miller says that for the last 15 years, since she has been doing the job, the NAS report has been on the Administrator's desk by 8 a.m. almost every day. For the last ten years Hartman has been assisting her.



Intercom plans to feature headquarters FAAers with exceptionally interesting jobs on a regular basis.

If you know of other employees whose jobs warrant mention, please let us know. Call Peter Demchuk or Ted Maher on 426-8521.



Photos by DOT photographer
Bob Laughlin

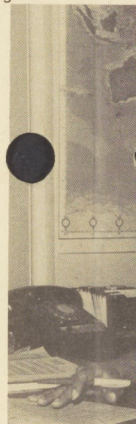


Assistant Chief Counsel Irene Howie points out KA 007's flight route to Deputy Administrator J. E. "Sandy" Murdock III.

When the Soviet Union shot down Korean Airlines Flight 007 in September 1983, creating a major international incident, FAA officials turned to Irene Howie for legal advice and counsel. At the time, she was acting as the Assistant Chief Counsel for International Affairs and her performance under fire helped to win her the job on a permanent basis.

Beginning the morning after the tragedy, Howie was involved in meetings on an almost around-the-clock basis as FAA and State Department officials developed the U.S. government's response to the Soviet's action. As a result of these meetings, the U.S. decided to seek condemnation of the action by the International Civil Aviation Organization and to push for binding international agreements against firing on civil aircraft. She later attended the ICAO meetings in Montreal on the subject as a member of the U.S. delegation.

A graduate of Pittsburgh Law School with an undergraduate degree also from Pittsburgh, Howie has been with FAA since 1979.

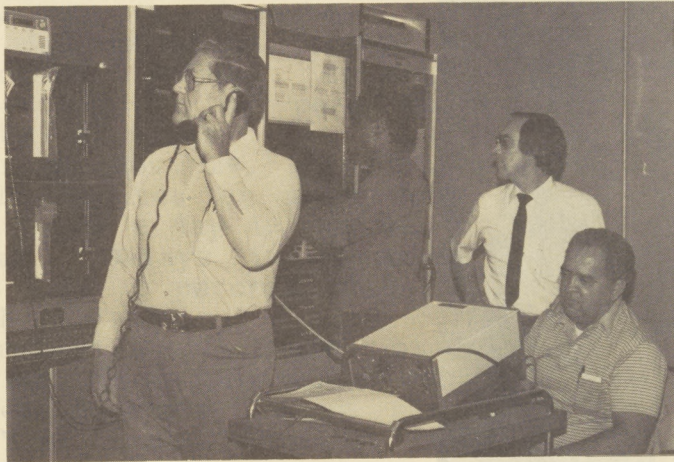


Irene E. Ho



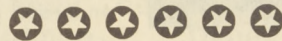
James Ot

Airway Facility Technicians on the job in FOB-10 are, from left, Wilbur Smith, Michael Chinn, Sector Manager Warren Morris, and Hector Alvarez.



★ Maintaining the headquarters communications equipment so essential to management is only part of what the FOB-10A Airway Facilities Sector does. These electronic technicians (ETs), who work out of their first floor office, also take care of the computers and weather display equipment in the 6th floor Central Flow Operations Room. In fact, according to ET Michael Chinn, the headquarters ETs have a greater variety of equipment to care for than the average field sector technicians.

He says that the headquarters ETs keep this equipment on line by concentrating on preventive maintenance.



E. Howie, Asst. Chief Counsel



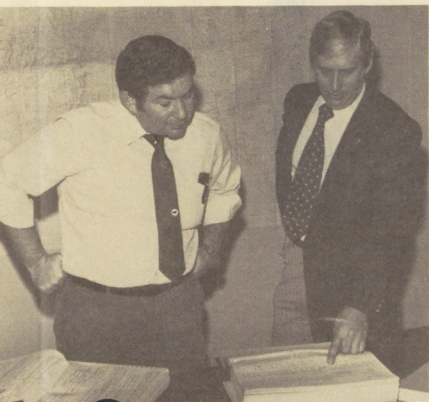
Airport's National Planning Divisions members are, from left, Larry Kiernan, George Bolduc, Manager James Mottley, and Harold Smetana.

★ Although no one has called him a "futurist" lately, that's really what James V. Mottley's job is all about. As manager of Airport's National Planning Division, Mottley and his staff spend much of their time assessing the country's future airport requirements.

A major product of that effort is due to go to the Congress by the end of the year. It's called the National Plan of Integrated

Airport Systems, and it spells out what we need to do in the United States to accommodate the projected growth of aviation over the next 10 years.

One of the most important aspects of the plan, Mottley points out, is that it establishes eligibility for funding under the Airport Improvement Program (AIP). Airports must be included in the plan to get AIP money.



... (left) and Manager Mottley go over airport data.





Airport manager Melton and Staff Assistant June Anderson confer.

