



U.S. Department
of Transportation

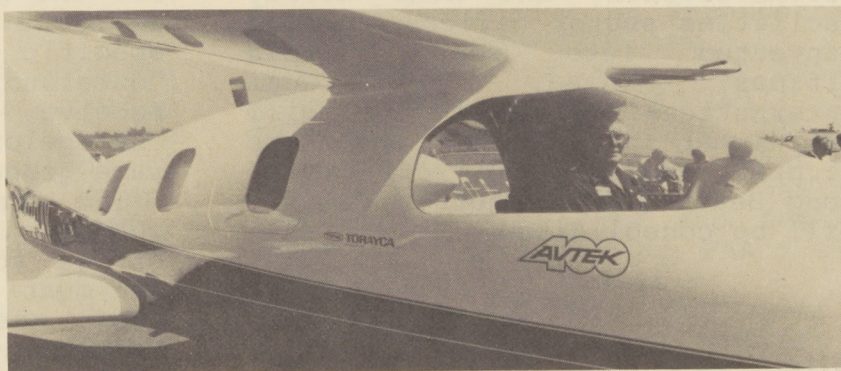
Federal Aviation
Administration

Headquarters Intercom

Retired FAA Pilot Tests Composite Plane

When the much-publicized, all-composite Avtek-400 made its proving and inaugural flights recently, former FAAer Dick Sliff was at the controls. Although he retired from the agency in 1974 as chief of the Western/Pacific Region's Aircraft Engineering Division, Sliff remains active in flying, taking on temporary jobs like the one with Avtek.

Proving out new airplanes is old hat to Sliff who was involved in the certification of



Former FAA pilot Richard Sliff sits at the controls of the Avtek-400. He flew the high performance aircraft on its inaugural flight.

numerous airline aircraft during his FAA career. They included the Boeing 707, 720, and 727 jets, as well as the Lockheed Electra turboprop.

Sliff was typically enthusiastic when describing the Avtek-400 to INTERCOM. "It's a very exciting plane to fly and handles exceptionally well," he (See page 2)

New "Orange Book" Published

FAA has told the Congress that it expects to commission 14 automated flight service station (AFSS) sites in the current fiscal year and a total of 46 over the next three years.

The new AFSS schedule is contained in a new report, detailing the agency's planned office and facility consolidation for the FY 1985-1987 period. The report updates one sent to Congress in Oct. 1983 for FY 1984-86. The documents are referred to collec-

tively as the "Orange Book" because of the hue of their covers.

Forty of the new AFSS sites will require consolidation of existing FSSs to provide staffing and other support services. Consequently, the agency plans to close down 33 locations over the three year period for this purpose.

Another 54 FSS facilities will be closed as a follow-on to the commissioning of (See page 2)

Orange Book (From page 1)

the Model-1 system at the AFSSs. That puts the three-year total at 87.

FAA estimates the savings that will begin to accrue after modernizing and consolidating these facilities will be over \$17 million annually.

In addition to detailing the FSS consolidation schedule, the updated Orange Book also notes that six airport traffic control towers, which are currently closed, are slated for decommissioning and nine airway facilities sector offices will be converted into sector field offices. Also, the Guam International Field Office will be moved to Tokyo and the aircraft certification offices at Long Beach and Hawthorne, Calif., will be consolidated.

Pilot (From page 1)

said. "All in all, it's a fun-to-fly, very responsive aircraft."

He pointed out that the design is revolutionary, and yet the configuration is similar to the first successful heavier-than-air aircraft, the Wright Flyer. Up front is a canard wing and elevator, and on the main wing in back are two pusher propellers.

The light twin executive aircraft is built principally of two Dupont plastic products, Kevlar and Nomex. The six-to-nine place plane is designed to whisk its passengers across the country at 400 miles per hour. The company is aiming at full certification of the plane by the spring of 1986.

When not testing new planes and new concepts in aviation, Sliff enjoys his retirement at his home in southern Maryland.

PMRS Plans Announced

The Office of Personnel and Training (APT) has unveiled an interim performance awards plan for FAAers covered by the new Performance Management and Recognition Systems (PMRS). The PMRS replaced the former merit pay system and covers agency managers and supervisors.

The proposed interim plan would provide performance awards for covered employees whose performance ratings were either "exceptional" or "outstanding" for the rating period which ended on June 30, 1984. Within a specific merit pay unit, "outstanding" employees would receive twice the award given "exceptional" employees at the same grade level.

The proposed plan has been submitted to Secretary Dole's office for preliminary approval. It must receive final approval from the Office of Personnel Management before the awards can be calculated and paid. APT expects approval to be granted sometime in early 1985.

Engen Honored

Administrator Engen has been picked by the readers of Professional Pilot magazine as one of the people who made the "most important contributions to aviation during 1984." The magazine took note of his efforts to complete the rebuilding of the Air Traffic Control System and implement the National Airspace System Plan. Other top vote getters in the poll of Professional Pilot's 36,000 readers, all aviation professionals, included Edward King, Chairman and CEO of King Radio; Allen Paulson, President and Chairman of Gulf Stream Aerospace; and Burt and Dick Rutan, who have built an airplane ("Voyager") designed to fly non-stop around the world without refueling.

ASF Launches Bulletin

On several recent occasions, Administrator Engen has encouraged FAAers to "tell our story" about the agency's expanding safety programs. Answering that call, the headquarters Office of Aviation Safety (ASF) will publish in January its first issue of a new quarterly on aviation safety entitled ASF Bulletin.

The new publication, which will complement an existing ASF statistical digest, will feature safety reports, news on congressional legislation and FAA rule-making, statistical highlights, and editorials.

The architects of ASF Bulletin are planning a wide distribution for it, including such disparate members of the aviation community as air carriers, aviation interest groups, military safety organizations, insurance companies, and Congressional offices.

The point of this broad audience explains William Smith, Deputy Manager of ASF's Safety Analysis Division, is "to promote widespread awareness of the level of safety in the system, which is important in creating a feedback loop so that safety improvements can be made."

Etgen Now AES Deputy

James R. Etgen, a 26-year veteran at the FAA, has been approved as Deputy Director of the Systems Engineering Service. A former Airway Facilities technician, Etgen began his career with the FAA as a radar technician at Wright Patterson AFB, Ohio, in 1958. Prior to his new appointment, Etgen served as the Manager of the International Assistance Division in the Office of International Aviation.

FAA to Unveil Forecast

FAA's resident forecasters are putting the finishing touches on their projections of aviation growth in the 1985-1996 fiscal year period and plan to unveil them next month at a one day meeting in Arlington, Va.

Billed as the agency's Tenth Annual Aviation Forecast Conference, the February 20 meeting will feature top speakers from government and industry, including Administrator Engen and Senator Mark Andrews of North Dakota, Chairman of the Senate Appropriations Subcommittee on Transportation and Related Agencies.

An overview of the "FAA Aviation Forecast 1985-96" will be provided by Harvey Safeer, Director of the Office of Aviation Policy and Plans. He will define the growth forecasts and detail how this will impact on FAA's air traffic control facilities.

Safeer notes that last year's forecast document was extremely accurate in its 1984 growth projections. For example, it foresaw a return to profitability for the airlines in 1984 and, indeed, the industry finished the year showing its first net profit since 1980. Also, the forecasts for operations at FAA facilities turned out to be within one or two percent of the actual figures.

However, Aviation Forecast Branch Manager Gene Mercer says the focus at this year's meeting will be on the long term projections rather than the short term forecasts. This is reflected in the conference theme, "Aviation in the Decade of the 1990s."

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:

Anthony Fazio and Patricia Cline, AEE; Kathy Hoover and Martin Lynn, AAT;

Special Achievement Awards Based on Special Acts or Services:

Tina Mallory, APA; Thomas Clabby, APM; David Gilliom, AFO; George T. Phillips, AAT;

Letters of Commendation:

Lisa Lund, APT;

Quality Increases:

Robert Heller, APT; Joyce Savoy, AVS; Patricia Reed, June Davis, and Mary Ann Guntow, AFO; Maria Harrison, George Brown, Donald Turnbull, James Jamitis, and Robert Jacobson, APM; Ward Keech, APO; Jimmy Fox and James Casey, AAT; David Smith, AEE.

Thomas HBCU Coordinator

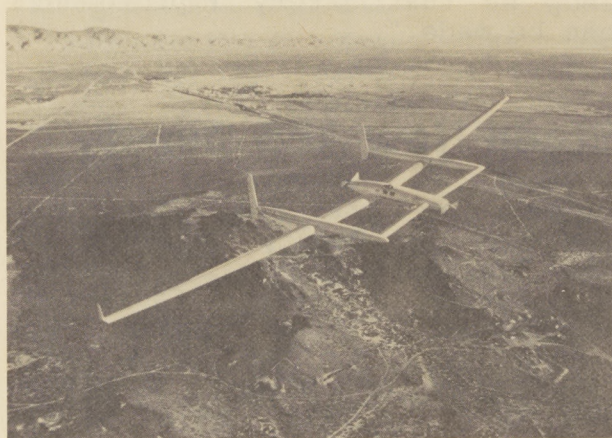
The Office of Civil Rights has appointed Dr. George Thomas as coordinator of the agency's Historically Black Colleges and Universities (HBCU) Program. In his new post, Thomas will oversee FAA efforts to implement the Presidentially mandated program designed to strengthen the capability of HBCUs to perform federally funded research projects.

Thomas' most recent position was that of Presidential Scholar-in-Residence with the National Association for Equal Opportunity in Higher Education. Before that, he was President of Voorhees College in Denmark, South Carolina. Thomas holds a Master's Degree from American University and a Doctor of Education degree from George Washington University.

NASM to Track "Voyager"

The Smithsonian's National Air and Space Museum is planning a mission control center for the first unrefueled, nonstop flight around the world scheduled to be made this fall by the Rutan Aircraft Company's composite-built "Voyager." The "Voyager" control center will be set up behind a glass wall in the museum's lobby so that visitors will be able to track the progress of the 25,000-mile flight and listen to radio transmissions. Control center staffers will relay weather forecasts to the flight crew and monitor their physical and psychological conditions over the course of the expected 14-day flight.

For those FAAers who would like to know more about this record-breaking journey, the "Voyager's" pilots, Richard Rutan and Jeana Yeager, will give a lecture in the museum's Langley Theater on February 14 at 7:30 p.m.



The "Voyager," with its 101-foot wingspan, creates a unique profile above the California desert on one of its early test flights.

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Headquarters Intercom

3.5 Percent Pay Hike In January 29 Pay Checks

The 3.5 percent pay raise which was approved by President Reagan in August will become effective with the third pay period in 1985. This means that the additional money will show up for most employees in checks distributed January 29.

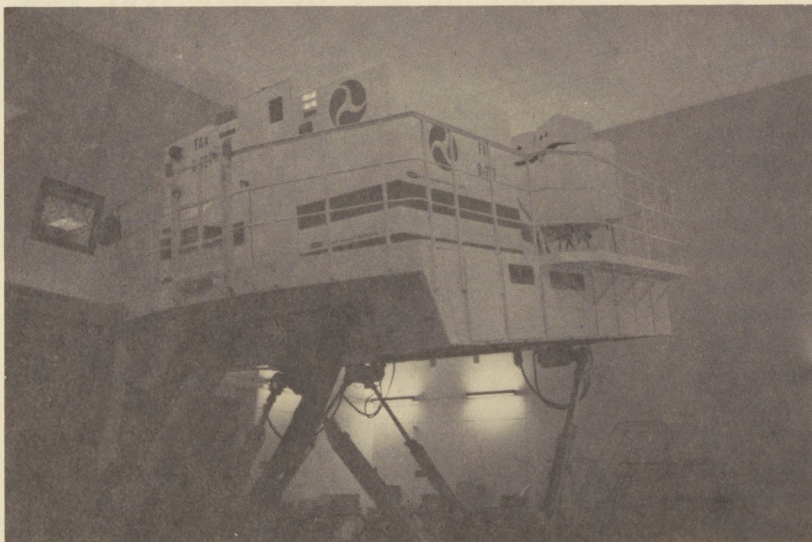
The raise will mean an additional \$16.50 gross pay in each pay period for a GS-4, step 1; \$28.50 for a GS-9, step 1; and \$48.50 for a GS-13, step 1. The previous Federal pay raise, also a 3.5 percent hike, became effective in January 1984.

Advanced Simulator On Line at Academy

The plane was at that critical point just after takeoff when the number three engine failed. As the pilot fought to avoid the buildings just below his path, he sweated for real because the FAA Academy's new simulator that he was "flying" was giving him a true to life experience.

Beginning in January, agency pilots training at the Aeronautical Center in Oklahoma City will be "flying" simulators like this one. The new \$8 million, Boeing 727-200 simulator is the first advanced equipment of this type to be used for training at the FAA facility.

During the first months of its operation, about 20 pilots a month are expected to be trained in the state-of-the-art, full-movement equipment, which was built by CAE Electronics, Ltd. of Montreal. It will be located in a new addition to the Academy's System Training Building. During this initial phase of operation, the simulator is expected to operate for about eight hours a day.



Agency pilots training at the FAA Academy will soon "fly" the Boeing 727-200 in a new advanced simulator.

Engen's Hotline Message

I want to give all FAA employees a status report on the Administrator's Hotline. I continue to believe that the Hotline is an important and valuable channel of communications between employees and top FAA management. I make it a practice to review the substance of each Hotline call, and I use the Hotline as a personal management tool. I pledge that your candor in using the Hotline will not result in any retribution. The number to call is FTS 472-2585 or 202-472-2585. Collect calls will be accepted and messages are not tape-recorded.

Donald D. Engen

Proposals Sought For Solid-State ASDE-3

Tower controllers will have a clearer all-weather picture of aircraft movements on taxiways and runways when a new generation of Airport Surface Detection Equipment (ASDE) begins coming on line in 1988.

Known as the ASDE-3, the solid-state equipment is designed to function with high reliability, particularly in precipitation. In addition, its solid-state construction means less maintenance with substantial savings in both time and money.

FAA issued a Request for Proposals for the ASDE-3 last month with a contract award targeted for September 1985. The agency plans to buy 30 systems with an option for 2 more and for 10 additional sensors for dual sensor locations. Deliveries will be in the 1988-1990 time frame.

Of the 30 systems, 12 will replace obsolete ASDE-2's that have been in service since the late 1950s. All of the remaining units will go to new sites except for one earmarked for the FAA Academy.

Administrator Announces Top Level Appointments

Administrator Engen has announced that Walter S. Luffsey, Associate Administrator for Aviation Standards, who began his FAA career as an air traffic controller, has been appointed Associate Administrator for Air Traffic. He replaces Raymond Van Vuren, who plans to retire.

Luffsey has had experience in all three air traffic options. His first position with the agency in 1957 was at the Norfolk, Va., combined center/station/tower. Next, he served as a supervisory controller at Atlantic City, which also was a combined facility. He then switched over to Research and Development, subsequently to Policy and International Aviation Affairs, and most recently to Aviation Standards.

In another top level switch, Anthony J. "Tony" Broderick, who was Luffsey's deputy, has been appointed Acting Associate Administrator for Aviation Standards.

The Administrator has also announced that Benjamin Demps, Director of the Aeronautical Center, will take over as Director of FAA's Europe, Africa, and Middle East Office when Philip Swatek retires this summer.

At that time, Garland P. Castleberry, Director of the Special Projects Staff, Office of the Administrator, will become the Aeronautical Center Director.

The Administrator also has announced that the assignment of Brooks Goldman as Associate Administrator for Administration will be made permanent.

Engen stressed that all the above appointments are subject to approval by the Secretary of Transportation and said he expected this approval in the next few weeks.

Weather at the Touch Of a Button

Sometime early this year, general aviation pilots at 24 U.S. cities will be able to tap into a computer network using ordinary touch-tone telephones and obtain basic weather information and forecasts.

A prototype of the new Interim Voice Response System (IVRS) has been on line in Washington, D.C., since 1978, with Columbus, Ohio, subsequently tapping in. The expanded IVRS network is a precursor to a system that FAA plans as part of the final automated flight service station program.

The agency is leasing the IVRS from Input Output Computer Services of Waltham, Mass. It uses computers located in 16 of the 24 cities, which means that some computers will serve more than one location. These computers are connected to central computers in Waltham, which in turn collect and store weather data supplied by the FAA's Weather Message Switching Center in Kansas City. When a pilot calls the local IVRS number and then punches in a three-letter airport identifier, he or she receives the pertinent information from the central computers in a digitized recorded voice message.

The IVRS will supply notification of severe weather watches, convective sigmets, transcribed weather en route broadcast route forecasts, hourly surface observations, terminal forecasts and winds and temperature aloft forecasts. However, FAA does not consider an IVRS call sufficient to provide the pilot with all the information required for a complete preflight weather briefing. The system is designed only to provide weather information with which a pilot can make a decision on whether or not to fly.

Budget Modernized



FAA Budget System Modernization team leaders who met in Gettysburg, Pa., October 19 are: (1st row) Bob Davis, Mike Motil, Linda Bishop, Carol Carmody, Pat Suenkonis, Kathy Marrs (OST), Jerry Franklin, and Mike Dundon; (2nd row) Bill Plissner, Milt Johnson, Bud Tilman, John Foundos, Bill Tomasetti, Ed Harris, Ed Godfrey, Jerry Doyle, Jim Bispo, and Irene Barnett; (3rd row) Chuck Cook, Mike Zywokarte, Cal Fields, Chuck Whitfield, Nick Stoer (OMB), Billy Riffe, Bob Lewis, Millard Bohler, and Charlie Kent.

Over one hundred FAA employees are taking part, on a voluntary, collateral-duty basis, in a major effort to modernize the agency's budget system. The comprehensive review, known as the Budget System Modernization Plan (BSMP), is being made to reduce substantially the manual workload and paper processing involved in preparing and administering FAA's annual operations budget.

In all, 26 key projects are involved in the revision which was approved by Administrator Engen in July. These projects currently are being worked on by various groups of employees, and many of them are expected to be finished by the end of next year. Typical of these ventures is the effort to update and automate the Call for Estimates.

Completion of the budget modernization is scheduled for the summer of 1987. Assuming overall responsibility for the review is Ruth Leverenz, Manager, Budget Modernization Staff, Office of Budget.

Headquarters News



Engen Gets Acquainted

Administrator Engen recently held four "get-acquainted" discussion sessions in the auditorium with employees from the AVS and ARP complexes, and AAT, ALG, AAA, APT, and AMS. This month he plans to meet with employees from the ADL complex and ALR (Jan. 28), AGC and APA (Jan. 30), and ADA, AAD, API, AIA, APO, ADA, ABU, and ACR (Jan. 31).

Exchange Program Deadline

The open period for enrollment in the Professional Exchange Program has been extended and applications will be accepted through Jan. 25, 1985. For information, contact Gloria Douglas on 426-3437.

Duane Thomas: Portrait of the Artist as an FAAer

Duane Thomas' nickname is "Spyder" and it seems that this Aviation Standards program manager could indeed use eight legs to keep up with his many pursuits, both in FAA and out. While Thomas is best known among his colleagues in headquarters as a talented graphic artist who designed the official AVS logo and who creates flyers, award certificates and cartoons for various occasions, he stays busy on many other fronts.

A brief litany of this latter-day renaissance man's achievements and interests would include training with the 1972 U.S. Olympic modern pentathlon team, drawing the official goat mascot for the Naval Academy, playing piano in several Annapolis clubs, volunteering as an algebra and art tutor at Hines Jr. High School, and, this past summer, helping his son, Eric, design and race a championship soap box car on an east coast circuit and at the nationals.

"But my first love is painting water fowl and woodcarving," says Thomas, who of late is producing in his



Thomas helps get his son, Eric, off to a good start at the Soap Box Nationals in Fort Wayne, Ind., where they won the best-looking car award.

home studio beautifully detailed decorative decoys that he hopes to be showing soon with the best artisans of the Chesapeake Bay.

A former Naval aviator, Thomas came to the agency in 1974 as a controller and moved on to flight inspection. Since coming to headquarters in 1979, Thomas has worked on such projects as the Microwave Landing System, flight inspection, and TERPS criteria development.



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Airlines Have Record Low Accident Rate In 1984

In 1984, airlines achieved a new record low total accident rate and the second lowest fatal accident rate ever, the National Transportation Safety Board says. Also, general aviation chalked up two safety "firsts," according to the Board's report.

Actually, 1984 was a fatality-free year on regular passenger-carrying airline flights. The single fatal airline accident was the crash of a Zantop Inter-

national Airlines cargo plane that killed three crew members and a lone, non-revenue passenger.

In all, the airlines had only 12 accidents for a rate of 0.22 accidents for every 100,000 scheduled departures. This was 47 percent lower than the 1983 rate and 20 percent below the previous lowest rate, recorded in 1980.

Although general aviation total and fatal accident

(See page 2)

Game Plan Set For Super Bowl And Inauguration

FAA has completed its game plans for handling the air traffic expected to be generated by the Super Bowl on the West Coast and the President's inauguration in the East, and has distributed the information to the aviation community through NOTAMS.

A special traffic management program has been set up to handle the traffic flow before and after the Miami/San Francisco championship



game in Stanford Stadium, Palo Alto, Calif. For VFR flights, special reporting points have been set up, and for IFR flights a reservation system has been established.

Additionally, the Western-Pacific Region has established a restricted area with a radius of 1-1/2 miles around the stadium and established procedures (See page 2)



This architect's rendition shows what the major activity towers planned for Dallas and Raleigh will look like. (See story on page 3)

Super Bowl (From page 1)

for handling special flights within ten miles of the field. These flights, which include sky diving, banner towing, blimps, hot air balloons, and helicopter operations, must be approved ahead of time by the Palo Alto Tower.

For the Presidential inauguration, special procedures are being set up at Baltimore/Washington and Washington Dulles Airports for departing flights only. Pilots will be required to get departure release times from the Washington Center at least an hour-and-a-half before their planned departure. These procedures do not apply to Washington National, which already has a reservation system under the high density rule.

Secretary Cites FAAers

Five FAA managers from Washington and far-flung FAA offices were among the 11 DOT employees recently presented the Special Secretarial Award by Secretary Dole for their persistent and successful efforts to provide employment and development opportunities for women.

The FAAers selected for the award were: Robert L. Goodrich, Director, Aviation Standards National Field Office in Oklahoma City; David J. Kohn, Manager, Seattle FSS; Peggy L. Smith, Manager of Airway Facilities' Program Support Branch, Alaskan Region; Frederick Osgood, Acting Manager of the Information Resources Management Program Office in Management Systems; and Curtis P. Hathaway, Manager of the Materiel Management Branch in the Southern Region's Logistics Division.

The awards were presented at a dinner celebrating the success of the Secretary's 10-Point Initiatives Program.

Record Low (From page 1)

rates were down only slightly, safety records were established in 1984. For the first time on record, there were less than 3,000 total accidents and less than 1,000 fatalities.

For commuter airlines, the rate for total accidents was virtually unchanged. However, the number of fatal accidents, six, was substantially higher than 1983's record low rate, although it was still the second lowest in a decade.

DOT Issues CAB Guide

With the demise out of the Civil Aeronautics Board, the Department of Transportation has issued a handbook entitled "DOT Guide to CAB Sunset." The 65-page mini-volume lists those functions transferred to DOT and identifies the offices administering those functions.

The functions now being handled by DOT include international aviation responsibilities; the Essential Air Service Program, which guarantees service to small communities; consumer protection for airline passengers; antitrust review and immunity authority; and certification of the economic fitness of air carriers.

The guide notes that the new DOT Office of Community and Consumer Affairs will handle consumer complaints regarding such problems as lost baggage, passengers bumped from flights because of over booking, smoking on airline aircraft, unfair or deceptive practices, and refunds. The telephone number is (202) 755-2220.

Consumers who have complaints or inquiries about safety should continue to contact FAA's Community and Consumer Liason Division, Office of Public Affairs, on (202) 426-1960.

New Towers Planned

FAA has approved the construction of eight new airport traffic control towers, including four replacement towers and four at airports that presently have no tower. The replacement towers include two major activity facilities—Dallas (Love Field), Texas; and Raleigh, N.C., with the other two at Burbank, Calif., and Macon Ga. The newly established facilities will be constructed at Dillingham, Ark., San Luis Obispo, Calif., Prescott, Ariz., and Fort Pierce, Fla.

NPRM Asks For Updated Flight Data Recorders

The agency has issued a proposed rule that would require more sophisticated flight data recorders on large passenger jets type certificated before Sept. 30, 1969.

The proposal, which would apply primarily to Boeing 727s and 737s and McDonnell Douglas DC-9s, would require the replacement of older type foil recorders with six-parameter digital recorders within two years of the effective date of the final regulation. These recorders would have to be upgraded to 11 parameters within seven years.

The digital recorders are more accurate than the foil recorders and the data can be analyzed easily and quickly after an accident or incident.

The proposal also would require newly manufactured aircraft built under a type certificate issued before the 1969 date to be equipped with 17 parameter digital recorders within two years.

In addition, it would require certain small commuter jets and turboprops to be equipped with cockpit voice recorders.

Controllers "Step In" For Unconscious Pilot

The worst thing imaginable had just happened to two passengers in a single-engine light plane near Kansas City. Their pilot was taken ill and had lost consciousness and neither of them knew how to fly.

Fortunately, they did know how to use the radio and got off a "Mayday" call to controllers in the Kansas City Tower. It was picked up by Peter Wilkinson, who immediately alerted two pilots on the staff, Phillip Withrow and Michael Laboi.

Their initial calls to the aircraft went unanswered but contact finally was made after one of the passengers again radioed, "Help me...Help me."

With a radio link to the distressed aircraft, the two controllers began the job of calming the passengers and giving them a quick lesson in piloting techniques and procedures.

Laboi, who was on the radio, then told them just to steer the plane like a car. Although the controllers could not get the passengers to fly a specific course, they did teach them to keep the wings level.

The FAAers monitored the transponder-equipped plane on their ARTS radar and cautioned the new "student pilots" whenever the ground speed varied significantly.

Withrow and Laboi also contacted another aircraft flying in the area so it could provide support during the planned landing. They were vectoring the aircraft to the vicinity of the distressed plane when its pilot regained consciousness and landed safely at Kansas City International Airport.



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Large Fines Proposed For Airline Violations

As a consequence of irregularities uncovered during last spring's National Air Transportation Inspections (NATI), the Northwest Mountain Region has proposed one of the largest civil penalties ever levied by FAA. The proposed \$600,775 fine is against Alaska Airlines for allegedly violating regulations requiring pilots and other flight crew members to undergo ground training for dealing with emergencies and handling hazardous materials. While the airline was subject to higher penalties, the Northwest Mountain Regional Counsel, Daniel Peterson, accepted a compromise offer.

In another action, the agency is seeking \$375,000 in civil penalties from American Airlines for using a plastic pulley rather than the required aluminum one on a DC-10 aircraft. The use of the faulty part was discovered during an investigation that occurred after a slat fell off the right wing of an American jumbo-jet during a landing at Fort Worth on September 14.

The largest fine previously collected from an airline by FAA was the \$400,000 paid "under protest" by American Airlines for maintenance violations uncovered during the investigation of the Chicago DC-10 accident.



Airport Surface Detection Equipment, especially requested by Administrator Engen, is now operational in the Anchorage Tower, shown above in an artist's rendering. (see the story on page 2)

Engen to Give Awards

Administrator Engen will present 19 FAAers with the Eighth Annual Administrator's Equal Employment Opportunity Award for Excellence in a headquarters auditorium ceremony on Jan. 24 at 2:00 p.m.

The selection panel for the award had representatives from many facets of the FAA workforce, covering headquarters and the regions, the offices of Personnel and Training and Civil Rights, and included minority and women employees. Forty-six nominations were submitted. The recipients of the award are:

George W. Burnette, (See page 2)

EEO Awards (From page 1)

Personnel Staffing Specialist, Clement H. Monge, Hispanic Program Manager and Clarence E. Newbern, Air Traffic Manager, Southern Region; Walter S. Luffsey, Acting Associate Administrator for Air Traffic and Charles J. Hoch, Manager, Safety Analysis Division, Washington Headquarters; Barry S. Brayer, Supervisory General Engineer, Airway Facilities Division, H. C. McClure, Director, Martha F. Thomas, Administrative Officer, John J. Faletti, Manager, Establishment Branch, Western-Pacific Region; Linda K. Dimon, Equal Employment Specialist and William F. Sykes, Air Traffic Control Specialist, Central Region; John P. McCumiskey, Manager, Word Processing Branch and Rosetta Francis-Robinson, Equal Employment Specialist, Alaskan Region; Vernon H. Drewa, Jr., Manager, Dallas SFO II, Southwest Region; ✓ Shirley L. Peterson, Computer Systems Analyst, Jimmie K. Simpson, Jr., Supervisor, Technical Center; Kathleen J. Ziemer, Manager, Program Planning and Evaluation, Great Lakes Region; Leonard Hopkins, Air Traffic Control Specialists, and Henry L. Lewis, Manager, Field Office, AFSFO, Eastern Region.

Harris Now ATR-1

Ed Harris, who only recently became Acting Director of Management Systems, has now been selected as Acting Director of the Air Traffic Plans and Requirement Service (ATR).

Harris is well suited for the ATR-1 position since he began his agency career as a controller at the Norfolk, Va., Combined Station/Tower, and since has held such responsible positions as Deputy Chief, Minneapolis ARTCC, and Chief, Los Angeles ARTCC.

ASDE Ordered by Engen In Place at Anchorage

The Airport Surface Detection Equipment (ASDE), ordered for Anchorage International Airport by Administrator Engen, has now been commissioned. The interim system was sent to Anchorage ahead of schedule at Engen's request to improve ground surveillance there. During his tenure on the National Transportation Safety Board, he headed a team investigating an accident at Anchorage and concluded that an ASDE was needed to cope with frequent fog conditions there.

The state-of-the-art system, built by Cardion Electronics, will enable controllers to see through even the heaviest fog. Before being installed at Anchorage, it was located at the FAA Technical Center.

New Radar Coverage Comes to Caribbean

The Southern Region's plan to extend radar coverage into the Caribbean took a significant step forward recently when a new secondary radar on Grand Turk Island, southeast of the Bahamas, was commissioned. Data from this facility is being transmitted to the Miami ARTCC for display on radar screens there.

A second radar, currently being installed at Nassau, will fill the gap between Miami and Grand Turk. This facility is a joint venture of FAA and the Bahamian government.

According to the agreement, FAA will loan certain equipment and provide technical and administrative assistance in exchange for the right to relay radar data to Miami. The new radar is expected to be completed by the end of the year.

Second CD-2 Delivered

The agency's program to replace long-range radar common digitizers with new generation dual channel equipment has taken another step forward. The second CD-2A field delivery has been made to the long-range radar facility at London, Ohio, where it is undergoing preliminary operational tests. The first system to be delivered to the field was installed at Indianapolis.

The third unit is scheduled to be delivered this month to Detroit, Mich., and two more are expected to be delivered to Cleveland and Marietta, Ga., in February. A total of seven units have already been delivered to the Aeronautical and Tech Centers for training and maintenance support.

The CD-2, like the common digitizers it replaces, converts primary and secondary radar returns into digital language that can be transmitted easily over telephone lines for processing by air traffic control computers.

The updated equipment features dual channels, which means the system will continue to function even if one channel fails or is shut down for maintenance.

Both the Indianapolis and London systems are expected to be commissioned by April after they are thoroughly integrated into the radar systems. All 127 units, covered by the contract with Eaton Corp., are scheduled to be delivered to field facilities by March 1987.

Soundproofing Grant Awarded

FAA has given the Massachusetts Port Authority \$1.7 million to soundproof 14 Boston schools that lie in highly noise-impacted areas around the city's Logan Airport. The grant, which was awarded after a previous grant on a smaller scale proved very successful, will provide the schools with windows that are designed to reduce noise levels by 20 percent. This is the largest grant in the history of the FAA's soundproofing program.

That history began with the passage of the Aviation Safety and Noise Abatement Act of 1979, which authorized the FAA to issue grants for noise programs that comply with the Act. The Act was implemented under FAR Part 150, which establishes a voluntary program whereby airports and local governmental bodies may cooperatively develop programs to abate aircraft noise impacts and also may modify programs that were established before the legislation was enacted.

GAMA Issues Rule

Because of their interest in safety, the General Aviation Manufacturers Association (GAMA) has come up with their own rule to prevent possible injury to occupants of general aviation aircraft.

Beginning January 1, all aircraft manufactured by GAMA members will have shoulder harnesses on all forward-facing seats as standard equipment. This industry-made regulation is slightly more stringent than the FAA rule, which requires shoulder harnesses only for the front seats of GA aircraft.

GAMA also reports that they are launching an educational program which will encourage occupants to use the shoulder harnesses.



Headquarters News



Computer Center Opens

FAA headquarters certainly isn't immune to the personal computer revolution now radically changing the face of the American workplace. From AAA to APM, employees are trying to figure out how to acquire and use these small but increasingly powerful machines.

That's where the new FAA Microcomputer Support Center, which opened its doors on December 10, comes in. The Center, a part of the Data Systems Management Division of AMS, is designed to help headquarters FAAers select the system best suited to their needs, within the framework of FAA standards for microcomputers, and how to use it most efficiently.

The Center gives technical support to new and infrequent users, as well as those who are old hands with micros. Its resources include: a library of books and periodicals on micros, as well as its own newsletter; a collection of popular software, including diskettes and tutorials; micros of various brands to use and compare; and access to agency standards and regulations for microcomputer hardware and software.

The Center was developed by an 8(a) contractor, Kendrick and Co., and is staffed by two of its employees, Darrell Boyd and John Cheng. It is located in room 637A and is open from 8:30 a.m. to 5:00 p.m., Monday through Friday. Stop by or call 426-3510 to set up an appointment.

Says Art Dahmer, an FAA computer analyst who oversees the facility, "The Center is open and all are welcome. We're here to serve."

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Avalon Bergheim and Denise Miller, AVS; Nancye Turner, APT; Patricia S. Graham and James W. Myers, AAT;

Special Achievement Awards Based on Special Acts or Services:

Patricia Jennison and Ellen Pennino, AFO; Jennifer Howard and Yvette Butler, APT; Jackie Washington, AVS; Paul Plein, Algie Guy, Margo Kaestner, ALG;

Letters of Commendation:

Nancy Blagg Kalinowski, APT; Rick Richardson, API; Wrensey Gill, APP; Jim Bassett, AAT; Judy Leach, ARO; Alan Martin, AGC; Tina Mallory, APA; Brenda Howard, AEE; Phyllis Duncan, AFO;

Quality Increases:

Gerrie Cappello, APT; Jackie Washington, AVS; Mary Jo Knouff, APA; Charlene Brown, APO.

Nuptials Create Carpool

A novel means of easing highway traffic was implemented last week with the merger of two FAAers into a single carpool. Linda Boyer, a visual information specialist in Public Affairs, was married to Paul Galis, Director of Airport Planning and Programming. We wish them all the best.