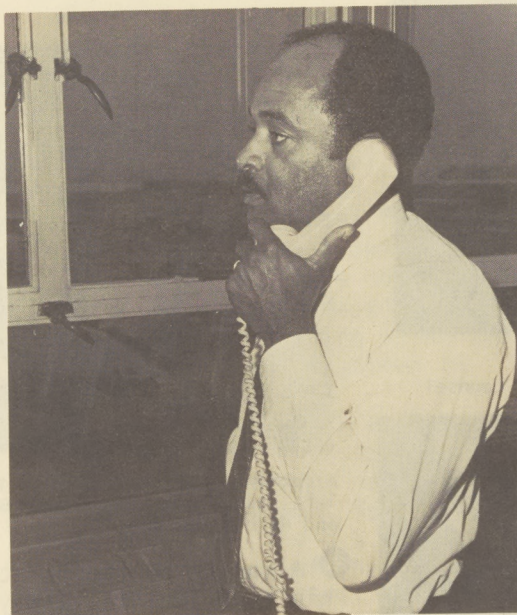
★ Anyone who saw any of the "Airport" movies knows that an airport manager's life is filled with glamour and excitement.

But FAA's Augustus A. ("Gus") Melton takes a somewhat different view. As manager of Washington National Airport, he concedes that the job has its high points but indicates that most of the time it's long hours and hard work.

In addition to directing the activities of the 175 FAAers who work at National, Melton has 40,000 airline travelers passing through the terminal building every day. He also must interact with the airport's neighbors.

And probably no airport manager in the country has more ground-side problems than Melton. Automobile traffic can be brutal and parking is always at a premium.

Still, thanks to Melton and his staff, the airport continues to provide convenient service to the Nation's Capital and its 40-year safety record is among the best in the U.S.



Washington National Airport Manager Augustus A. "Gus" Melton



November Delays Down

After hitting an all-time high in October, aircraft delays decreased in November following the implementation of new airline schedules that spread out operations during peak hours at six key airports.

Through Nov. 29, aircraft delays of 15 minutes or more were down from 1,600 a day in October to 753 a day. Delays in November also were down 19 percent from the same month in 1983.

Administrator Engen said the revised schedules, which went into effect November 1, at the three New York area airports, Atlanta, Denver, and Chicago were not the only reason for the improved record but noted "they certainly had a major influence." Other reasons he cited were the reduction in certain flow control restrictions unrelated to the new schedules and exceptional weather across the nation for most of the month.

Court Clears Controllers

The agency has won another court case involving charges of negligence by air traffic controllers in connection with a fatal air crash.

In a \$30 million lawsuit, the U. S. District Court of the Southern District of New York found that controllers at the Westchester County Airport had provided sufficient weather information to the pilot of a corporate Jetstar which crashed at White Plains, N.Y., on Feb. 11, 1981, and were not responsible for the accident.

The Court found that it was the pilot's negligence in severe turbulence and wind shear that was the principal cause of the accident in which the two-man crew and six corporate executives died.

ARSA Becomes Permanent

The agency now plans to establish the new airport radar service areas (ARSAs) at approximately 130 high to medium density airports. As a first step, FAA has issued notices of proposed rulemaking that would make ARSA permanent at the two airports where it was tested, Port Columbus, Ohio, International Airport and Austin, Texas, Robert Mueller Municipal Airport. Baltimore-Washington International Airport also will be assigned an ARSA.

Beginning next spring the now tested service area is slated to replace terminal radar service areas (TRSAs) at other airports.

The principal difference between the two areas is that pilots flying into an ARSA airport must maintain two-way radio contact with ATC, whereas establishing radio contact is voluntary in a TRSA.

AC Curbs Misfueling

In order to curb accidents resulting from misfueling gasoline aircraft with jet fuel, FAA has issued an advisory circular urging the use of special fuel tank adapters and fuel nozzles designed to prevent such mishaps. In addition, the agency has issued a final rule which allows pilots under most circumstances, to install the gas tank adapters themselves and not have to wait for a mechanic to do the job.

The adapter reduces the size of the tank opening so that the special jet fuel nozzles will not fit. FAA also is teaming up with various aviation organizations to stem the increase of these accidents. For example, as a result of the efforts of the General Aviation Manufacturers Association, manufacturers are already building planes with smaller fuel tank openings.

Headquarters News



FOB-10A Blows Hot'n Cold

It's that time of year when GSA is attempting to get the FOB-10A heating system working uniformly throughout the building, but they haven't been successful in all areas. If you want action on your temperature problem, call Ed Neff, FOB-10A Building Manager, 426-3340.

Christmas News

*The DOT Employees Recreation Association is sponsoring a Door Decoration Contest that will be judged in FOB-10A on Dec. 19. Anyone interested in competing should send an application to Dorothy Mason, RCC-10, in room 8201 of the Nassif Building. The bid should include your name, organization, routing symbol, room number, phone number.

*The Federal Aviation Club is sponsoring a bazaar on Dec. 6-7 in the Executive Training Center from 10 a.m. to 2 p.m. The club also invites all FAAers to their annual Christmas Party, also in the center, on Dec. 14.

*FAA Christmas caroling — meet in the lobby on Dec. 13, 2 p.m.

New Manager's Award

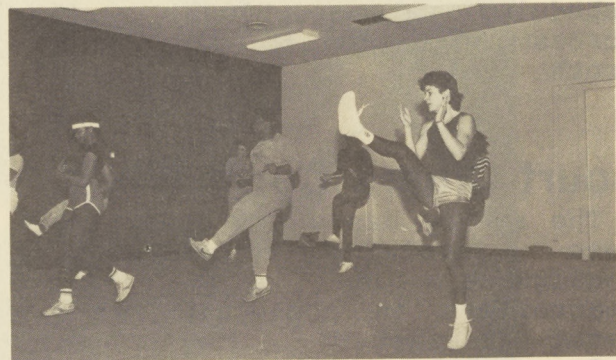
Secretary Dole has asked DOT employees to nominate managers and supervisors who have supported opportunities for women for a new award she created. To nominate someone, submit a memo of no more than one page describing how the person worked for women's opportunities in such areas as Initiatives Program, training, promotions, counseling, etc.

Nominations should be submitted by December 10 to Jenna Dorn via M-10. For details call Olivia Erikson at 426-3785.

FAAers Huff and Puff

Headquarters FAAers in increasing numbers are donning running shorts and leotards to spend their lunch hours in the old visitor's center on the first floor huffing and stretching their way into shape. It seems that John Osipchak, AAA, got word of a demand to start an aerobics program similar to the one offered by DOT. After enlisting the help of Debbie Weakly, AAA, and Jim Lank, APM, Osipchak pressed into service some volunteer instructors from around headquarters.

Both co-ed and all-women's classes are now being offered at various times. Check the schedule now posted in the lobby.



Instructor Sue Heyl, AAT-30, leads her aerobics class in a rousing session.

Photo by Dennis Hughes

Exchange Program

Employees at GS-11 through GS-14 who are interested in learning more about the Professional Exchange Program are invited to attend a briefing in the FAA Auditorium on Dec. 12 from 10 - 11 a.m. A task group of people who have completed assignments under the predecessor program (DOT Mobility Assignment Program) will discuss enrollment procedures, interview techniques, and ways to enhance assignments.

The number for Hairmetrics is 554-8236, not 544, as reported in last week's issue.



U.S. Department
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Administration**

Headquarters Intercom

First NAR Studies Finished on Time

The National Airspace Review (NAR) has now completed the 65 tasks that comprised the first phase which began three years ago. The last NAR phase I Executive Committee (EXCOM) meeting of FAA, industry, and the military



Members of the NAR staff commended at the recent EXCOM meeting are: (from left) Lt. Col. Mike Ball, Joe Stephens, Jim Clark, Bonnie Evans, Robert Morton, John Watterson, George Booth, and Program Manager Karl Trautmann.

was held December 4 in Washington. Now that the first phase is completed, Air Traffic's Special Projects Staff, AAT-30, is stepping down and turning over responsibility for guiding the review to the Office of Management Systems. The second phase will shift the focus from the present system to the future system in order to take maximum advantage of the new technology coming on line. (See page 2)

CID Produces Vast Data

Five years of planning for the "Controlled Impact Demonstration" came to an abrupt end at Edwards AFB at 9:23 (PST) on December 1 when a four-engine Boeing 720 was intentionally flown into the ground to collect data on various crashworthiness and fire safety experiments.

The remotely-controlled flight lasted a little over nine minutes, with the aircraft climbing to 2,300 feet before turning to begin its descent into a prepared impact area. The flight went flawlessly until the very end when NASA test pilot Fitzhugh Fulton reported some last second "oscillation" of the wings that altered the impact scenario.

Although the post-impact fire raised questions about antimisting kerosene (AMK), FAA's Jim Woodall of the Technical Center took an optimistic view. "We are very apt to learn more because the test didn't go exactly as expected than we would have otherwise," he said.

Woodall also emphasized that all of the data from the various crashworthiness experiments on board the airplane had been radioed to ground recorders and should prove immensely useful (See page 2)



Liberal Leave on Xmas

The Office of Personnel Management (OPM) has announced that Federal workers will not get a special holiday on the Monday before Christmas.

OPM Director Donald J. Devine said that since the daily Federal payroll is \$223 million, the extra day off did not seem "appropriate" in this era of budget constraints.

However, he did say that a liberal leave policy would be in effect on Christmas Eve. In addition, he said, "Supervisors may grant a few hours of leave without charge for a portion of the workday this Christmas Eve, December 24," and he added, "The amount of leave granted in this instance should be kept to no more than two to three hours."