Four Retire in December

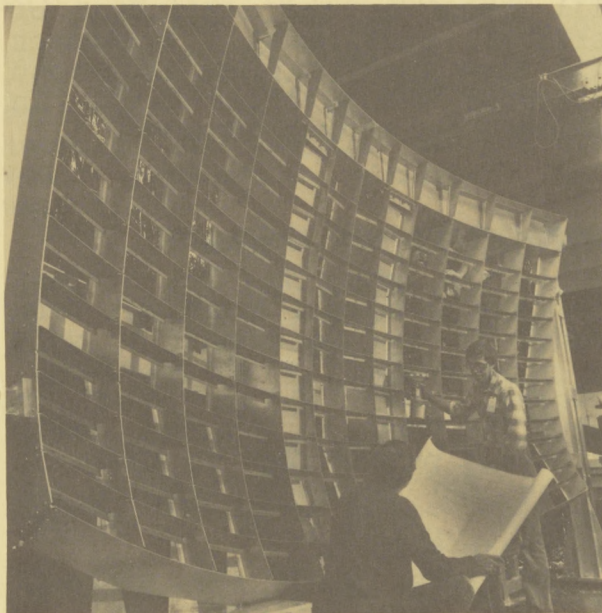
Four headquarters FAAers celebrated more than the holidays last month. For George Cline, AES, Sidney S. Robinson, AIA, Livio M. Ferraro, ALG, and Robert H. Orr, AAT, December meant the beginning of new pursuits after retirement from the FAA.



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Moving from design to production, Westinghouse technicians put the finishing touches on the first ASR-9 Airport Surveillance Radar antenna. This antenna now has been moved to the company test range. FAA's program manager, Carmine Primeggia, reports the program is on schedule and the first of the updated radars is expected to be delivered to Huntsville, Ala., for testing in March 1986.

New HRM Organization Approved by DOT

Secretary Dole has formally approved the new Human Resource Management (HRM) organization established by Administrator Engen as part of his "people first" concept.

The Secretary's action gives permanence to the HRM structure, which has been operating on a provisional basis for several months, and allows it to move ahead with its various programs.

Heading the new organization is Charles E. "Gene" Weithoner with the title of Associate Administrator for Human Resource Management (AHR-1). He will have four offices reporting to him, including two new entities: the Office of Human Resource Planning and Evaluation (AHP) and the Office of Organizational Effectiveness (AOE). The other two offices are (See page 2)

Immunity Promised for Minor Infractions

Associate Administrator for Air Traffic Walter S. Luffsey will soon issue a directive prescribing immunity from punitive actions for minor infractions of standards detected by computer-based quality assurance systems.

In a letter to Regional Directors, division chiefs, and all Air Traffic facilities, Luffsey said, "Unfortunately, the use of

electronic detection of separation standard infringements has created a disturbing concern in controllers and pilots alike. Both groups are concerned that the electronic detection of these minor infractions will be used primarily as a basis for punitive actions against individuals rather than for system improvement. This (See page 2)

Aircraft Thefts Down

For the fifth year in a row, the number and total value of aircraft stolen during 1984 showed a significant drop, although thefts of avionics and equipment rose again. According to the International Aviation Theft Bureau, there were 112 stolen aircraft valued at \$14.7 million during the year. This was 69 fewer thefts than reported in 1983.

On the other hand, there were 267 reported avionics and equipment thefts, which was up 39 percent from the 1983 figure.

HRM (From page 1)

Personnel and Technical Training (APT) and Labor and Employee Relations (ALR).

The interim directors of these offices, selected by Weithoner, are: AHP—Alan Armstrong, previously Acting Manager of APT's Personnel Programs Division; APT—Edward V. Curran, formerly Director, Office of Labor Relations; AOE—Howard R. Richardson, who has been Acting Director of Personnel and Training; and ALR—Joseph W. Noonan, who moves up from the Deputy Director's post in the old Labor Relations office.

Other interim appointments in the new organization are: Charlie Collier, Special Assistant, APT-1, to Special Assistant, AHR-1; Don Rock, Director, Office of Personnel and Training to Special Project Officer; Cindy Zook, Human Resource Specialist to Organizational Consultant; and Lionel Driscoll, Manager, Personnel Management Operations Division to Manager of the HRM Division, reporting directly to Weithoner.

PWC Convention Set

Although it seems only yesterday that female controllers were getting together to establish the Professional Women Controllers, Inc. (PWC), the group is now holding its seventh annual convention. The gathering will be held in Denver's Park Suite Hotel May 2 through 5.

Besides getting together for social events, the members, who include both males and females, will focus on the attainment of personal excellence. Attendees will have opportunities to attend workshops and practice skills in teamwork and communications.

Immunity (From page 1)

is not the intent nor has it been the case in actual practice, even though it may be viewed as such in some cases. I am convinced, however, that action must be taken to try to correct these erroneous perceptions so that all of us can actively support and benefit from our quality assurance efforts.

"Therefore, with the approval of the Administrator and in coordination with the Associate Administrator for Aviation Standards, I will issue a directive very shortly declaring a moratorium on punitive or enforcement actions in computer-detected cases of less serious infractions of the standards. Aviation Standards will initiate a similar approach to computer-detected pilot deviations....

"These actions should be understood as a policy to stress awareness and training in lieu of punitive actions. We want to clearly indicate that quality assurance is directed at system improvement, not individual retribution."

Controller Gives Flight Lessons

Memphis Center controller James Curlin recently took on the role of flight instructor when a VFR pilot, en route from Liberal, Kansas, to Harrison, Arkansas, radioed the center that he had lost his bearings in marginal VFR weather.

Since the plane's transponder was not working, Curlin told the pilot to tune in the Harrison VOR to find his location. Although the disoriented flyer told Curlin that he knew how to use the VOR equipment, he kept confusing headings and radials, making his VOR readings erratic and unreliable.

After repeated attempts to get a proper fix, Curlin told the pilot to use his directional gyro and, finally, the cockpit's compass to get oriented.

Meanwhile, another Memphis Center controller, Billy Reeves, was coordinating with the tower at Harrison, where an unidentified plane was showing on radar. With this hook-up, Curlin was able to get a fix on the plane, which was 200 miles south of where the pilot thought it was, and assign VFR headings. Using these headings, the pilot landed safely at Harrison, an hour-and-a-half after his first contact with Curlin.

This flight assist was one of 103 reported in December. Flight service stations were responsible for 37 of these assists while terminal facilities accounted for 43, and centers for 23. There were 292 people on the aircraft involved.

Jones High on Helicopters

Like just about everybody else, FAA's new Deputy Administrator, Richard Jones, admits he was premature in judging the impact helicopters would have on air transportation.

Thirty years ago, he told the Helicopter Association International's annual meeting in New Orleans, "I would have bet that we would have been flying helicopters between New York and Washington, D.C., in the 60's and 70's."

"But," he added, "only now, after three decades, are the economies of scale and the technology available that could make this a reality."

During his brisk and well-received January 19 dinner speech, Jones discussed the main objectives of the agency's Rotorcraft Master Plan, which is aimed at helping helicopters realize their true potential over the next 20 years. These objectives include helping to provide both VFR and IFR heliports in major metropolitan areas; seeing that concerns about helicopter flight in the future IFR system are represented in the National Airspace System Plan and National Airspace Review; and fostering public acceptance of helicopters and lessening their environmental impact.

Jones also presented the agency's Distinguished Service Award to helicopter pilots Kenneth Sondrol and Marco Gordon, who made a successful autorotation landing in the Gulf of Mexico after their Sikorsky S-76 experienced simultaneous engine and electrical system failure. They were credited with saving the lives of another crew member and ten passengers.



Headquarters News



FAAers to Teach at Hine

The adoption of Hine Jr. High School in Southeast Washington, D.C., by FAA headquarters recently moved into high gear when five FAAers began regular tutoring sessions at the school.

The tutors are working through the FAA's three adopted "home rooms" in science, math, and English. Helping students with science are Melvin T. Cooper, AWS-340, and Augustus Melton, AMA-100. Math is being handled by Bob Barton, ARO-1, and Charlie Baker, APM-130. And Jo Officer, APT-230, Judy Street, AMS-410, and Rita Freeman, AMS-320, are taking responsibility for English.

The tutoring sessions have been well-received and student participation is on the rise. With this growing interest, more volunteers are needed. So, if you're interested, contact John Hanks, APA-8, on 426-3485.

A Lunch for the Birds

FAAers partaking of lunch on January 23 were treated to an avian air show when a bird, obviously out of his element, began flying great circles inside the FOB-10A cafeteria.

Most observers could not identify the bird. However, a group of noontime diners from AAT's Quality Assurance Division said that it was a small black-bird. Noting that it missed the salad bar completely, Tom O'Malley of the Evaluation Branch insisted the feathery flyer was on a terrain avoidance mission. Branch Manager John Amatetti explained that his group was studying the flight characteristics of the fast-flying bird.

Most of the diners, however, simply viewed the winged intruder as a pleasant diversion.

Awards and Rewards

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

Special Achievement Awards Based on Sustained Superior Performance:

Duane Neiner, APM; and Jean Neely, AGC;

Quality Increases:

Linda Miller and Hilda Thompson, ADA.

Also receiving awards from Metropolitan Washington Airports were:

Special Achievement Award Based on Sustained Superior Performance:

James L. Russ, AMA;

Letters of Commendation:

George T. McConnell, Jr., AMA;

Quality Increases:

Nancy T. Castle, AMA.

L. Elizabeth Moore Dies

L. Elizabeth Moore, an auditor who came to the FAA in 1965 and who finished her career in DOT's Inspector General's Office, died on January 21. Ms. Moore retired in April 1982. Sympathy cards may be sent to her mother, Mona Moore, Route 1, Box 86, Delco, N.C. 28436.

Blood Mobile Coming

The Bloodmobile will make a scheduled stop at FAA headquarters on February 6, from 9 a.m. to 3 p.m. in conference rooms 5ABC.

Nurse Sam Hart also reminds that the FAA Clinic is offering regular diabetes and glaucoma screenings. Call 426-3253 for an appointment.



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Engen Reacts To Indictments

Saying that he was "deeply concerned" about fraud indictments against four Eastern Region employees, Administrator Donald D. Engen nevertheless reiterated his feeling that FAA employees are among the most dedicated and professional in the Federal Government.

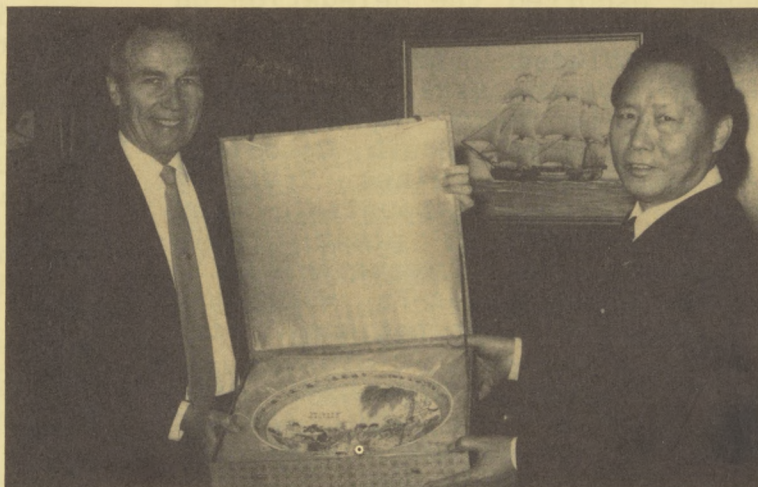
"All of us cannot help but be upset and saddened by these allegations. At the same time all of us know that the FAA is comprised of tens of thousands of talented and sincere individuals who continue to do their jobs day in and day out to further the cause of aviation safety."

The agency will not make any official comment on the charges because the case is under litigation. The U.S. Attorney's Office in Brooklyn, N.Y., announced the indictments of three individuals Jan. 30, and said a fourth had pleaded guilty in Brooklyn federal court to charges.

FAA Hosts Chinese Aviation Study Group

A 12-member delegation of high level political and aviation officials from the People's Republic of China (PRC) began its tour of the FAA and the U.S. air transportation system with a January 24 morning meeting with Administrator Engen and the regional directors. The delegation, whose American tour ended on February 3, had previously visited Yugoslavia, France, and Great Britain, and plans to visit Japan before returning to Beijing.

The central purpose of the visiting delegation, headed by Deputy Secretary General Wu Qingtong of the State Council, is to develop recommendations for achieving greater efficiency in the PRC national aviation system. (See Page 2)



Wu Qingtong, leader of the Chinese delegation, presents Administrator Engen and the agency with a reproduction of a Ming Dynasty bowl. Photo by DOT photographer Bob Laughlin.

Chinese (From page 1)



In a nice display of diplomatic reciprocity, Administrator Engen presents Wu Qingtong and the Chinese government with a silver bowl carrying an inscription from the FAA.

Photo by DOT photographer Bob Laughlin.

The delegation, composed of both senior civil and military aviation officials, focused on common civil/military air traffic control and joint civil/military airport use. The delegation received extensive briefings on air traffic control, airports, aviation safety, accident investigation, and the NAS Plan.

After its three-day visit to FAA headquarters, Associate Administrator for Policy and International Aviation Donald Segner escorted the delegation on a comprehensive fact-finding trip that included: the New York TRACON; Oceanna Naval Air Station in Virginia Beach; Myrtle Beach Air Force Base, South Carolina; the American Airlines Training Center; McDonnell-Douglas' Long Beach, California, plant; FAA's Southwest and Western-Pacific Regions; and Dallas-Ft. Worth and Los Angeles International Airports.

The Chinese government soon will reciprocate by hosting Administrator Engen when he travels to China in May.

1984 Flight Assist Figures Issued

FAA's air traffic control specialists not only provided more life-saving flight assists last year than they did in 1983, they made each one count for more.

According to Air Traffic's Quality Assurance Division, controllers and flight service station specialists helped 1,069 aircraft in trouble in 1984, which was up six percent from the previous year's figure of 1,005. But the number of people on those air-planes was up 20 percent, from 2,323 to 2,852 last year.

Terminal facilities were responsible for 467 assists, or 43.7 percent of the total. Flight service stations handled 404 assists and en route centers the remaining 198.

Air Quality Study Set

FAA has awarded a \$498,000 contract to the National Academy of Science to study air quality in airline passenger cabins. The Congressionally mandated study will be conducted by the Academy's National Research Council's Committee on Airline Cabin Air Quality.

During the 14-month study, the committee will examine on-board environmental conditions and contamination levels of various substances, including tobacco smoke. It also will determine the amount and quality of fresh air in cabins and the levels of humidity and pressurization.

Additionally, the contract calls for an investigation of the adequacy of current preflight and inflight health and safety instructions for passengers.

The final report is due in April 1986, and will include recommendations for changes in legislation, regulations and practices, if applicable.

ICAO Announces Montreal Opening

If an assignment in Montreal with an international agency sounds inviting, you may want to take a look at the International Civil Aviation Organization's (ICAO) vacancy notice No. 84/55/DIR. The position is for Director of the Technical Assistance Bureau at ICAO's Montreal headquarters.

The bureau is responsible for technical assistance on many of ICAO's civil aviation programs, including funding, procurement, travel and telecommunications services, policy evaluation, and the award of fellowships. The initial appointment for candidates outside of ICAO will be on a fixed-term, non-career basis of three to five years.

FAAers applying for the job will have return rights with the agency. The base pay of the position is \$39,407 (without dependents) or \$43,052 (with dependents).

Any FAAers with managerial experience in directing and planning civil aviation services who would like more information on this post should contact Steve Zaidman, AIA-100, on (FTS) 426-3230.

FAA To Sponsor 2nd Aviation Essay Contest

The FAA, in cooperation with the Air Traffic Control Association and the National Aeronautic Association, has launched its second annual National Aviation Education Essay Contest.

The competition is open to U.S. students in grades four through twelve. The deadline for submissions is March 15 and entries should be sent to FAA Regional Aviation Education coordinators. The competition is open to the children of FAAers.

The subject of this year's contest is: "The Importance of Airports to Your Community."

Entries will be judged on three levels: grades 4-6; 7-9; and 10-12. State winners will be selected and will compete with those from other states for regional honors. Three national winners will then be chosen with cash awards, supplied by the Air Traffic Control Association and the National Aeronautic Association, going to the winner of each grade category.

Avionics Data Base Now Available

FAA technicians and airmen of all sorts now have a single source of information concerning avionics. The Office of Aviation Policy and Plans has issued a compendium of this equipment from some 61 manufacturers. This marks the first time that up-to-date avionics data, including specifications, prices, and technical standard order numbers, are available in a single volume.

Besides being in printed form, the information is computerized

and available on a disk. This permits users to select almost any combination of facts and figures needed.

For instance, in only a few minutes the computerized system will tell you that 15 companies manufacture transponders and that, according to the data base, the most expensive is \$9,360 and the least expensive is \$875.

For additional information about the avionics data base, contact Duane Van Etten on (FTS) 426-3420.

The News In Brief

FAA is preparing a proposed policy statement covering the provision and management of airport capacity and expects to publish it in the Federal Register in the near future to solicit public comments. FAA Administrator Donald Engen told the Aero Club of Washington on January 29, that the policy is aimed at clarifying the respective roles of the Federal government and local authorities in this area. "We must establish clear and understandable positions which will expedite airport development," he said.

* * * * *

Even before the President sent the much discussed Fiscal Year 1986 budget to Capitol Hill on February 4, both the Senate and House had scheduled hearings on FAA's share of that big money bill. April 3 is the date for the hearing by the Senate Appropriations Subcommittee on Transportation and April 16, 17, and 18 are the dates for the sessions before the counterpart subcommittee in the House.

* * * * *

Pan American Airways has paid the agency a \$30,000 civil penalty for carrying too many passengers on a DC-10 charter flight. According to the FAA account, the airline carried 10 more passengers than authorized on a Guadeloupe - New York flight with the result that 20 people had to share seats and seat belts. The agency also issued an order suspending for 60 days the license of the aircraft's pilot-in-command.