In addition, this leave may only be granted if operational needs permit.

CID (From page 1)

in improving future aircraft design, structures and safety systems. He noted that the instrumentation in the 720 continued to transmit data for 10 minutes after impact.

Administrator Engen told a television interviewer that although the AMK had not performed exactly as anticipated, "I think the fire would have been greater had the fuel not contained AMK."

He said the agency would continue working on the draft of a notice of proposed rulemaking on the use of AMK. However, he indicated that its future was contingent on the findings of the FAA-led accident investigation into the post-crash fire.

A review of the films of the interior indicated that all seats and occupants remained in place, and the "impact" was judged to be survivable. Also, no cabin fire developed during the time of the photo recording.

NAR (From page 1)

At the final EXCOM meeting, both the Acting Deputy Administrator, J.E. "Sandy" Murdock, and representatives from industry commended the AAT-30 staff for its work on the extremely effective program. Under the direction of Karl Trautmann, the staff guided the program to a below-budget and ahead-of-schedule conclusion.

At the same meeting, 11 of the last 12 NAR studies were presented. The 12th is due to be finished before the end of the month. From the studies presented came an additional 172 recommendations to improve the aviation system.

This brings the total number of recommendations coming from the three-year review to 850. Of the 678 that have been examined and passed on by the Administrator,

over 500 are now either implemented or scheduled for immediate implementation. Only 24 were not adopted. The rest have not been acted on as yet.

One far-reaching recommendation recently implemented was the adoption of the Airport Radar Service Area, which is scheduled to be established at approximately 130 medium to high density airports in the near future.



PATCO Still Paying

What's left of PATCO is still paying for attempting to cripple the nation's air traffic control system after the August 1981 illegal strike. The latest blow to the now out-of-business union came when Washington's U.S. Bankruptcy Court awarded the Air Transport Association \$3.8 million from the PATCO strike fund for damages suffered by member air carriers. This court action brings to an end more than three years of litigation.

Oceanic ATC Automated

The agency recently awarded the first phase of a two-phase contract to Systems and Applied Sciences Corp. to design a system that automatically will provide controllers with flight data for aircraft flying in oceanic sectors. The Oceanic Display and Planning System (ODAPS) will automate the difficult and time-consuming manual method that now requires controllers to use flight strips and repeated voice communications.

The new system will feature visual displays of oceanic air traffic, automatic conflict probe functions, and an on-line communication interface with military and other adjacent oceanic tracking centers. The system also will save labor, time and fuel, as well as improve safety margins, and provide pilots with more course options.

The \$7.2 million contract's Phase I will cover a 13-month design period with the subsequent Phase II to provide ODAPS to the New York and Oakland ARTCC's and a support system to FAA Technical Center.

Merit Pay on the Way

Merit increases for all employees occupying GM positions will be paid in the December 18 paycheck. The increases will be retroactive to October 14. As directed by the Office of Personnel Management, performance-related awards for employees who have merited them under the Performance Management and Recognition Systems (PMRS) will not be paid until the second quarter of FY 85. The awards will be based on the performance appraisal for the period which ended June 30, 1984.

INTERCOM will provide updates from APT as the new PMRS unfolds.

Area Forums Abound

Think tanks forums are sprouting up all over the FAA world. One reason is because the FAA/industry "think tank," held in Washington last July, recommended that air traffic officials get together with users for local forums.

As a result, the first of these now has been held in the Miami/Jacksonville area. Besides representatives from user groups and the military, those attending included FAAers from major Florida towers; the Houston, Miami, Jacksonville, Atlanta, and Washington en route centers; the Southern Regional Office, and Washington headquarters.

During the three-day get together, the 50 attendees tackled problems such as traffic flow in the south Florida area, special use airspace, and navaid outages. Recommendations resulting from the discussions now are being acted on by the Southern Region Air Traffic Division and, where necessary, Washington headquarters.

Partially because of the success of the Miami meetings, "think tanks" now are planned for the Kansas City, Denver, New York, and Washington areas, with others to be announced.

Headquarters News



Awards and Rewards

During the past week the following Headquarters personnel received awards. They were:

Special Achievement Awards
Based on Sustained Superior Performance:

Hector Santa-Anna, David Custis, and Betty Russell, AVS; Thomas J. O'Malley and James Busbee, AAT; Mark Silvestri, AAA; Judith Bain, ADL;

Special Achievement Awards
Based on Special Acts or Services:

Louise Oertly, AFO; Maggie Smith, Marilyn Fobbs, Eileen Reeder, and Constance Smith, API;

Letters of Commendation:

Nina Large, APT; Dorothy Bailey, ALG; Joseph DeMeo and Valerio Hunt, AAP; John Williams, Bud Hyland, Bob Bernard, Leo Gumina, Carmine Primeggia, Clyde Miller, Carey Weigel, Lester Prosser, and Gene Jensen, APM;

Quality Increases:

Annie LeSesne, APA; James Norton, AAT; Patricia Jennison, AFO; Robert David, APP; Kathleen Ladika, AVS; Clarence Hankerson, David Briles, Violet Wimbush, Joan L. Troxel, and Peter Marraine, AMS; Gloria Douglas, APT; David W. Ford, AEE; Jeanne O'Leary, APO.

Former FAAer Dies

Retired FAAer James A. Burnett died on December 1 in Pensacola, Fla. Before coming to the agency, Burnett was a civilian employee at Tinker Air Force Base in Oklahoma. His first FAA post was at the Aeronautical Center. After transferring to headquarters, he worked in AMS developing national administrative equipment standards and he concluded his career in Airports with the airport grant program.

Training Opportunities

During the last fiscal year, the Labor Relations and Career Development Branch, APT-140, helped to provide over 3,600 training opportunities to headquarters employees. These opportunities included out-of-agency training, courses at FOB-10A, Academy courses, and training available through the Management Training School, just to name a few.

To assist headquarters supervisors and employees in identifying available training opportunities, APT-140 recently published a schedule of those courses which are arranged or conducted by the APT-140 staff at headquarters or in the area. Employees may review this schedule by contacting the training coordinator within their organization or by visiting the Labor Relations and Career Development Branch located in room 514.

Also, APT-140 keeps many local college and university catalogs, lists of training courses available from the Office of Personnel Management and other Federal agencies, and brochures of training conducted by private groups. If you have a training question, contact your training coordinator or call APT-140 at 426-8916.

Two Retire in November

Two Washington headquarters employees are taking their cue from the changing seasons and retiring from the agency in November. INTERCOM wishes Edgar Hall, AAT, and George J. Pour, AWS, all the best in their new pursuits.

U.S. Department
of TransportationFederal Aviation
Administration

Headquarters Intercom

Administrator Engen's Holiday Message

As we move into this special holiday season of 1984, I hope each one of us, regardless of our religious beliefs, will reflect on what it is that really makes this such a joyous, magical time.

I hope that we will each take a minute to remember that all persons, regardless of differences of national origin, race, color, religion, creed, sex, age, position, or other condition, enjoy, as fellow human beings, far more similarities than differences. It would certainly be wonderful if during this season we would each resolve for the future to treat our fellow workers with that concern and respect due. We all have one common bond which makes this possible—our FAA family.

Because of your hard work and loyalty, 1984 has been a very good year for the agency. And, again because of you, I look forward to an even greater year in 1985. I want to give each one of you my personal thanks for your efforts to make the FAA what it is—a dynamic agency providing service and safety to the air traveling U.S. public. Please accept Mrs. Engen's and my best wishes for a very merry holiday season and rewarding New Year for you and yours.

NATI Inspection Finds Most Airlines Comply

Last spring's National Air Transportation Inspection (NATI) of the nation's airlines found that the vast majority are complying with federal safety regulations, DOT announced last week. At the same time, DOT Secretary Dole, who ordered the "white glove" inspections last February, noted that over 1,000 FAA inspectors and back-up personnel involved did "a highly profes-

sional job of carrying out this unprecedented, comprehensive inspection effort." The Secretary then summed up the findings of the three-month inspection by observing, "We found that 95 percent of the carriers were in compliance with federal rules."

During Phase I of the safety effort, nearly 14,000 separate inspections were made on the nation's 327 air (See page 2)

Carriers (From page 1)

carriers. This included all 110 large airlines, as well as commuter, cargo, and charter operators. Although the majority of these were found to be in compliance, 43 were subjected to further inspections during Phase II.

As a result of these inspections, 16 air carriers were found to have serious deficiencies. Of these, three had their operating certificates suspended or revoked. Others voluntarily withdrew pilots from service for various periods while some grounded aircraft or surrendered operating certificates. One carrier had its operations specifications withdrawn and one had an aircraft airworthiness certificate suspended. However, all of the deficiencies found during this phase now have been corrected.

Also, as a result of the major inspection program, FAA is increasing its inspection force and instituting new training programs as well as other programs to improve inspector efficiency.

For instance, the agency is significantly upgrading its information procedures. A computerized system to relieve inspectors from spending time doing paper work chores is being developed. In addition, new guidance material and handbooks are being developed and new training courses are being organized.

Jones Is New Deputy

Richard H. Jones, a lawyer and former Eastern Airlines captain, was sworn in as FAA's Deputy Administrator by Administrator Engen on December 13. He replaces Acting Deputy Administrator J. E. "Sandy" Murdock, who returned to his old job as the agency's Chief Counsel.