* * * * *

In another enforcement action, FAA has proposed to revoke the certificates of a People Express pilot, co-pilot, and flight engineer for flying an unair-worthy airplane between Newark and Buffalo last July. The agency said the flight crew

ignored vibrations that severely shook their Boeing 727 for several minutes on takeoff from Newark and continued on to their scheduled destination. Subsequent investigations determined that the airplane had lost two sections of a wing flap.

* * * * *

An agency report on the Airport Radar Service Area (ARSA) evaluation conducted at Austin, Texas, and Columbus, Ohio, says ARSA "produces a significant reduction in collision risk" with some increase in controller workload and no measurable impact on delay. FAA already has proposed a rule to make ARSA a permanent fixture at the two airports, along with BaltimoreWashington International, as the first step in establishing ARSAs as a replacement for Terminal Radar Service Areas (TRSAs) at 137 locations. ARSAs require pilot participation while TRSAs are voluntary.

* * * * *

Employees who came into the new Performance Management and Recognition System on Oct. 14, 1985, and were rated Outstanding or Exceptional in the last appraisal cycle, should receive their awards in paychecks arriving February 26. The funding for these awards, which replace the old merit pay system, was established by an Office of Personnel Management formula. The distribution and amounts of individual awards were set by the agency and approved by OPM. The headquarters Office of Personnel and Training is planning to convene in the next few months a representative sample of agency PMRS employees in order to design a permanent, OPM-approved PMRS awards program. For more information contact Fred Phillips, APT-210, on (FTS) 426-8811.

The Denver Center Comes Through In A Bind

It was 6:45 p.m. Mountain Time, Monday, January 28, 1985. The evening shift at the Denver ARTCC was preparing for the evening rush hour traffic en route to Denver's Stapleton International Airport. The sky was clear. It was business as usual.

Then, within 15 minutes, a stationary fog bank which had been hovering over the ground north of Denver unexpectedly moved south, totally enveloping Stapleton and closing all of its four runways and other airport facilities in the Denver area. Denver Center notified the Central Flow Control Facility in Washington, D.C., which immediately issued an advisory to all carriers about the fog conditions at Denver and the resulting indefinite delays.

Meanwhile, aircraft already airborne were approaching Denver from all directions with scheduled arrival times within the next two hours. Needless to say, Denver Center had a problem. As aircraft approached the center's airspace, the diversions began to Lincoln; Kansas City; Cheyenne; Colorado Springs; Grand Junction and Pueblo, Colorado; Albuquerque, and Las Vegas.

Fuel reserves were running low for numerous aircraft with one very rare "Squawk 7700" emergency (low fuel) declared and successfully handled. During that two-hour period, 90 scheduled airline flights were diverted to alternate airports.

All of the diversions were of the type requiring immediate controller action, which increased significantly the complexity of the situation. During the peak of the diversion period, one operational error occurred.

The Colorado Springs Tower accepted 35 of the diverted aircraft, filling every possible area at the airport to park airplanes, including a closed 8,400-foot runway.

The fog bank dissipated at Stapleton the next morning, allowing the airport and Denver Center to return to normal operations.

Dan Austin, Air Traffic Control Manager of the Denver ARTCC at Longmont, Colorado, said he felt this situation was a marvelous example of team effort by the people at Denver Center and controllers at Denver Tower, Colorado Springs Approach Control and Pueblo Approach Control.

"It was an extremely critical and delicate air traffic control operation, performed under adverse conditions with virtually no notice," said Northwest Mountain Region Director Chuck Foster. "I'm extremely proud of all of those involved who kept cool heads and performed in a dedicated and professional manner."

FAA Administrator Engen also expressed his appreciation for a job well done in a telephone call to the Denver Center the following day. He indicated that this incident was a very real "no notice" test of an important national link in the air traffic control system. "The system works. The controllers involved did a magnificent job in an extraordinary situation and I am very proud of each one of them. This is what the FAA is all about."

By Dick Meyer, Public Affairs
Officer, Northwest Mountain Region

The Headquarters Employee Participation Workshop

The agency's innovative talents once again surfaced as attendees at the Second Annual Headquarters Employee Participation Group (EPG) Workshop formed small groups with names such as "Wings of Justice," "Innovators," "The Rose," "Let It Begin Here," and "The 'A' TEAM" (All Together Employees Activate Motivation).

Attending the work session held January 15-17 at the Rosslyn Westpark in Arlington, Va., were 42 members of EPGs, representing a mix of managers and non-managers from headquarters, three AAT employees from the Technical Center, and one from the Aeronautical Center.

MAJOR THEMES

Principal concerns of the workshop were clarification of the purpose and operating procedures

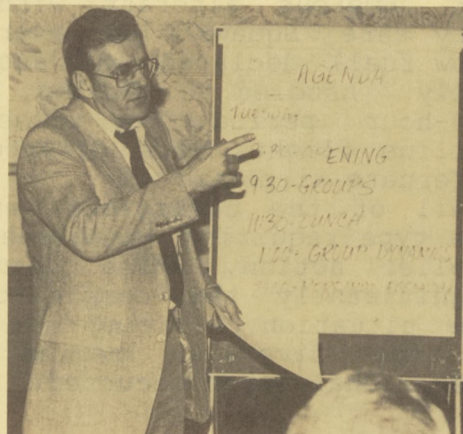


The new Acting Associate Administrator for Human Resource Management Gene Weithoner explains the evolution of HRM as (from left) Jean Druce, Ginger Wurth, and Jim Clinton from the Tech Center and members of "The 'A' Team" listen.

of EPGs with emphasis on ways to improve their effectiveness in determining what issues they can tackle and what opportunities they can strive for. Also explained were ways to improve the working relationship between EPGs and management. Acting Associate Administrator for Human Resource Management, Gene Weithoner, and Acting Director of the new Office of Organizational Effectiveness, Howard Richardson, spent over an hour discussing the new HRM organization and its impact on employee participation groups.



Members of the "Let It Begin Here" group, (from left) Shirley Greiner and Tim O'Hara, ALG, and Al Mendez, ACR, discuss ways to improve the effectiveness of their work group.



Frank Elbertson from the FAA Technical Center was one of the workshop instructors.

NEITHER RAIN NOR SNOW

Despite the heavy snowfall the night of January 16 and an inaccurate message by the hotel switchboard telling FAA employees that the workshop was canceled, most participants eventually made it for the final workshop session. David Winer, AEE, walked across the snow-shrouded Key Bridge while Doriscel Sturdivant, AAA, braved the snow covered Pike all the way from Baltimore, starting at 5:30 a.m. However, it was Bart Pakull, AAM, who got the award for the most unique mode of transportation. He used cross-country skis and came overland from his home.

"The overall 'training' was informative for a new EPGer. It gave me new insight to problem-solving techniques in the HR area between management and employees." "



Cindy Zook, AHR, (left) and Brenda Howard, AEE, were leaders for the workshop.



"Innovators" Eileen Stickley, AVS, (left) and Myrna Jones, AAM, listen as Amos Eby from the Aeronautical Center makes his point.



Howard Richardson, Acting Director of the new Office of Organizational Effectiveness, describes the responsibilities of his new office for workshop participants.

GUEST MANAGERS....

participated on the last day to discuss the relationship between EPG's and managers at all levels. The visiting managers were:

Ed Graves, ASF-200	Walter Hobart, AMA-10
Don Hansen, AAA-400	Glen Adkins, AMA-133
Amy Burnett, AAA-220	Paul Kulp, AMA-131
David Winer, AEE-200	Edward Jones, AMA-310
Fred Laird, AVS-10	Bart Pakull, AAM-10
Ken Parrish, AVS-10	Joe Pontecorvo, AWS-2
Harlan Byers, AMA-120	

Managers and participants alike agreed that the focus this year needs to be on improving the communication and participation of employees at all levels in the EPG process. Also, EPG's should take a visible, results-oriented approach when working with their organizations.

"I enjoyed the personal profile system. I've learned a lot about myself and why I relate to certain people certain ways."

"I learned from working with managers what they want and what they expect from us."



A January Exodus

A veritable exodus occurred last month as many FAAers decided to begin the new year by starting new careers in retirement. We wish the following all the best:

Lauren Douglass, Jr., and Daniel Aragona, AAP; Leo Clark and Bernard Geier, AFO; Donald Cochran, AEU; Ernest Boyer, AWS; Charles Bingman and Charles Burkhardt, AMS; Sylvia Kolmetsky, Michael Ego, Jr., Waldeman Mitchell, and John Vecs, Jr., AAT; Carl Stanley and Luke Weathers, ADA; Hector Santa-Anna, AVS; Edward Godfrey and Dorothy Krone, ABU; Wayne Heston and Jack Cayot, ADL; Samuel Milner and Thomas Hook, APA; Carl Knauff and James Cubbison, ALG; Lambert Irons, APO; Owen McIntire and Charles LaRue, APM; Stella Lugowski, AGC; Clarence Wright, S. John DiStefano, and John Cunningham, APT; Roger Rusk, Jr., William Miller, Vivian Saunders, and Betty Howell, AAA; Charles Hutcheson, ASF; Charles Jones and James Thompson, AIA; Phillip Melville, ARP; Adele Donovan, AAM; and John Warholic, ACS.



Awards And Rewards

During the past week the following headquarters and Metropolitan Washington employees received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Martin Bevilacqua and Elliott Perrett, APP; Verdell Rozier and Russell Goff, APM; Ellwood Florence and Joseph Minor, AMA.

Special Achievement Awards Based on Special Acts or Services:

Mike Motil, ABU;

Letters of Commendation:

Jamil Abbasi, ADL;

Quality Increases:

Maridel Albright, ADA; Joseph Pitts and Barbara Ady, AAT; Henry Booth, AGC; Joan Harris, APM; Constance Wims and Virginia Martin, ARP; Jimmie Trowbridge, APP; Benjamin Tollison, AFO;

Black History Month At MWA

Black History Month will be commemorated at the Metropolitan Washington Airports with photo displays featuring blacks in civil aviation. The displays will appear February 7-24 in the main lobby of National Airport and at the upper level terminal of Washington-Dulles International Airport. The displays are being provided by Negro Airmen International.

There also will be a panel discussion on "The Black Experience in Aviation" on Feb. 13 at 2 p.m. in the FAA conference room at Dulles. The discussion will be repeated at the same time the following day in the Public Safety Division conference room in the West Lab Bldg. at National.

For more information, contact Patti Tom, at 557-1433.



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**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave. S.W.
Washington, D.C. 20591

February 11, 1985

TO ALL FAA EMPLOYEES:

As we start this new year, a year brought sharply into focus by the inaugural events and the words of our President, we of the FAA can face 1985 with pride. We are a technical agency, one upon which depends the air commerce of this Nation. We accept this charge with considerable pride and yet humility. To meet that responsibility, which rests on each one of us, we must strive to achieve our stated FAA goals for 1985. I would like to add a few personal objectives for each of you:

1. We should always remember that each man and woman in the FAA is a special person who deserves to be treated as such and as an equal.
2. Beyond acknowledging performance that meets our standards, we should look for each person who makes contributions above those normally expected. They should be singled out and recognized for their contributions.
3. The bottom line for each of us is service—useful service to the public. We should take every opportunity to be sure that we achieve this. We should regulate with objectivity and for a good reason. We should provide direction and information in a reasonable and easily understandable manner.
4. Internally, we should strive to improve our responsiveness in providing services to the public. We should simplify administrative procedures and speed up the delivery of the final product, whether that be a letter, a license, a certificate, or a verbal response.
5. Safety results from training and good operating procedures. We should never forget that safety also results from good and timely decisions that are clearly articulated. Each of us needs to rededicate ourselves to excellence in our daily work. The product inevitably will be increased safety.

The FAA is now embarked on a number of highly significant projects: we are implementing the National Airspace System Plan to provide improved facilities and equipment; we are developing an Air Traffic Operations Plan which will provide a means for improved use of our facilities and equipment; we are conducting the General Aviation Safety Audit; and, finally, every single day, we are providing services in the areas of certification, licensing, aeromedical assistance, air traffic control, and facilities and airport support, as well as many other vital services.

I want to convey to each and every one of you my sincere admiration and respect for our significant joint achievements in 1984. Now, we need to move forward as dedicated public servants to achieve together even greater accomplishments in 1985. I have every confidence that we can and will do just that.

Donald D. Engen
Administrator

FY 86 Budget Request Is \$5.1 Billion

The Reagan Administration has asked the Congress for \$5.13 billion to run FAA in FY 86 and finance its improvement programs.

For the most part, FAA escaped the heavy budget cuts that hit most non-Defense agencies, including other elements of the Department of Transportation. The overall DOT budget request was down 13 percent from the FY 85 level, whereas the FAA request dropped only four percent.

One reason FAA fared so well is that 85 percent of the total FY 86 request is to be financed from user taxes through the Airport and Airway Trust Fund.

Among the highlights of the budget request was funding for the Airport Improvement Program, which is projected to top the \$1 billion mark for the first time in history in FY 86. The \$1.017 billion request is \$92 million above the FY 85 program level.

FAA also did well in "Operations," which is the money used to pay most salaries and keep the agency running on a day-to-day basis. The request for \$2.659 billion represents a \$55 million increase over the FY 85 level of \$2.604 billion.

On the other hand, the Facilities and Equipment request dropped \$213.5 million from the FY 85 record level of \$1.36 billion to \$1.146 billion. The reduction will require some rescheduling of NAS Plan programs.

Also taking a cut is the proposed budget for Research, Engineering and Development. The FY 86 request for \$196.5 million is 25 percent under the current spending level.

The total number of positions in the FY 86 budget request is 47,515, which represents a slight reduction from the FY 85 level of 47,918. However, the rebuilding of the air traffic control system

Criteria Issued For Two-Engine Ocean Flying

The agency has issued proposed criteria for airlines to meet before receiving approval for making transoceanic passenger flights in two-engine jet aircraft.

In order to make sure that the two-engine flights will be as safe as those by three and four engine jets, FAA will require airlines wishing to make such flights to prove individually that the carrier, its aircraft, and its flight crew members meet the criteria.

Under these criteria, authorized airlines will be permitted to fly routes that are within 120 minutes of one-engine flying time from an adequate airport, provided that at least half this route is less than 90 minutes of one-engine flying time from such an airport. The current standard is 60 minutes.

Besides engine reliability, the proposed criteria cover such things as special airframe reliability, backup systems, maintenance, fire protection, and crew training.

Airlines meeting the criteria will be authorized to fly the traditional North - Atlantic routes, but not the West Coast-to-Hawaii route.

Currently, the only aircraft for which approval has been sought to fly under the new criteria is a version of the Boeing 767 ER (Extended Range). The new criteria are set forth in detail in FAA's proposed Advisory Circular 120-xx.

will not be affected since funds to train 1,872 ATC initial qualification enrollees are included. Moreover, controller end-of-fiscal-year staffing is slightly higher than the FY 85 end-of-year figure and is adequate to handle forecasted traffic increases.

Dole Issues Proclamation For Black History Month

"The strength and stability of the United States flow in large measure from the ability of its citizens to appreciate and to build upon the diversity of races and cultures that we enjoy as a Nation," Secretary Dole said in her proclamation for Black History Month.

She also explained that the theme of this year's observance is, "The Afro-American Family: Historical Strengths for the New Century." At the same time, the Secretary invited all DOT employees to share in the activities planned for the month of February across the country.

News About Pay Coming

When it comes to pay, most people are interested only in the "bottom line"—that is, how much do they get to keep. But the bottom line depends on more than just a person's base pay. There also are various premium pay provisions such as revitalization, holiday, night differential, Sunday, standby, and hazardous duty.

To clarify the subject, the Office of Personnel and Training will be distributing a pamphlet on "Pay" at the end of February as part of its Human Resources Management Information Series. It will be the fourth of 16 planned pamphlets in the series.

The first three covered Retirement, Health Benefits, and Leave. Future subjects will be Life Insurance, CBI Training, Injury Compensation, Classification System, Social Security/Medicare, Personnel Management Information Systems, RIF/Grade & Pay Retention, Employee Assistance Program, Merit Promotion Program, Incentive Awards, Occupational Safety & Health, and the Performance Appraisal System.

Operational Errors Down In En Route Centers

A well-known soap used to advertise that it was 99 and 44/100 percent pure. Well, the controllers at FAA's en route ATC facilities are doing even better than that when it comes to handling traffic. A report on facility performance during the first quarter of Fiscal Year 1985 shows the 20 centers handled 99.98912 percent of all flights (3,831,255) without an operational error. Even more important, the report notes that all of the centers, except one, improved their performance over the preceding quarter. The overall improvement rate was 36 percent.

Agency Renews Field Training Contract

To facilitate and continue field training the agency has renewed its contract to lease host computer time from Florida State University. The new \$1.06 million contract covers the period from January 1 to Sept. 1, 1985.

As a result of this contract, the university's computer is tied into Computer Based Instruction (CBI) terminals at 110 Airway Facility sites throughout the country. These terminals are used to provide AF technical training to field personnel.

Currently, technicians and other AF employees can take any one of 21 courses at their local sector offices.



APT
Barbara Reich

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8865

Headquarters News



Black History Celebrated

This year's theme for Black History Month is "Afro-American Family: Historical Strength for the New Century," and FAA headquarters is observing it in high style. Headquarters, in connection with the FHA, will present Dr. Larry Coleman from the Department of Communications Arts and Sciences of Howard University leading the singing group, the Young Voices of Washington, D.C.

They will appear in the FAA auditorium on Feb. 25, at 10 a.m.

The Young Voices have appeared on programs with the Reverend Jesse Jackson, Maya Angelou, Lionel Hampton, Patti LaBelle, Cicely Tyson, Frank Sinatra, Pearl Bailey, and others. Dr. Coleman, vice president of the newly formed International Assoc. of Black Storytellers, will emphasize the contributions of the black storyteller, or "man of words," to America's cultural wealth.