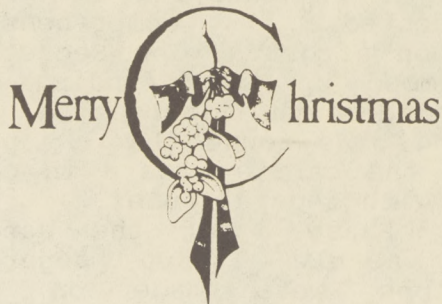
Richard H. Jones (left) is sworn in as FAA's Deputy Administrator by Administrator Engen. The ceremony took place at FAA headquarters on December 13.

Photo by DOT Photographer Bob Laughlin

While flying for Eastern during the past 25 years, Jones was active in the Air Line Pilots Association, and in 1969 was elected the organization's international secretary-treasurer. At the same time, he practiced law and was a member of the bar in both Washington, D.C., and Virginia. Besides devoting himself to these consuming pursuits, he was an adjunct professor at the University of California.

A graduate of the Virginia Polytechnical Institute, he earned his law degree at American University in Washington, D. C.

The father of three children, Jones lives in northern Virginia with his wife Anne.



Internat'l Plan Issued

The Office of International Aviation (AIA) recently unveiled its first International Aviation Strategic Plan, thus fulfilling one of FAA's ten major goals for 1984. The plan is essentially a compendium of current and anticipated international projects, but it also includes a discussion of the agency's international mission, goals, and policies.

All international activities in the plan are divided into five program areas: FAA activity in ICAO, airworthiness certification, assistance activities, cooperative agreements, and industry support. The architects of the plan designed it to be a working tool for FAAers at all levels of the agency. Steve Zaidman, manager of AIA's Planning and Analysis Division, notes that for the first time the agency has a document that lists the key people and offices working on particular programs. "It fills a real need for communication and coordination in the FAA's international projects," says Zaidman.

New Tower Planned

FAA's air traffic control system modernization program is taking another step in its climb towards completion, a 77-foot step to be exact. That's the height of a new control tower set to be constructed at the Lakefront Airport in New Orleans.

The tower will rest on a 3,600-square foot, single-story base building and it will be built with precast concrete and a structural steel cab. Site development now underway calls for electrical, mechanical, and irrigation systems, sidewalks, and a parking area. The construction time schedule is 270 calendar days.

More Moving Money

If you're an FAAer making a permanent change-of-station with an effective date of transfer on or after October 1, 1984, you are in for a little extra help with the costs of relocating. You will now be entitled to additional compensation for selling your old residence and buying a new one.

This change in entitlements, which will be published by the General Services Administration in Supplement 12 to the Federal Travel Regulations, increases the maximum reimbursable amount allowable from \$15,000 to \$15,525 for the sale of a residence at the old official station, and from \$7,500 to \$7,763 for the purchase of a residence at the new official station.

Any questions on this change may be directed to your servicing accounting office.

G A Survey Finds Planes up, Hours Down

The newly published edition of FAA's "General Aviation Activity and Avionics Survey" shows a slight increase in the size of the fleet in 1983 but a drop in the number of hours flown. At the end of 1983, there were 213,293 planes in the fleet, which was up from 209,779 in 1982. During the same period, hours flown dropped from 36.4 million in 1982 to 35.4 million in 1983.

The avionics survey indicated that this fleet is well equipped. In 1983, as much as 84 percent of the fleet was equipped with two-way VHF radios, 64 percent had 4096-code transponders, 56 percent had at least one component of an ILS, and 79 percent carried some form of electronic navigation equipment.

Headquarters News



The FA Club Lives!

The following missive, which echoes a well-known Christmastime letter, recently found its way into the INTERCOM's in-box. We think it rightly calls attention to an important headquarters group that needs to be brought back into the limelight.

Yes Virginia, there is an FA Club. Some FAAers mistakenly believe that, because we no longer operate the popular FA Club store, the club has shut down. But the store was only one part of the club's work, along with its travel, educational, athletic, and social functions. The FA Club sponsors trips, training programs, athletic events, and social programs such as the annual picnic, Christmas Bazaar, and Christmas party. (The revenue from the sales underwrites the social events.)

But who runs these programs? The person who has single-handedly coordinated the athletic program is Jim Link, APM. Mr. Link has built an athletic facility on the first floor that would make Arnold Schwarzenager envious. And all of the work was done on his own time. The annual picnic, Christmas Party, Christmas Bazaar, and the lobby sales are coordinated by Marie Mader, SES, who also puts in long hours after punching out.

Getting involved in the FA Club effort is a great opportunity for you to gain management experience. Please contact Marie (426-3269) or Jim (426-0570) and offer your help. Let's get the club back to its former glory. Yes Virginia, there is an FA Club, but it needs your skills and support to survive.

Santa Claus Visits FAA



Photo by Dennis Hughes

Administrator Engen gets a candy cane from Santa, who in real life is Bob Forsyth, FOB-10A cafeteria assistant manager. Engen joined hundreds of FAA employees at the special holiday lunch on December 13.

Controller Exam Open to Hq. FAAers

Would-be controllers, sharpen your no. 2 pencils: the air traffic controller exam is scheduled to be given again on a non-competitive basis for candidates in the predevelopmental program. This program is designed to give current Federal employees a unique chance to enter the ATC training program.

FAA employees in the Washington headquarters area who are under 29 years old, are at least GS-3s, and have at least three years of general experience or four years of college should apply for the program as soon as possible.

Those who pass with a score of 70 or better and pass FAA's second class medical exam may be selected for the predevelopmental program.

After completing this training, selectees will be scheduled to attend the regular controller training at the FAA Academy.

For additional information, contact Stuart Heironimus, APT, on 426-8007.



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Federal Aviation
Administration

Headquarters Intercom

FSS Automation Takes Giant Step

The Model 1 flight service station automation package, which will assign weather briefing and flight plan processing to computers, has now been delivered to the Technical Center for extensive testing. This package consists of two flight service data processing system (FSDPS) computers and enough equipment for three small-sized automated flight service stations (AFSS).

The entire package, which has already passed through initial design qualification tests at the factory, now will be subjected to another nine months of testing at the Tech Center. This shakedown is designed to make sure the system is ready for operational use.

While this testing is in progress, AFSS equipment will be delivered to the first of 37 stations in the field, in May at



The specialist has text and graphic displays before him at the AFSS model 2 position console.

Cleveland and Dayton, Ohio, and Bridgeport, Conn. During this period, FSDPS computers will be delivered to 12 other key en route centers. But first, one of
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Minority Business Program Has Banner Year

In fiscal year 1984 FAA's Minority Business Enterprise (MBE) Program logged its best performance since it was established in 1969. In all, over \$100 million worth of contracts were awarded to minority businesses. This was almost \$20 million over the goal of \$80.9 million set up in 1983.

According to Lucien Benjamin, Minority Business Enterprise

Development Officer, the 1984 record was achieved through the cooperation of all FAA regions, centers, and headquarters offices.

Benjamin reported that the dollar value of minority business contracts awarded by the agency has more than doubled during the last five years. In 1979, MBE contracts totalled less than \$41 million. (See page 2)

Interest on Deposits Charged in 1985

Previous INTERCOM articles have stated that no interest will be charged on outstanding military service credit deposits. However, because of recent legislation, interest now will be charged. If these deposits are not paid by Oct. 1, 1985, or two years after an employee comes under the Civil Service Retirement System, interest will be charged at the rate of 13 percent on the unpaid balance.

This rate will be effective until Jan. 1, 1986, when the new rate will be announced.

Also, interest on retirement fund credit deposits and redeposits will remain at three percent for many employees making other than military service credit deposits. However, those paying for service performed on or after Oct. 1, 1982, and those who applied for a refund of retirement money on this date now will pay 13 percent.

FSS (From page 1)

these computers, with an assortment of station equipment such as displays and keyboards, will be delivered to the FAA Academy for training.

When the automation equipment becomes operational, specialists will have a nationwide weather data base at their fingertips. Even more important, they will be able to call up weather reports for any specific area. Also, they will be able to enter flight plans directly into the system. The commissioning of the 37 Model-1 stations will be followed in about two years by the Model-2 system in all 61 AFSSs.

With this updated system, specialists will have weather maps and radar weather displays available to them at their individual positions.

Next Day Delivery Arranged Through DHL

If FAA business often requires you to have small packages delivered the next day, then your problems are solved.

The General Services Administration has signed a contract with DHL Airways that makes next day delivery at a reasonable cost a cinch.

As a result of this contract, the first pound can be sent anywhere in the U.S., including Alaska or Hawaii for \$3. The next pound is only \$1.45. And this is for desk-to-desk service.

The only catch is--of course there has to be a catch--that expedited service must be justified. The DHL service does not replace the U.S. postal service. It should not be used for letters unless it is extremely urgent that they be delivered before noon the next day.

In addition, there is a no-no list for DHL shipment that includes currency and money orders.

Shipments are made by using easy-to-use airbills which are available from logistics offices. For additional information, headquarters shippers should call Lillie Harris on 426-3377.

Minority Program (From page 1)

Contracts awarded under this program run the gamut from simple construction contracts to complex electronic systems such as the Automatic Weather Observation System (AWOS).

Other major contracts awarded under the MBE include the solid-state direction finder, the remote maintenance monitoring subprocessing system, various air traffic control tower constructions, and ARTCC expansions.

55th AFSS Site Picked

Gainesville, Fla., is the 55th and latest site to be picked for an Automated Flight Service Station (AFSS). The 10,000-square foot building at the Gainesville Regional Airport will be built with local funds and leased to FAA as is being done in 41 other communities. However, in most instances, the property is leased to FAA for \$1 a year. At Gainesville the renewable rental agreement is for \$55,600 annually.

There are now only six more sites to be selected. Of these, all but the Puerto Rico AFSS are in some stage of negotiation, evaluation, or selection.