And in the NASSIF building, NHTSA and UMTA will sponsor the following in room 2230:

* An art, crafts, and photo exhibit, "The Black Experience in Art" at 11 a.m. on Feb. 27 & 28.

* A round table reading from black poets and authors, Feb. 28 at 11:30.

* A discussion on Black Economic Development with Arthur A. Fletcher and Dr. Walter A. Williams, at 2 p.m. on Feb. 27.

* Bill Cummings and Company jazz combo will give a musical history of the black struggle for equality at 3 p.m. on Feb. 28.

EEO Counselors Sought

The Office of Civil Rights is now building a file of employees who are interested in serving as Equal Employment Opportunity counselors. EEO counselor responsibilities are part-time and are carried out in addition to regular work assignments.

All FAA service and office heads, individual employees, unions, union-management groups, and EEO committees are requested to recommend candidates for counselor spots. FAAers serving as labor union representatives or in labor relations positions are ineligible for counselor jobs.

If you wish to participate send your name, title, series, grade, routing symbol, and telephone number through your supervisor to Barbara Boulware, EEO Coordinator, ACR-3, no later than March 1.

Women's Task Force Corner

Democracy has spoken: when the votes were tabulated on Feb. 6, the Federal Women's Program Task Force had chosen three new officers for the 1985 term.

The new Chairperson is Pat Haynes, a senior management analyst and a registered professional engineer in the Office of Management Systems and a two-year task force veteran. Haynes says she plans to continue the group's current programs and to work towards moving more women into responsible positions. Taking the co-chair is Jane Mehrtens, a management analyst in Airports' Management Evaluation Branch and a member since 1981. Elected as recorder was Lisa Lund of the Special Emphasis Personnel Program Staff. Lund joined the task force in 1984.



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

Headquarters Intercom

AFS Technician Named Suggester of the Year

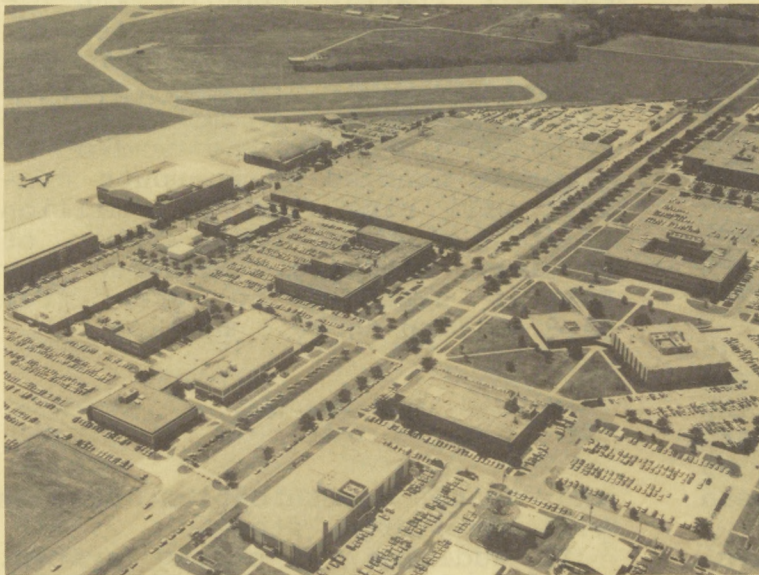
The Great Lakes Region's Philip Gutkoski's \$129,920 idea has earned him the FAA Suggester of the Year Award for FY 1984.

Gutkoski, an electronics technician in the Oberlin, Ohio, Airway Facilities Sector, has received a \$4,350 check for the whopping savings that will come through his suggestion to extend the capability of circuit testers to include testing and isolating faults in printed circuit boards. This will increase the IBM 9020 computer equipment's

reliability and longevity.

In addition to the cash award, Gutkoski received an engraved plaque and a congratulatory letter from Administrator Engen, the final sentence of which reads, "Please accept my personal congratulations and appreciation for your significant contributions to the Government."

Paul Bohr, Director, AGL, also will receive a larger plaque with Gutkoski's name added to the roll of past winners for display in the AGL headquarters.



The FAA Depot's warehouse (top, center) constitutes an enclosed area the size of a city block. (See story on page 2)

FAA Forecasts Growth

FAA prognosticators are projecting a bright future in U.S. air transportation in the annual "Aviation Forecasts" for Fiscal Years 1985-1996. According to the forecasts, major air carriers will experience healthy growth, while commuter airlines will expand at even faster rates. The projection for general aviation is one of slow but steady growth.

The figures show that U.S. air carriers have logged (See page 2)

FAA to Study Privatizing FSS Functions

In a General Notice to all FAA air traffic employees, Administrator Engen has announced that the agency is taking action on an Office of Management and Budget passback request that FAA study the feasibility of privatizing the service being provided by flight service stations. The study is slated to be completed by mid-May.

In the GENOT, Engen said, "This study that we have been asked to do is just that, a study. No one should be concerned that a decision of this significance is imminent, or that privatization of flight service stations is a foregone conclusion."

The Aviation Safety Office, with the support of other offices, is responsible for the study, which will examine the capability of the private sector to perform any or all of the functions of FSSs.

Automation Comes To FAA Depot

Like all the rest of the agency, the FAA Depot at the Aeronautical Center in Oklahoma City is about to be automated. A complete system, including a laser device capable of keeping track of items from delivery to shipment, will be installed under a \$13.4 million contract with Clay Bernard Systems International of Hatfield, Pa.

Work on the major renovation is scheduled to begin in April and last 20 months. However, Acting Depot Manager Vina Showers assures all FAAers that during this period, support to the field will not be interrupted.

Besides the laser tracking system, an automated retrieval system for small items is being installed in the Depot's warehouse. A wire-guided truck system and fork lifts with CRT

Forecasts (From Page 1)

passenger gains in each of the last three years, and that FY 1984's operating profits were the largest in history. The forecasts see the number of passengers increasing at a rate of better than 4.5 percent annually, rising from 336 million boardings in FY 1984 to 573 million in FY 1996.

And things look even better for commuter outfits, which recorded a 14 percent boardings increase in FY 1984 for a 23.2 million total. That figure is expected to double by FY 1996, reaching a 54.2 million total.

The outlook for the GA fleet calls for a two percent annual increase, from 213,000 aircraft in 1984 to 270,500 in 1996. But the number of turbine-engine aircraft will undergo a 5.8 annual increase, reflecting the increasing role of GA aircraft in business operations. The turbine rotorcraft fleet is also expected to increase at 9.6 percent per year.

All this growth will, of course, mean more operations for FAA air traffic control facilities in the FY 1985-96 period. Takeoffs and landings at airports with FAA towers are projected to increase from 57 million to 92 million, while the number of aircraft handled by en route centers will rise from 31.6 million to 45.7 million. The number of service requests answered by FSSs is expected to grow from 54.8 million to 80.5 million.

and voice communication devices will move larger items.

In addition, a coding system, similar to supermarket automatic check-out systems, is being installed. This inventory system is compatible with those used by all other Federal agencies.

RMM Steering Group Finishes Documentation

The Remote Maintenance Monitoring (RMM) System Steering Group has now put the finishing touches on documentation for the RMM system, which will enable FAA to automate its maintenance operations. This program will provide monitoring and control equipment for selected FAA facilities so that equipment performance monitoring, control, and certification can be accomplished from centralized work centers. The 16-member RMM group held their last meeting in Washington, D.C., February 11-13. The members, who come from headquarters, the regions, and centers, have been involved in writing the document-



Gathered around remote maintenance equipment are (from left, standing) Norman Solat, APM-600 Division Manager, and members of the steering group, Jack Nager, APM; John Wiley, Tech Center; and Steve Diedrich, AGL, and (seated) Cogan Marshall, AEA, and James Wilson, ASW.

ation for RMM since June 1983.

In addition, the group has planned for the smooth implementation of the new system. RMM system Program Manager Herman Tharrington said that, as a result of their work, field technicians will have a much better understanding of the remote system. He also noted that the system will improve the technicians efficiency and the

DOT OK's Space Flight

Move over, NASA. The Transportation Department has granted mission approval for the first private sector proposal to launch a commercial spacecraft. The mission will be flown by Space Services, Inc. (SSI) with a payload of human cremation remains, or "cremains," as they are known. The company is shooting for a launch in late 1986 or early 1987 with a payload of approximately 15,000 cremains. They will be put into either a 1900-mile circular orbit around the earth or be propelled into deep space. DOT was designated by the Commercial Space Launch Act of 1984 as the lead agency for approving licenses for Expendable Launch Vehicle (ELV) operations. Persons seeking more information on the first flight should contact SSI in Houston, Tex., and not DOT.

quality of their worklife, as well as increase workforce productivity.

The new system is scheduled to be implemented in an evolutionary fashion to assure a trouble-free transition. Delivery of the system is expected to take place over a period of three to five years.

Members of the steering group were: Bob Bransky, Alaskan Region; James Wilson, Southwest; Steve Diedrich, Great Lakes; John Wiley, Technical Center; Rodger Burton, Central Region; Bob Rollins, Northwest-Mountain; Floyd Howerton, Phoenix AFS; Glenn Bush, Memphis AFS; Cogan Marshall, Norfolk AFS; and from headquarters, Ron Lipps, Dave Fleming, Jack Nager, and Tom Smith, APM, Bob Beagley, Jim Heinen, and Bill Bradshaw, AES.

Headquarters News



23-Year Old Carpool Drives On

Among the more enduring traditions of FAA headquarters is a carpool that began during JFK's administration, and, while undergoing a few personnel shifts, continues to ferry its members to and from FOB-10A.

FAAers Andy Anderjaska, AWS-120, and Bob Buck, ARD-201, began driving in together from Bethesda in 1962, when gas was around 30 cents a gallon. Joe Sirkis, ASF-420, made the duo a trio in 1963, and the line-up remained unchanged until 1967, when Bill Howland, ALG-120, moved to headquarters from Cleveland and joined the carpool.

When Bob Buck transferred from headquarters eight years ago, the commuting brethren made the progressive decision to replace him with the carpool's first female, Lennie Maginnis, APA-300.

With the retirement of Sirkis last April and of Anderjaska on February 1, the carpool witnessed the passing of an era. Now, junior members Howland and Maginnis are carrying on and looking to rebuild the ranks.

What's the secret of this long-lived union on wheels? After citing the reliability and good cheer of his fellow drivers, Joe Sirkis says, "It sounds corny, but it's the same thing that makes a good marriage work--give and take."

AAA Advises Employees to Double-Check Checks

The time and attendance reports for pay period 4, which were mailed out from headquarters on Feb. 1, somehow were lost for a week in the mail en route to the Southern Region. However, through a Herculean effort by the folks in Atlanta the paychecks went out on time.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Ellen Butler, ARO; Claudia Long, ADL; Ethel Wilson, AAP; Mary Austin, AAT; William Riggle, ACS;

Special Achievement Award Based on Special Acts or Services:

Monica Russell, AGC; Kenneth Geisinger and Duane Van Etten, APO; Sandra Rolls, Cathy Bracy, Joseph Proctor, and Phyllis Burbank, APT; Preston Martin and Don Leabo, AAP; Betsy Gaston and Russell Crum, MWA;

Quality Increases:

Robert Barton, ARO; Michael Rymond, AAP; George Booth and Bonnie Evans, AAT; Robert Hixson, Thomas Connor, and Loretta Harrison, AEE; Michael Evans, APO; Herbert Lowe, ARP; Gerald Gillis, APT; Louise Oertly, AFO; Louise Christie, APM; Constance M. Nalepa, MWA;

Letters of Commendation:

J. Aul, Mariann Crane, Jo Ann Davis, Nancye Turner, Holly West, Sandra Rolls, Carmen Ortiz, Nina Large, Debbie Hensley, Stuart Heironimus, APT; Rex H. Howke, Jr., Albert B. Coe, Charles E. Jenkins, John W. Foster, Jr., James A. Cox, James E. Payne, William E. Tall, Jr., William M. Webster, Charles K. Giffen, Elmer D. Shaffer, Gary C. Brown, Donny M. Cherry, Robert A. See, MWA.



U.S. Department
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Headquarters Intercom

The News In Brief

FAAers and others involved in developing the Next Generation Weather Radar (NEXRAD) will host a symposium April 1-3 in Norman, Okla., to inform future users of NEXRAD data on the features and capabilities of the system. The NEXRAD project presently is in the prototype validation phase with limited production scheduled to get underway in late 1986. The contact for information on the symposium is SES, Inc. on 703/644-9472.

* * * * *

By the mid-1990s, two-engine jets will comprise 53.5 percent of the airline fleet, as compared to 35 percent in 1984.. That projection is contained in the FAA's latest Aviation Forecasts (FY 1985-96), which cites the competitive pressures of deregulation and the resulting need for higher flight frequencies for the increasing popularity of the two-engine airplane. Overall, the commercial air carrier fleet is expected to grow from 2,745 large (See page 2)

Dole Backs FY 86 Budget

Emphasizing safety and deficit reduction, Secretary Dole was on Capitol Hill February 20-21 to urge Congressional approval of the DOT's FY 1986 budget request.

Testifying before both the House and Senate Appropriations Subcommittees, the Secretary said: "As I have stressed throughout my two years in the Department, I consider transportation safety to be the Department's highest priority. For this reason, I have ensured that there will be no reduction in the total level of our safety programs."

As for DOT's contribution to deficit reduction, she noted that the FY 86 budget calls for 85 percent of total funding to be financed (See page 2)



A Southwest Region employee, Michele Owlsey, ASW-150, recently received special recognition from Administrator Engen and an award from her region for her work on the Parts Manufacture Approval team, which studied how FAA's parts approval process may be standardized and simplified. Pictured at the headquarters ceremony are (from left) Don P. Watson, Manager Aircraft Certification Division, ASW; C. R. (Tex) Melugin, Jr., Director, ASW; Michele Owlsey, and Administrator Engen.

Photo by DOT Photographer Lance Strozier

News (From page 1)

jets in 1984 to 3,966 in 1996.

* * * * *

The competition between Chicago O'Hare and Atlanta-Hartsfield for the title of "World's Busiest Airport" may become a three-way race if community leaders in Denver have their way. Officials in the "Mile High City" recently announced plans for a new \$1.5 billion air carrier airport on a 15,000-acre plot, approximately eight miles northeast of the present Stapleton Airport. Assuming the bulldozers can clear all the legal, political, financial and environmental hurdles -- no mean feat -- the new facility would become operational sometime in the 1990s.

* * * * *

College basketball fans lucky enough to have tickets for the NCAA finals in Lexington, Ky., March 28 - April 1, will be happy to know that FAA has established special air traffic procedures to expedite the handling of the large number of aircraft expected for the event. The agency is recommending that IFR pilots file flight plans at least four hours prior to departure, noting that those filed in the air will not be accepted by Lexington Approach Control during this period. VFR pilots are being urged to participate in the Stage III radar service if landing at Lexington and avoid the area entirely if they're not.

* * * * *

FAA has published another one of those lists of scientific and technical reports that cover everything from aviation medicine to air traffic control. This list includes 51 titles and copies (list only) are available from the Office of Public Affairs, APA-300, in Washington headquarters. The number is FTS 426-8521.

Budget (From page 1)

through user charges, up from just 70 percent in FY 85. However, to achieve the 85 percent level at FAA, she said the Department must submit legislation to the Congress to permit an increased share of operations and maintenance costs to be financed from the Airport and Airway Trust Fund.

Overall FAA funding for FY 86 is pegged at \$5.13 billion, she added, with slightly over \$1 billion earmarked for airport aid and \$1.15 billion targeted for facilities and equipment.

FAA officials will have their chance in April to present their case to Congress for passage of the FY 86 budget.

Safety Reporting Program Nears 10th Birthday

With the tenth anniversary of the FAA/NASA Aviation Safety Reporting Program (ASRP) approaching, the agency has announced a minor revision of the provision enabling pilots who report certain hazardous incidents to avoid enforcement penalties.

However, there is no change in the provision for air traffic controllers filing similar reports.

For pilots to avoid FAA enforcement penalties now, they must have a clean record for at least five years prior to the date of the reported occurrence. Previously, they had to have clean records since the beginning of the program. As in the past, the ASRP reports cannot be used as the basis for any enforcement action as the names of the persons filing reports will continue to be protected by NASA. FAA will have to base its actions on independent sources of information.

Other changes in the program include a format revision of NASA's Aviation Safety Reporting System forms. Copies of these forms are being sent to all airmen.

Pennsylvania Recruits Still Hard at Work

Headquarters Intercom



Some of the "Johnstown girls" working in the ADL complex and other offices are: (from left) Ida Cronauer, AVS; Darlene Kirby, ADL; Barbara Foor, APT; Jackie Herbert, ADL; Pat Myers, AVS; Diane Essig, APM; Sandy Weaver, ATO; Kathy Mook, APM; Judy Schermerhorn, APM; Sharan Sharp, AVS; and Linda Miller, AAP.

They were known as "The Johnstown Girls" back in the late fifties and through the sixties when young women were still referred to as girls.

In fact, very few of them actually came from Johnstown, but they were recruited from the neighboring Pennsylvania hills and dales. In all, well over 100 FAA secretaries, both male and female, were recruited from the Keystone State, and more than 40 of them still work for the agency.

Darlene Kirby is one of the few recruiters still at headquarters who roamed those hills in search of competent young women. She is herself a Pennsylvania recruit and is now a management analyst on ADL's Program Review and Analysis Staff. She and recruiter Audrey McGowan traveled from one high school to another in quest of talented students who were anxious to live and work in the Capitol City.

Pat Myers, who is now Acting Budget Officer for the Plans and Budget Branch



Gina Vici, ATR, followed her aunt, Joyce Savoy, AVS, to FAA headquarters.



The three Pennsylvania FAAers obviously in the "Capitol City" are (from left) Carol Brooks, ALR; Carol Montgomery, AHR; and Judy Bain, ADL.