Academy Holds Reunion

A group of 156 former FAA Academy instructors, some of whose tenures date back to the 1950s, returned to Oklahoma City October 5-6 for the First Annual Instructor Reunion.

The reunion's first order of business was a tour of the Academy's new and upgraded facilities, such as the Air Traffic, Flight Inspection and Radar Facility buildings, to emphasize how the Academy has improved in recent years. The Friday tour was followed by an impromptu happy hour that evening. Saturday's activities included a round of golf in the morning and a festive reception that evening.

For those interested in attending the 1985 reunion, which is already in the works, or for printed photos from this year's reception, write to Laurie Tester, 112 Chicksaw Lane, Yukon, Okla. 73099. (For photos, include a self-addressed, stamped business envelope.)

Teaming Up for Safety

Two Pennsylvania flight service station specialists recently teamed up with center controllers and airborne commuter pilots to help a disoriented VFR pilot find an airport under a cloudy October sky. The pilot radioed in to say he needed assistance but then wasn't heard from again.

Rather than waiting and hoping for another transmission, Jerome F. Bator and Robert Gordon of the Bradford, Pa., FSS, took matters into their own hands. When they got a call from a commuter plane in the area, they asked the pilots on board to relay their messages to the lost plane.

After a successful relay was set up, the specialists learned that the lost pilot was heading west, in and out of clouds, and all mixed up. At Bator's suggestion, the commuter pilot helped the confused airman to locate himself with his on-board navaid equipment. When this was only partially successful, Bator got in touch with the Cleveland Center.

The specialists and the commuter pilots then coached the lost airman until he "squawked" his identification on the transponder. That allowed the center to pinpoint the pilot's position and vector him to nearby Wellsville Airport, where he landed safely.

During the months of October and November, 161 flight assists were reported. Flight service stations were responsible for 56 of these while terminal facilities accounted for 68 and centers for 37. There were 131 persons on board the aircraft involved.

Headquarters News

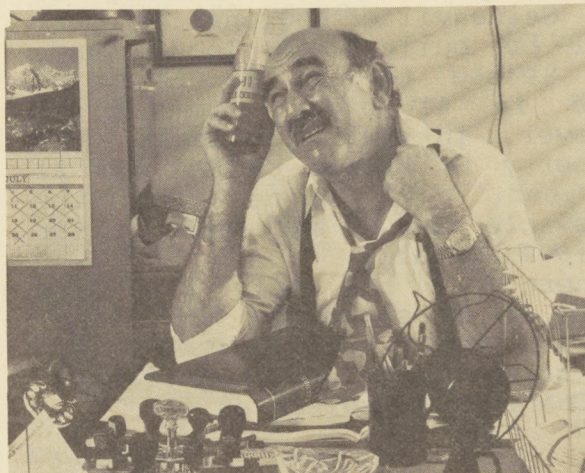


For Seymour Horowitz, the Play's the Thing

Most FAAers have hobbies like weekend piloting, carpentry, golf, and macrame. For Seymour Horowitz, an economist in the headquarters Systems Engineering Service (AES), it's the smell of the greasepaint and the click of the advertising photographers' camera. Ever since landing a part as a butler in San Diego's Old Globe Theater production of "The Man Who Came to Dinner," Horowitz's consuming interests outside of work have been stage and film acting and advertising modeling.

Horowitz came to the FAA in 1970 and while in AES has done cost-benefit analyses for projects like the ARTS II and MLS and has worked on airline delay studies.

But he also has made his mark on the Washington theater and modeling scene. In local venues like the Source and New Playwrights' Theater and many area dinner theaters, Horowitz has landed such plum roles as Zorba and Nathan Detroit from "Guys and Dolls." "I've played the range of characters from Brooklyn gangsters to Brooklyn cops," deadpans Horowitz.



Horowitz modeling for a June 1984 Washingtonian feature on pre-air conditioning days in Washington.

Since impressing a Washington advertising casting director, he also has been doing steady modeling work for everything from T-shirts to Santa Claus. And with the work for ad copy has come TV commercials, radio spots, and voice-overs.

Says Horowitz of his creative hobby, "I love it. It's a change of batteries from FAA; I think everybody should do something like this outside of work."

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Rita Lutz and Aubrey Ellis, AFO; Linda Boyer and Carolyn Clark, APA;

Special Achievement Awards Based on Special Acts or Services:

Helen Denise Peed, AES;

Letters of Commendation

Deborah Daniels, AAA;

Quality Increases

Anthony Garka, APM.

William Murphy Dies

William E. Murphy, known as "Spud" to his friends during his long tenure at FAA, died Dec. 7. Murphy began at CAA in 1946 as chief of the mailroom and retired 28 years later as Deputy Director of the old Office of Headquarters Operations. Murphy also held the positions of Chief of the Publishing and Graphics and Office Service Division.