The aviation standards contingent of Pennsylvania people includes one of the few men recruited. All from AVS, they are (from left) Avalon Born, Joyce Savoy, Kathy Ladika, Stephen Horwat, and Irene Barnett.



Five ladies from Pennsylvania working in the Airports complex are: (from left) Darlene Hickox, AAS; Pat Benedict, AAP; Helen Butler, ARP; (seated from left) Jean Mattingly, AAP; and Jane Mehrtens, ARP.



Cathy Opperman, AAA, (left) and Betty Starnes, AAT, have remained friends since they came to Washington in the sixties.



Carol Lencki, ASO, traveled south for fame and fortune.

of AVS, was characteristic of those recruited in the early sixties. She remembers that Audrey Mills, who was the power behind the program, and Sally Krtanjek, AEE, came to her high school in Davidsville, Pa., and gave a shorthand and typing test to about 25 volunteers.

Approximately 15 of the young women who passed the test came to work for FAA. Most of them lived, at least for a while, in dormitories such as Hartlett Hall in Northwest Washington. But Myers, Jean Neeley, AGC, and Jean Mattingly, APP, moved in with another Pennsylvania recruit who had been living in Washington for several years.

From there they began their new business and social lives. Myers' life took an interesting turn about a year later when she was married to a Navy man. Subsequently she had a son who is now beginning his career with FAA and works in the National Flight Data Center.

Another one of the Pennsylvania recruits who has risen into management ranks is Irene Barnett, Manager, Program Management Staff, AVS.

Pennsylvania Recruits
Still Hard at Work



A 1964 photo of Pennsylvania recruits shows only two women still at FAA headquarters. In the top row, the second woman from the right is Betty Martin, AAM. In the next to top row, fourth from the right, is Darlene (Carter) Hickox, AAS.

FAA Employees Recruited from Pennsylvania:

- | | | | |
|---------------------|----------------------------|----------------------------|-------------------------|
| 1. Irene Barnett | 14. Darlene Green | 27. Carol Brooks | 40. Judy Bain |
| 2. Pat Myers | 15. Glenna Guido | 28. Audrey Linehan | 41. Audrey Mills |
| 3. Joyce Savoy | 16. Jean Koss | 29. Vicki Butler | 42. Natalie Miller |
| 4. Avalon Bergheim | 17. Sally Krtanjek | 30. Jean Mattingly | 43. Betty Starnes |
| 5. Kathy Ladika | 18. Jeane Hinton | 31. Betsy Gaston | 44. Sharan Sharp |
| 6. Stephen Horwat | 19. Mary Ann Guntow | 32. Patty Suenkonis | 45. Ida Cronauer |
| 7. Jean Neely | 20. Kathy Lawhead Ponchock | 33. Eileen Seehnet | 46. Rita Lutz |
| 8. Jean Hetsko | 21. Louise Dille | 34. Janice Vitko | 47. Carol Mehalso |
| 9. Barbara Slavik | 22. Loretta Blakeslee | 35. Carol Montgomery | 48. Carol Strong |
| 10. Charlotte Fesko | 23. Linda Miller | 36. Avalon Born | 49. Cathy Opperman |
| 11. Mae Lapane | 24. Rita Blake | 37. Darlene Cartier Hickox | 50. Betty Bugay |
| 12. Rita Freeman | 25. Mary Ann Hall | 38. Pat Broudict | 51. Barbara Varney Foor |
| 13. Helen Butler | 26. Barbara Cook | 39. Jane Mehrtens | 52. Bernie Turpin |

FAA was only six months old when she and 40 other recruits began to work for the agency. She started as a GS-4 clerk-steno in the aviation medicine program and stayed with AAM until three years ago. Speaking of those early years, she said, "We had a lot of good times in those days and we felt so much more comfortable in the big city because Audrey Mills was always there looking after us. She called each of us by our first name and knew everything about all of us."

Although most recruits stayed at headquarters, some moved on to

try their luck in other regions. Carol Lencki, who is now a GS-11 in Atlanta, moved to the Southern Region in 1972. Soon after she and her husband made the move, she was promoted to writer/editor in the Office of Public Affairs, and for a number of years, she edited the region's Intercom. Recently she switched to the Airway Facilities Division and went into the budget business.

Speaking for many of the "Johnstown girls," those who moved and those who didn't, she said, "It's a long way from Pennsylvania, but it certainly has been an interesting trip."



Brenda Howard's Volunteer Spirit

When Brenda Howard, a general engineer in the Office of Environment and Energy, is asked why she devotes so much of her free time to volunteer work of all kinds, she skirts the query with breezy modesty.

"These are things I love to do, so I really don't see it as volunteering."

Whatever she may call it, Howard's contributions to the world around her are considerable. For the past eight years, her consuming interest has been in a group called The Hunger Project, which is dedicated to educating people about the existence of hunger on both global and local levels. This involvement led her recently to stage with some friends a fund raising swim event in which \$60,000 was collected for various local and international relief agencies. By completing 84 laps in an Olympic-sized pool, Howard alone raised over two thousand dollars.

For the past two years,



Howard has used her talents in math and science to tutor high school children and prepare them for college. She also volunteers as a team leader in a local communications workshop in northwest Washington. And she recently completed training to become

a crisis hotline worker and will begin work soon.

Last October Secretary Dole recognized Howard's efforts by awarding her a special commendation. And Administrator Engen, during the observance of the National Year of Voluntarism, presented her with a certificate of achievement.

Since coming to the agency in 1974, Howard has served in various branches of AEE, working on such projects as environmental impact statements, controls, and regulations. Now in the Energy Division, she is helping to construct optimum flight planning models for GA aircraft and fuel conservation policies.

Photo by DOT Photographer Lance Strozier

Ground School Offered

The FAA Flying Club will conduct a ground school from March 12 to April 25 on Tue. and Thur. evenings from 6:30 to 8:30 in room 8AB. The tuition is \$75, which includes books. The club also offers flying lessons. For more information, contact Joe Long at 426-9324.

FA Club To Sponsor Sales

Be sure to save your pennies for some upcoming FA Club sponsored sales. On March 12-13, gold and silver jewelry will be on sale in the lobby, and on March 26-27, electronics wares will be offered. Remember, all proceeds go to funding the annual FAA picnic.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

Administrator Engen thinks that some carry-on baggage poses a potential safety problem on airliners, and installing bigger and stronger overhead luggage bins is not the answer. Speaking recently to a Cabin Safety Symposium on the West Coast, he said, "We are getting some massive pieces of luggage going into those overhead bins that could become lethal missiles or impede prompt evacuation." He noted that FAA has received a petition for rule-making in this area and has responded by initiating a regulatory project to explore the need for additional restrictions on the size of carry-on items.

* * * * *

FAA has awarded a \$2.7 million contract for an addition to the Houston Air Route (See page 2)

Special Awards Presented to NATI Workers

The men and women who made the National Air Transportation Inspection (NATI) "an unqualified success," in Administrator Engen's words, are now being duly recognized by the agency. At the recent Administrator's Management Team (AMT) meeting in New York, the Administrator made a symbolic presentation of a special NATI plaque to Eastern Region Director Joe Del Balzo and Jim Haight, Manager of the region's Flight



Eastern Region Director Joseph M. Del Balzo receives a special NATI plaque from Administrator Engen during ceremonies in the New York regional office. The presentation was held to commemorate NATI workers in all FAA regions.

Standards Division.

In addition, Gene Burdick, Eastern Region NATI coordinator, received a distinctive pen set, which, the Administrator said, was also given to all "headquarters and regional NATI coordinators who provided exceptionally dedicated leadership to the NATI effort."

The awards ceremony was the first in a series of presentations to NATI personnel. Subsequent ceremonies will (See page 2)

Briefs (From page 1)

Traffic Control Center that will accommodate the new host computers and other advanced ATC equipment in the National Airspace System Plan. The agency now has awarded five contracts as part of its center expansion program with Houston joining Seattle, Denver, Boston, and Albuquerque on the list. The target for completing expansion of all 20 centers is February 1987.

* * * * *

For the second time in 11 months, FAA has grounded Capital Air Service, a commuter and on-demand air taxi operator based in Manhattan, Kan. The emergency order of revocation was issued February 22 and cited a long list of violations, including apparent falsification of flight check records. Previously, Capital had its operating certificate suspended for seven days under an order issued March 1, 1984.

* * * * *

The agency is scheduled to issue the first in a series of Request for Proposals (RFP) this month in connection with its \$100 million-plus aircraft fleet conversion program. It will cover procurement of 19 turboprop or turboprop aircraft to replace various aircraft, including the flight inspection Saberliners. Contract award is targeted for 11 months after the RFP hits the street.

* * * * *

A good indication that the gambling is booming in Atlantic City is the FAA announcement that it will operate a temporary control tower at downtown Bader Field "in anticipation of the large number of aircraft traveling to and from the resort casino area." The tower will be open for business from 8 a.m. to midnight daily for a seven-month period beginning March 1.

NATI (From page 1)

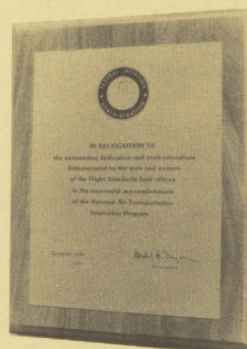
be held at the regional level with the regional directors presiding.

"The NATI was planned and implemented in the record time of two weeks," the Administrator explained. "During the first three weeks of the program, over 13,600 individual inspections were conducted, and it is estimated that more than three quarters of a million items or systems were examined."

Engen then concluded the awards ceremony by expressing his "sincere appreciation to everyone who participated in the successful accomplishment of the NATI program."

In all, 99 of the special plaques have been sent out to the field. Nine of these are to be presented to the regional Flight Standards Divisions and the remainder to GADOs, ACDOs, and FSDOs across the country.

In addition, 12 of the special pen sets will be awarded to headquarters and regional NATI coordinators. Regional coordinators were: Bill Ryther, AGL; Joe Budro, AWP; Cliff Rowbottom, ASW; Joe Gaul, ACE; Dale Hansen, AAL; George Schmidt, ANE; Bill Berry, ASO; and Tom Imrich, ANM. Headquarters coordinators, including regional inspectors detailed to Washington, were: Wes Euler, AFO; Richard G. Teixeira, AWS; Barry Bermingham, ANE; John Roebing and Roy McQuillan, ACE; and Tom Carrol, ASO.



Lodging Taxes May be Exempted

In order to save money in the agency budget, employees traveling on official Government business are reminded that seeking exemption from paying hotel room taxes is definitely encouraged but is not mandatory. Since the laws on these exemptions vary from one place to another, it is not feasible to come up with across-the-board rules.

Because of this variability, travelers should contact the organization they are visiting before they set out to determine what laws are in effect in that location. In this way, when an exemption is possible, the traveler can get the necessary information ahead of time and arrange to have the required forms available.

Personnel Hotline Calls Continue to Increase

FAAers throughout the system are increasingly using the information sources available to them. For instance, use of the "personnel hotline" has jumped from an average of 98 calls a day in February 1984 to 201 a day during February of this year.

The purpose of this hotline is to help employees across the country keep abreast of changes in the Civil Service Personnel System. Besides the hundreds of calls that come in each week from individual employees, some facilities, such as the Chicago Center, transcribe the hotline message and post it on their bulletin board. This increases exposure to the message while reducing calls to the five-phone rotary hotline. The number of the personnel hotline is still FTS 426-3934.

Women Techs Organizing

Women technicians are moving to organize a professional association similar to the Professional Women Controllers (PWC), which was established in 1979. Letters asking for ideas recently went out to the agency's approximately 140 female airway facilities technicians.

Maureen Beharelle, AGL, said responses have been positive, and a trial balloon newsletter is now in the works. She noted that because of their lesser numbers, the technicians did not envision an organization as formal as PWC, but, she said, they want to get something going. Beharelle added that PWC has invited technicians to meet each other and get pointers on how organizations work at the controllers' convention, which will be held in Denver, May 2-5.

Car/Plane Seats Approved

After extensive testing, the FAA has made it easier for adults traveling with small children to use the same child safety seat both in motor vehicles and on general aviation and commercial flights.

Effective Feb. 26, under the new policy, seats built between Jan. 1, 1981, and Feb. 26, 1985, which bear NHTSA-approved labels may be used on aircraft. However, use of vest and harness-type child restraints built during the same period will not be allowed on aircraft.

Previously, FAA had approved 36 models totalling more than three million seats; the new ruling will make an additional six million restraints acceptable.

A new NHTSA rule now requires seats built after Feb. 26, for use in both cars and planes, to bear a red label indicating their dual-use approval.

Headquarters News



Black History Program Rouses FAAers

The program sponsored by FAA and Federal Highway Administration on Feb. 25 in the auditorium to celebrate Black History Month proved to be a real crowd pleaser. Dr. Larry Coleman of Howard University showcased the rich tradition of black storytelling, from the encoded messages of the slave chant "Pattin' Juba" to the hilarious parable of "The Signifying Monkey." FAAers also were treated to the talented troupe of young people called the Young Voices of Washington, D.C., who performed a piece called "Freedom Suite." This melange of



The Young Voices perform "Freedom Suite."

Photo by DOT photographer Bruce Beuzard

song, dance, poetry, and prose featured a text from the works of such black writers and leaders as Langston Hughes and Martin Luther King. And for a finale, the Young Voices, dressed in choir robes, joined Dr. Coleman on stage as he presented "The Black Preacher as Storyteller" and delivered a rousing sermon on dealing with bad news. The program ended with the audience joining in on "We Shall Overcome."

After the show, the DOT Chapter of Blacks in Government served up a cornucopia of soul food in the Executive Training Room.

HRM on the Move

Beginning this week, there are some new faces in new places as the reorganized human resource management organization begins to function. Acting Director of Personnel and Technical Training Edward Curran and his deputy, Ted Fagan, are now located in 500 East, along with Acting Director of Organizational Effectiveness Howard Richardson. Also, Acting Director of Human Resource Information and Planning Alan Armstrong is now located in the southeast corner of the fifth floor, room 522.

However, Acting Director of Labor and Employee Relations Joe Noonan and staff are still in Suite 739, and the Acting Manager of the Human Resource Management Division Lionel Driscoll and staff stayed in their fifth floor offices, room 514.

Women's Task Force Corner

To celebrate Women's History Week, March 3-9, the Federal Women's Task Force will focus on the achievements of one our own: headquarter's Margaret Boylan, AOA-3, who served as a pilot during WW II in the Women's Air Service Program (WASP). On March 8, at 10 a.m. in the auditorium, the task force will present on a big video screen "Silver Wings and Santiago Blue," a film produced for public television about Boylan and other "WASPs" who volunteered during the war and who only recently were formally recognized for their service.

Deputy Administrator Dick Jones will introduce the film and Margaret Boylan also will be on hand to answer questions afterwards.



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Memphis and New York Named Top AF Sectors



Electronics technicians from the Memphis Airways Facilities Sector, Buddy Bruckner (left) and Gene Willis, troubleshoot a low level wind shear system transmitter.

Airway Facilities sectors in Memphis, Tenn., and Ronkonkoma, N.Y., (New York ARTCC) have been named National Sector of the Year Award winners for 1984 in their categories. Memphis was picked as the winner in the General NAS category and New York in the en route category.

The two were selected from a group of regional winners that exhibited the highest achievement in areas of facility performance, personal development, staffing management, (See page 2)

The News in Brief

* Controllers and A.F. technicians at the New Orleans Lakefront Airport are getting a new home—or at least a new home away from home. Ground was broken Feb. 28 for a replacement control tower that will reach 88 feet above the airport surface. Construction work is expected to be completed in Jan. 1986, with another six months required to install and check out all the electronics.

* The National Business Aircraft Association's Fly Around Saturated Sectors and Terminals (FASST) program seems to be catching on with its members. The number of calls to the FASST toll free number jumped from 895 in December, the first month it was in service, to 2,447 in January. Persons calling this number can get daily briefings on expected traffic delays based on information supplied to

NBAA by FAA's Central Flow Control Facility in Washington.

*The NTSB has scheduled a three-day public hearing next month on the Galaxy Airlines accident at Reno, Nev., on January 21. The crash of the Lockheed Electra turbo-prop, just south of Reno-Cannon International Airport, took the lives of 70 of the 71 persons on board. The hearing begins April 23 in Sparks, Nev., with some 25 witnesses.

AF Sectors (From page 1)

and other general programs. Of these, facility performance was the most important.

The Memphis general NAS sector is responsible for maintaining facilities in a 40,000 square mile area that includes central and western Tennessee, southwest Kentucky, northern Alabama, and northern Mississippi. In addition to providing superb maintenance services during the year, the sector has been active in Lead Sector Program activities. This is the second year in a row that Memphis has been honored as a Southern Region Sector of the Year.

The New York en route Center sector is responsible for about 41,000 square miles of domestic airspace, 2.5 million miles of oceanic airspace, and maintains one of the world's largest and most sophisticated facilities of its type. The New York ARTCC Sector has won regional honors over the past several years and was a 1980 National winner.

According to Associate Administrator for Development and Logistics Al Albrecht and Program Engineering and Maintenance Service Director Marty Pozesky, winning sectors will receive plaques this spring. At the same time, each employee will get individual recognition.

The top regional sectors, the groups from which Memphis and New York were selected, included:
GENERAL NAS: Bangor, Maine, (ANE); Charleston, W.V., (AEA); Des Moines, Iowa, (ACE); Minneapolis, Minn., (AGL); New Orleans, La., (ASW); Sacramento, Calif., (AWP) and Seattle, Wash., (ANM).
ARTCC: Anchorage, Alaska, (AAL); Farmington, (Minneapolis) Minn., (AGL); Ft. Worth, Texas, (ASW); Memphis, Tenn., (ASO); Kansas City, Mo., (ACE); and Palmdale, (Los Angeles) Calif., (AWP).

FLRA Decision

The Federal Labor Relations Authority's has determined that a regional unit of New England terminal and center controllers is an appropriate unit for union representation, but this may be appealed by the agency. The decision would, in effect, require FLRA to hold a regional election if the requisite showing of interest is obtained. In addition, FAA may appeal the decision to include automation specialists in the bargaining unit. FAA has 60 days to appeal.

However, the FAA continues to believe that safe and efficient operations of the air traffic control system and the nation's air transportation system can be served only by a single national entity, not nine separate regional unions.

International Meeting Held at Headquarters

Agency officials on March 4 & 5 met with four English CAA managers to exchange ideas about the two countries' air traffic control systems and ATC and AF training programs.

Dan Creedon, Roger Brubaker, and Bill Perry, all of ATO's Operations Division, brought the British ATC experts up to date on FAA's advances in flow control and traffic management units.

The CAA group also was briefed by Rod Bourne, ATR, on such innovations as sector suites and flight data processing. Bob Throne, AAT, filled the Britishers in on quality assurance, while Ed Kelly, APM, briefed them on technician training.

Lane Speck, Fred Martino, and James Busbee, all of AAT, explained some of the agency's latest ideas for training and staffing.

Safer Fuel Systems Sought For Light Planes

The agency is considering a requirement for crash-resistant fuel tanks and fuel lines in newly-designed general aviation aircraft to reduce the potential for fire following an accident.

FAA's intention was spelled out in an Advance Notice of Proposed Rulemaking soliciting public comments on the most efficient and economical means of achieving additional fire protection.

FAA pointed out that the U.S. Army has been using crash resistant fuel systems in some small airplanes and helicopters for a number of years with apparent success. Also, full-scale crash tests at the FAA's Technical Center have demonstrated that flexible, bladder-type tanks, together with flexible hose assemblies, are effective in providing increased fire protection for small aircraft.

FAA specifically is soliciting comments on the economic impact of the proposed requirement and also asking for the results of any studies of fatalities and injuries caused by post-crash fires in small airplane accidents.

Employees May Correct National Origin Code

The Office of Civil Rights reminds us again that a race/national origin code has been entered into confidential civil rights records for each employee. Any one wishing to determine his or her code or wishing to correct it, may do so by writing to Federal Aviation Administration, Office of Civil Rights, ACR-1, 800 Independence Ave., SW, Washington, DC 20591.

Contoller Helps Superman

You would think that Superman, more powerful than a locomotive and able to leap tall buildings with a single bound, would be the last person in the world to call for assistance from an FAA controller.

But Judy Herman, a controller at the Teterboro, N.J., tower, answered just such a call on the evening of March 1 from Christopher Reeve, the actor who has portrayed the red-caped superhero in three movies to date. An experienced pilot, Reeve had reported electrical problems with the Beech Baron he was flying as he was approaching the airport on an IFR flight plan.

"Faster than a speeding bullet," according to Tower Manager Dick Kellenberger, Herman gave Reeve vectors for a base leg to Runway 1. Lois Lane couldn't have handled the situation any better than Herman, who qualified as a full performance level controller eight weeks earlier after transferring from the Philadelphia tower.

The Beech Baron landed safely a few minutes later as emergency equipment stood by. Although the nose wheel collapsed as the plane rolled to a stop, damage was minor and Reeve and his passenger were uninjured.

Kellenberger shrugged off the suggestion from an avid comic book reader that Kryptonite might have caused the aircraft malfunction. But he said Reeve frequently flies out of Teterboro and is a top-notch pilot.

Headquarters News



Awards and Rewards

During the past few weeks the following headquarters and Metropolitan Washington Airport employees received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

John Brown, AAA; Elizabeth Bugay, ALG; Gary Mutzabaugh, AMS; Charles Horton, Barbara Disharoon, and George Bobik, AAT; Marjerie Johnson, ADL; Arnold Starr, Hubert Laconia, and William Ornett, AMA; Donald Dwyer, ASF; Terry Ford, APM;

Special Achievement Awards Based on Special Acts or Services:

Judy Leach, ARO; Bessie Sherrod, Leon Troyer, and Ernest Lucier, APM; George Mathieu, APA; Doris West, AAP; M. Denise Cashmere, AFO; Jerry Champion and Mary Shea, AES; James Tyner, AMA

Letters of Commendation:

Malcolm Stephens and Merle Blake, ALG; Shirley Murphy and Sharon Stewart, APT;

Quality Increases:

Linda Booth, APP; Carol Carpenter and Eldon Elam, ASF; Martha Laird, AAA; Harold True, AEE; Julia Gatling, ABU; Grover Hardin, AAT; Ronald Peters, AAP; Robert Kobelka, AMA.

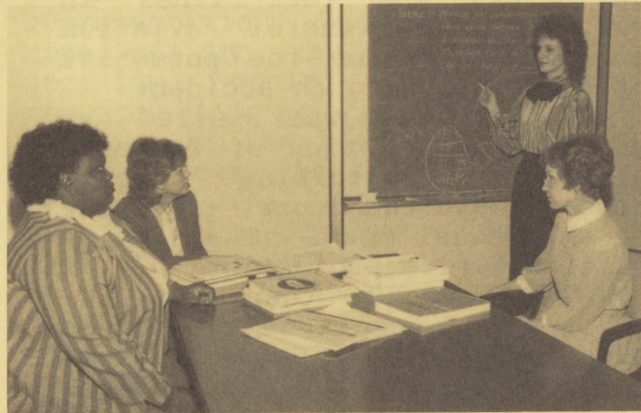
Eight Retire in February

During the month of February the following headquarters employees decided to move on:

William Beaven, APO; Martin Bevilacqua, ARP; Parker Harris, Jr., AAP; Melvin Peck, AAA; Herbert Hutson, ABU; Joseph Laufer, AVS; Lawrence C. Fortier, Jr., and Karl Trautmann, AAT.

We wish them all the best in their new pursuits.

More Johnstown Girls (And Guys)



The saga continues...We find that there were more "Johnstown Girls" than we thought. Among those inadvertently overlooked were: (from left) Ellen Brinson, APM; Clara Thieling, AGC; Connie Nalepa, now at Dulles; and Margo Inskeep, AMS. Other Pennsylvania recruits who are not pictured and whose names did not appear in last week's article are Brenda Brown and Bernie Newman, both ADL, and Mont Strickler and Bob Kopp, both ALG.

Security Moves Outside



Hill Security Officer Jeff Taylor checks the parking pass of an FAA commuter as part of the recently increased security measures. According to Hill's Sgt. Delgota Tynes the new procedures, which call for guards to be stationed in stands at the garage entrances, are designed to check parking passes and prevent unauthorized entries through the garage elevators.



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The News in Brief

FAA will have the "Help Wanted" sign out for air traffic controllers all during the month of April as part of a continuing program to recruit highly qualified ATC trainees to fill vacancies created by retirements, transfers and other personnel actions. Applications may be obtained from Office of Personnel Managements offices as well as FAA personnel offices.

* * * * *

Administrator Engen will testify on the results of the Controlled Impact Demonstration (CID) at a Congressional hearing tentatively scheduled for April 2. In addition to his oral testimony, he will show a videotape depicting what happened both inside and outside the test airplane throughout the impact scenario.

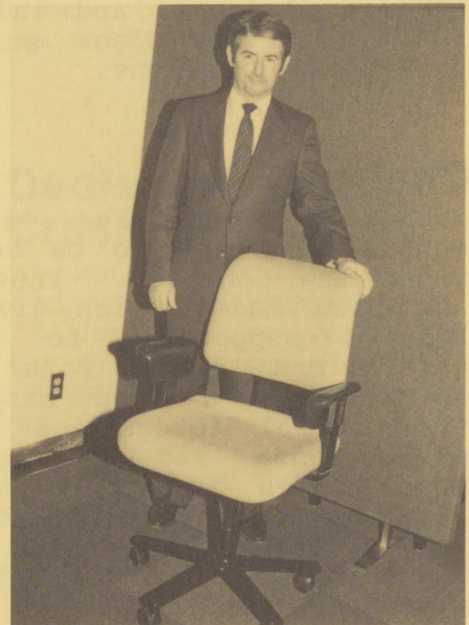
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Through the first two months of 1985, general aviation is improving on its outstanding safety record of 1984. Preliminary figures from the Office of Aviation Safety show a drop in fatal accidents from 68 to 56 and deaths from 127 to 112.

New ATC Chair Deliveries Expected in June

The first deliveries of new controller chairs are expected to take place in June. After close to five years of studying and evaluating chair proposals, the agency has signed a \$1.8 million production contract with Rudd International of Washington, D.C.

During the long search for a chair that would provide ATC specialists with better support and reduce on-the-job fatigue, FAA evaluated different model chairs at the Islip, N.Y., Washington National, New Orleans, O'Hare, Houston Intercontinental, and Buffalo ATCTs; Washington, Houston, Chicago, Ft. Worth, and New York, ARTCCs; and Washington, Ft. Worth, and Oakland FSS.



James B. Norton of AT's Requirements Branch stands behind the new controller chair. Photo by DOT Photographer Bob Laughlin.

The most recent evaluation took place in October 1984, when three controllers from the field traveled to Washington headquarters for sort of a final "sit off."

The chairs they evaluated (See Page 2)

A Call for Papers

FAA engineers who are interested in making their marks in the field of precise time engineering are asked to submit abstracts for the Seventeenth Annual Precise Time and Time Interval (PTTI) Applications and Planning Meeting scheduled for December 3-5 at the Dupont Plaza Hotel in Washington, D.C. The event is being sponsored by NASA and several Pentagon offices.

Precise time engineering is essential to many space age communications and measuring devices and for navigation equipment.

Abstracts of approximately 500 words should be sent to Dr. Joseph D. White, Naval Research Laboratory, Code 7771.1, Washington, D.C. 20374. The purpose of the meeting is to give managers, systems engineers, program planners, and industry a forum to review plans and trends in PTTI applications.

Chair (From page 1)

included the three different models that are to be delivered under the contract. They are a low base model which gives firm body support to radar controllers, flight data and FSS specialists; a high base model for control towers and training evaluations; and a high back model which is a little larger and somewhat more comfortable. It is designed for those working light traffic for long hours without relief.

Delivery of the new chairs will end the era of the plain brown ATC chair. The new covered seats will be available in 12 different colors from flaming red to pastel blue.

Rayburn Is GA Manager

Carol Rayburn of the Western-Pacific Region has been picked to replace the recently retired Bernie Geier as Manager of the General Aviation and Commercial Division, Flight Operations, in Washington headquarters. A high-time pilot who has checked out in more than 50 makes and models of aircraft, she currently is Assistant Manager of AWP's Flight Standards Division.

Rayburn began flying in high school, taught flying in college and has been in aviation ever since.

Before joining FAA she was an



Carol Rayburn is the new manager of AFO's General Aviation and Commercial Division.

air taxi pilot, a commuter airline pilot, and an agricultural pilot in addition to being a flight instructor. Among the many flights she made were those to seed thunderstorms and to carry out smoke jumpers after they fought a fire.

She joined FAA in 1974 as a GS-7 safety inspector and has since held such responsible jobs as principal airlines operations inspector, manager of the Fresno, Calif., General Aviation District Office, and her current job.

Now, as she steps into a top management position at FAA headquarters, she holds virtually all FAA pilot ratings, including multi-engine jet and, at the opposite end of the power scale, a glider rating.

UFOs Visit Alaska

Anchorage, Alaska, skies were dotted with a flock of mysterious, bright amber lights recently which even controllers at Anchorage International Airport could not explain. Controllers saw as many as 14 lights in the cold night sky.

Some glowed alone while others appeared to be flying in loose formation. The lights seemed to climb slowly into the night sky before hovering and then disappearing about 30 minutes after they appeared.

The police and FAA officials were swamped with phone calls from nervous citizens concerned about UFOs.

The mystery was solved when several plastic dry cleaning bags, sooty from candle smoke, were found hanging limply on power lines around the city. A local citizen, who grew up in Anchorage, said he knew what the lights were all about because he had sent similar ones up when he was a kid. "You take a plastic garment bag," he explained, "and place a cross in the bottom made of soda straws, then add a light piece of paper board with birthday candles on it, light the candles and up it goes."

"The colder the weather, the better," he added. "In fact, in really cold weather some have been known to rise several thousand feet."

FAA officials subsequently announced that the balloons could be a serious hazard to aviation and that a fine of \$1,000 for each balloon could be levied against the experimental balloonists.

The "UFO" show then stopped abruptly.

FAAers Star as Speakers

A quartet of FAA managers will be featured as speakers at the Sixth Annual Communicating for Safety Seminar in Orlando, Fla., May 15-17. Sponsored by Eastern Airlines and Embry-Riddle Aeronautical University, the seminar will provide professionals from all segments of aviation an opportunity to exchange ideas and information about safety. Attendees will include controllers, airline pilots and corporate pilots, among others.

FAAers scheduled to speak include Jack R. Ryan, Director, Air Traffic Operations, who will discuss the "Current Status of the ATC System." Also speaking will be three program managers from the Technical Center, Caesar Caiafa, Leo Garodz, and Bill Westfield, who will talk about the Controlled Impact Demonstration and how the results will lead to improved safety.

Pilot's Decision Caused Airline Crash, NTSB Says

The National Transportation Safety Board has determined that the pilot's decision to continue flight after the loss of electrical power from both aircraft generators was responsible for the Air Illinois commuter crash which claimed ten lives last October.

As contributing factors to the accident, the Board cited the failure of the airline's management to provide proper recurrent training and FAA's failure to maintain adequate surveillance of the carrier's training program.

All seven passengers and three crewmen were killed when the Hawker-Siddley-748 crashed into a field while en route from Springfield to Carbondale, Ill.

Headquarters News



FAAers Win CFC Award

For the first time in five years, FAA employees have been awarded the CFC Merit Award by the Combined Federal Campaign for their "outstanding support" of the group's fund raising efforts.

The three FAA units in the National Capitol Area -- headquarters, Eastern region facilities and the Metropolitan Washington Airports -- raised a grand total of \$158,174.90, or 97 percent of their goal. The average contribution was \$86.53.

Paul Galis, Director of Airport Planning and Programing, who served as CFC coordinator, said, "The theme of the campaign was 'Catch the Spirit of Giving' and it's clear that FAA employees really caught it. This award is for them."



Photo by DOT Photographer Dennis Hughes.

Paul Galis, Director of Airports and Planning and Programming and CFC Coordinator, Administrator Engen and Linda Booth, who assisted Galis, symbolically present the Merit Award to all Capital Area FAAers.

Order an FAA Mug

Attention all you java drinkers: brought back by popular demand by the Federal Women's Program Task Force--order your own FAA insignia mugs at the low, low price of \$2.50 today. Bring your order and dough to either Suzanne Holloway in Rm. 911B or Linda Galis in Rm. 907C.

Habla Usted Español?

Hine Junior High School, FAA headquarters' "adopted" school in the District, has asked the agency's Hine Volunteer Committee to select Spanish-speaking tutors to help teach Hispanic students. Interested FAAers who fit the bill should contact John Hanks at 426-3485. A teaching certificate is not required.

Awards and Rewards

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

Special Achievement Awards Based on Sustained Superior Performance

Marie Tapscott, AAT;

Special Achievement Awards Based on Special Acts or Services:

James McMahon, Jean Herz, Francis McCabe, Glen Brammer, Martha Finger, Sharon Jeffries, Ann Waring, Joan Devers, Leslie Howard, and Laurence Silvious, AIA; Berry Gamblin and Karen Stewart, AAT; Paul Leamer, API; Marva Booker, APO; Ruth Hodges, AFO; Alphonse Santarelli and Martha O'Connor, AWS; Linda Springer, AHR;

Letters of Commendation:

Constance Wims, ARP; Carole Meredith, AAS;

Quality Increases:

Cloyd Shirley, Ronald Maunder, John Harper, and John Hunter, AAT; Marguerite McAllister, APO; Thomasine Johnson-Mobley, APM; Richard Nowak, Sr., AWS.

Rosary Found in Garage

A rosary has been found on the the B-level garage. If you are missing yours, call Brian Moeller at 426-8811.



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Airworthiness Inspectors Meet With Engen

Administrator Engen met March 19 with a team of six FAA airworthiness inspectors to thank them for their efforts in promoting the concept of "standardization" in a series of seminars with fellow inspectors across the country.

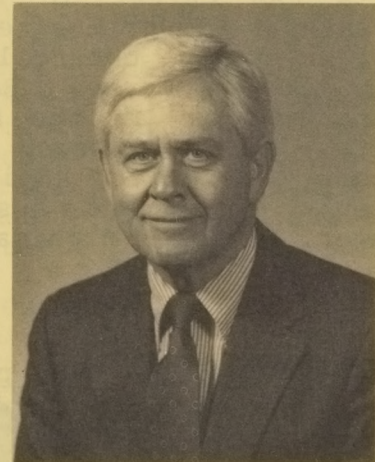
Engen said standardization "is one of the hardest things to achieve," but noted that it "is vital—not only in maintenance, but in all aspects of the agency's dealings with the aviation industry."

Organized last summer to correct nonstandard practices identified in recent special airworthiness inspections, the team developed the seminar materials at the Aeronautical Center and later held a successful prototype session for 25 veteran inspectors.

In October, the six-man team split into two groups and took the show on the road. To date, they have carried their message to 475 inspectors in 19 (See page 2)

Jones Is Confirmed by Senate

It's official. On March 18, the Senate confirmed President Reagan's appointment of Richard Jones as Deputy Administrator, ending the recess appointment which Jones has been serving under since Dec. 13, 1984. A recess appointment allows the President to appoint officials who require Senate confirmation while the Congress is not in session.



Richard Jones, FAA Deputy.

Prior to taking the second-in-command job with FAA, Jones served as a pilot with Eastern Airlines while also practicing law as a member of the Virginia and Washington, D.C., bars. In addition, he has been secretary of the Flight Safety Foundation, served as secretary and treasurer of the Air Line Pilots Assoc., and chaired the Virginia Advisory Committee on Aviation.

Jones received his B.S. from Virginia Polytechnic Institute in 1958, and his law degree in 1964 from American University in Washington, D.C.

A former adjunct professor at the University of Southern California, he has published numerous articles on flight safety.

New Chief in Central Flow

Ed Newbern of the Southern Region has been named Manager of the agency's Central Flow Control facility in Washington, D.C. Newbern, who is currently manager of the Miami International Airport Tower, will replace Roger Brubaker, who was in charge of the facility during the very busy post-strike period and has now transferred to the Great Lakes Regional Headquarters.

Newbern, who has a total of 23 years controller experience, began his FAA career in the Wichita, Kansas, Tower after spending eight years controlling traffic in the Air Force. Before becoming manager at the Miami facility, he held such responsible jobs as Chief, Spirit of St. Louis Tower and Assistant Manager, Detroit, Michigan, Tower.

Inspectors (From page 1)



At the meeting were (from l. to r.): Raymond Myers, AEA-FSDO-63; Ed Thompson, ASO-FSDO-67; Paul Auchenbach, AVN-133; Dick Teixeira, AWS-330; Administrator Engen; Earl Hargrave, ASO-250; Steve Badger, AWS-330; Ray Ramakis, AWS-300; and Robert Seger, AWS-330.

seminars and expect to increase that total to more than 650 by the end of May.

The team members are: Robert Seger (Project Manager), Richard Teixeira and Steve Badger, AWS-330; Raymond Myers, AEA-FSDO-63; Ed Thompson, ASO-FSDO-67; Paul Auchenbach, AVN-133; and Earl Hargrave, ASO-250.

Top Level Appointments Confirmed by Secretary

FAA veteran Garland Castleberry will take over as Director of the Mike Monroney Aeronautical Center at the end of March, succeeding Benjamin Demps, another veteran FAAer, who is moving to Brussels to replace the retiring Phillip Swatek as Director of the Europe, Africa, and Middle East Office.

Both of these appointments by Administrator Engen now have been approved by Secretary Dole along with two shifts in the Associate Administrator ranks at Washington headquarters. Charles E. "Gene" Weithoner was confirmed as the first Associate Administrator for Human Resource Management (AHR-1) with Brooks Goldman, former Management Systems director, taking Weithoner's old post as Associate Administrator for Administration. Both have been serving in these jobs on an acting basis since last October.

Castleberry and Demps both began their FAA careers in the mid-1950s as air traffic controllers. In addition to his early ATC service, Castleberry's resume shows he was Deputy Director of the Alaskan Region, member of the ICAO Air Navigation Commission and, most recently, Manager of the Special Projects Staff in the Administrator's Office. In 1974 he was awarded the Princeton University Woodrow Wilson fellowship and earlier won a Congressional fellowship.

Demps graduated from the controller ranks via the Executive Development Program and moved on to become Assistant Superintendent and later Superintendent of the FAA Academy. Prior to his appointment as Aeronautical Center Director, he was Deputy Director of the Western Region. In 1980 he was awarded a Presidential Rank Award for Meritorious Executives.

ARSAs Now Operational At Three Sites

The new Airport Radar Service Area (ARSA) concept moved from the evaluation phase to the operational phase at the Austin (Tex.) and Columbus (Ohio) Airports on March 14, with a third ARSA established at Baltimore/Washington International Airport.

ARSA is designed to improve the overall operational safety level at airports and to reduce the potential for near midair collisions. It requires all pilots in the service area to maintain radio contact with the airport tower and follow ATC clearances and instructions.

ARSAs are circular in shape with a radius of 10 miles and a ceiling of 4,000 feet. The concept was developed during the National Airspace Review as a replacement for the present non-mandatory Terminal Radar Service Areas at more than 130 airports.

The agency expects to issue a notice of proposed rulemaking in June for the remaining ARSA locations with implementation beginning in the fall.

Better Medical Kits Proposed for Airliners

The agency has issued a notice of proposed rulemaking that would require airliners to carry upgraded medical equipment and drugs for treating passengers who may suffer heart attacks or face other health-related emergencies in flight. The proposal would require that one medical kit containing equipment and drugs to provide basic life support during emergencies be carried on each passenger-carrying aircraft.

Present FAA rules require only basic first aid equipment on airline flights. The agency now believes these kits are inadequate for dealing with in-flight medical emergencies such as heart attacks, severe allergic reactions, acute asthma, insulin shock, protracted seizures, and childbirth.

FAA has estimated that there are approximately 21 in-flight deaths annually, mostly elderly persons suffering from serious illnesses. The agency believes that 10 percent of these might be prevented if improved medical kits are available.

NTSB Cites Pilot Error In Two Accidents

The National Transportation Safety Board (NTSB) has ruled that pilot error was the probable cause of a non-fatal DC-9 landing accident at Detroit's Metropolitan Airport last June 13, and blamed a combination of mechanical and pilot failure for the fatal crash of an Air Continental cargo flight near Windsor Locks, Conn., earlier that same month.

The fatal accident, in which two pilots and a passenger died, was caused by a sudden roll triggered by the failure of a spoiler to retract. However, NTSB said that flight tests indicate that such a roll is controllable when pilots react

immediately with opposite-to-roll rudder and aileron control.

In the USAir accident at Detroit, the Board cited a series of "inappropriate decisions" on the pilot's part. First, he did not compensate for a known wind shear condition and then misjudged the ability of his aircraft to climb. As a result, the plane touched down with the landing gear only partially extended.

In addition, the Board's report pointed to the first officer's lack of aggressiveness and recommended improvements in the formula used by controllers in transmitting wind shear information to pilots.

Headquarters News



Phyllis Burbank to the Rescue

Phyllis Burbank, an employee development specialist in the Human Resource Management Division, spends her off hours saving lives. And she puts in extra time at FAA teaching her fellow employees how to do the same as the headquarters coordinator for Cardiopulmonary Resuscitation (CPR) training.

She got into this line of work back in 1978 when, on a North Carolina beach, she was called upon to help an elderly man who was having a heart attack and found she could do little for him. She learned CPR immediately and volunteered for the top FAA spot in the fledgling DOT CPR program. Since then, she and three other FAA instructors, Carl Hutchinson, Nancy Trembly, and Leon Troyer, have taught hundreds of FAAers the basics of CPR in extensive courses offered twice a year. (One of Burbank's students, Dave Custis, AVS-10, recently put his training to work saving a heart attack victim at BWI Airport.)

After becoming involved in CPR, Burbank in 1982 took an emergency medical technician course, finished in the top of her class, and joined the Lake of the Woods Rescue Squad in Orange County, Va., where she



Phyllis Burbank teaches a student CPR techniques.

lives. Last year, she went on to become a state-certified cardiac technician, able to give I.V.'s and administer drugs. Burbank continues to work on the rescue squad every fourth night.

Since coming to the agency in 1964, Burbank has overseen all variety of training programs from retirement and secretarial courses to the women's initiatives of recent years.

Her husband, Richard, must appreciate the tough work Burbank does on the rescue squad—he's a battalion chief with the Fairfax County Fire and Rescue Department.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Laurette Fisher, API; Bruce Slater, ADA; Janie Atkinson, Selma Cockrell, Clayton Hagan, John Booth, Sr., Robert Nelson, Sharon Baldwin, and Patricia Gutierrez, MWA.

Special Achievement Awards Based on Special Acts or Services:

Malcolm Stephens, ALG, Angeli Sebastian, Jane Mehrrens, and Lillie Morant, ARP; Alan Pellerin, George Armitage, Jr., and Dell Keefer, Jr., MWA;

Quality Increases

James Monnie and Boyd Lefevre, APM.



U.S. Department
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Headquarters Intercom

The News In Brief

Another reminder that we're getting older (and not necessarily better) is the fact that the Boeing B-17 Flying Fortress will celebrate its 50th anniversary this July. Boeing is planning three days of ceremonies (July 26-28) in Seattle to mark the first flight of this venerable bomber with many World War II types expected to participate. Boeing, Lockheed and Douglas together produced more than 12,700 B-17s, which distinguished themselves in the air war over Europe.

* * * * *

FAA has grounded two more Part 135 (commuter/air taxi) operators for violating various operational, maintenance and training requirements. They are Spectrum Helicopter of Ridgefield Park, N.J., and Atlantis Airlines of Florence, S.C. Both received emergency suspension orders, Spectrum on March 20 and Atlantis on March 21.

* * * * *

The agency has proposed a realignment of the "General Operating and Flight Rules" (FAR Part 91) to make them more understandable and easier to use. To cite just one example, the proposal would consolidate all of the equipment and operating (See page 2)

Engen's Q & A Session Recorded on Videotape

Administrator Engen held a question and answer session with more than 50 principal inspectors on March 21 at Washington headquarters, stressing the essential agency traits of service and consistency.

"We're in this together," he asserted. "We have one policy in the FAA, and it should be implemented with fairness and reasonableness."

The lively exchange will be coming soon to a video cassette player near you since it was videotaped and is being shipped to all the regions.

Engen fielded a (See page 2)



A Tech Center employee tests the highly effective, toxin-free Halon 1211 extinguisher, which is now required equipment on airliners according to a recently issued FAA rule. (See Page 2.)

Wind Shear Decision Is Probable Cause

The National Transportation Safety Board has determined that the pilot's decision to take off under conditions conducive to wind shear was the probable cause of the non-fatal accident at Denver-Stapleton International Airport last May 31. The United Airlines Boeing 727 suffered substantial damage when it hit a 13-foot high antenna a little over 1,000 feet from the end of the runway. However, the aircraft remained airborne and made a safe landing.

Based on this accident and the Detroit Metropolitan Airport non-fatal accident last June 13, the Board recommended that FAA conduct research to determine the most effective means of training all flight crew members in cockpit resources management. It recommended also that FAA, in cooperation with airlines and aircraft manufacturers, come up with a common wind shear training curriculum to be required in all airline pilot training programs.

Briefs (From page 1)

rules for large and turbo jet-powered multi-engine airplanes in Subpart G of Part 91. The proposal was published in the March 20 Federal Register and specifies a comment deadline of July 19.

* * * * *

More than 500 U.S. airports--501 to be exact--now have full Instrument Landing Systems (ILS) operational on at least one runway and another 104 have a partial system. In all, there are 852 ILS installations at airports across the country. Of this total, 718 are full systems and 134 are partial. Try that bit of FAA trivia on your A.F. friends some time.

Smoke Detectors Required for Airlines

The FAA has adopted a rule requiring airlines to install smoke detectors in the lavatories and galleys of their large aircraft, automatic fire extinguishers in lavatory trash receptacles, and more hand-held fire extinguishers in cabins.

Under the new rule, airlines are required to install the lavatory smoke detectors within 18 months of the April 29 effective date, and trash receptacle extinguishers within two years of this date.

The receptacle requirement was based on inspections made following a June 1983 fatal fire on an Air Canada jet which showed that many of the aircraft's receptacles had lost their ability to contain fire because of normal wear and tear.

The number of hand-held extinguishers would be increased from the maximum of two now required to as many as eight, depending on the number of passenger seats.

Two of the devices would have to be Halon 1211, or equivalent extinguishers, which are more effective than conventional ones in terms of range and power while emitting no toxins. Airlines will have six months to install the added extinguishers and one year for the Halon devices.

Videotape (From page 1)

range of questions covering revisions of handbooks, differences in interpretation of regulations between regions, training, the size of the inspector force, and Federal personnel procedures that affect FAAers.

A Spate of Dramatic Flight Assists

Safety and saving lives is at the core of FAA's mission as was made abundantly clear in these recent dramatic flight assists:

* Peoria, Ill.: FAA controller Tom McDade, of the Peoria Airport Tower, spent a tense 39 minutes on March 21, which he said "seemed like at least an hour," talking a non-pilot passenger down to a safe landing. The pilot, who suffered a fatal heart attack, stayed conscious long enough to set up the emergency radio and transponder frequencies. After that, it was McDade, aided by an instructor called to the tower, who brought the plane in to a safe but hair-raising landing. McDade vectored the plane to the airport and a final approach while the instructor gave emergency flying lessons.

* Salt Lake City: In another apparent heart attack situation on January 5, Salt Lake City Center controllers teamed up with an American Airlines pilot to give a passenger flying lessons and guide him down to a safe landing. Controllers Melvin J. Brock and Max A. Hall received the first radio call from the passenger, who reported that his father, who was flying the plane, was unconscious and that he himself was not a pilot.

The controllers told the young man to continue flying straight and level toward his original destination, Billings, Mont. Shortly after this exchange, the pilot of American Airlines Flight 391 came on the radio and offered to give flight instructions.

While FAAers kept the plane on course for Billings, the American pilot instructed the passenger on speed and rate of descent.

With this guidance and approach

control assistance from controller Steve Reed in the Billings Logan Airport Tower, the pilot's son managed to make a controlled crash and both occupants escaped uninjured.

* Grand Canyon National Park: Gale Cotton of the Grand Canyon National Park Airport Tower doesn't know the meaning of the word "quit." She was alone in the tower February 20 when the pilot of a low-on-fuel single engine plane radioed her that he was unable to land because of driving snow. She then contacted the Los Angeles Center and they vectored the plane to nearby Williams Airport. Although it then was well past the tower's closing time, she refused to leave and soon learned that there were no lights at the alternative field. She called the airport office, but no one answered. Still not ready to accept defeat, she put in a call to the local sheriff's office and urged the lawmen to light the runway with automobile headlights. With this make-shift help, the plane landed safely.

* Sitka, Alaska: ATC specialists don't get paid to prevent suicides, but sometimes it comes with the territory. When Janice Mathews of the Sitka FSS was alerted about a pilot bent on suicide March 19, she held the man's plane on the ground to keep him from taking off and intentionally crashing. By refusing to give takeoff clearance or turn on the runway lights, she gave local authorities time to catch up to the potential suicide.

* In January and February, 200 flight assists were reported. Flight service stations were responsible for 66 of these, towers for 81, and centers for 53.

Headquarters News



A Thank You

The families of Sam Rosenzweig and Richard Geisenheyner of the Central Flow Control Facility would like to express their heartfelt appreciation for the comfort and support of the many people in the agency who helped see them through their recent tragedies.

Jackie Says Goodbye!

Saying goodbye is never easy, especially when there are so many friends and co-workers you want to say it to. INTERCOM helped out by giving me a little space to say thanks to all of you who have helped to make my past 27 years with the FAA a time of excitement, challenge, and satisfaction. Working with all of you has made it fun, not just a job. My last day was March 29, but in my heart I'll never leave the FAA and all the great people I've had the privilege of working with so many years. I hope to see some of you at the Market Inn on April 10 for one last party--ALG style!

My best to all of you.
Jackie Honeck, ALG-301.

"Send me in, Coach"

While the big leaguers are working off their winter fat in spring training camps, the DOT CO-ED Softball League is looking to recruit for the coming season.

To that end, the FAA headquarters' office/service co-ed, slow pitch softball division of the DOT league is holding its organizational meeting for the 1985 season at 2 p.m., Friday, April 5, in room 320.

If you can't make the meeting, call Don Blazer at 426-9798.

Awards and Rewards

During the past week the following headquarters and Metropolitan Washington Airports employees received awards. They were:

Special Achievement Awards Based on Sustained Superior Performance:

Kay Payne, AVS; O. Henry Gregory, Catherine Sullivan, and Joseph Featherston, APM;

Special Achievement Awards Based on Special Acts or Services:

Fred Phillips, APT; Henry Dickson, Joe Stephens, Bonnie Evans and George Booth, AAT;

Quality Increases

Joy Herndon, APM; Gary Davis, AFO; Hugh McConnell, AAP.

Administrator Suggests Regular Award Ceremonies

In a memo now making the rounds, Administrator Engen is asking headquarters' top managers to establish quarterly award ceremonies beginning in July.

Engen cites considerable feedback from employees and managers requesting that a better effort be made to recognize the contributions of award recipients.

A working group of incentive award coordinators who reported to Engen suggested that each Associate Administrator, on at least a quarterly basis, present his or her employees certificates for any awards approved during the previous quarter.

Associates will be given carte blanche in presenting the awards. Engen's suggested formats included staff meetings within a division or associate-wide ceremonies.

Watch for further developments in INTERCOM.



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People Are First In AT Master Plan

Technology will revolutionize the air traffic system during the next several years, and the agency is now taking a careful look at what this will mean to controllers and other people involved.

The result is an Air Traffic Management Plan (ATMP) designed to keep workforce management improvements ahead of technological advancements. Developed by the Office of the Associate Administrator for Air Traffic, the plan was put together over a period

Air Traffic Management Plan 1984-1994



of more than a year by a cross-section of Air Traffic employees. ATC specialists from centers, towers, and flight service stations, as well as AT facility managers and floor supervisors,

contributed to the project. In fact, nine of the 36 members of the ATMP working groups are journeymen ATC specialists in the field, representing all three options. The plan (See page 2)

The News In Brief

FAA now has taken delivery of three of the 51 additional low level wind shear alert systems ordered from Climatronics Corp. at the end of 1983. They have been installed at the Tucson, San Francisco and Honolulu Airports. The agency expects to have all 51 delivered by early 1986, bringing the number of wind shear alert systems to 110.

* * * * *

Add the name of Airways of New

Mexico to the list of Part 135 commuter air taxi operators grounded by FAA in recent months for non-compliance with the Federal Aviation Regulations. Airline operations were shut down March 29 under an Emergency Order of Revocation that cited numerous FAR violations, including the use of improperly maintained and unairworthy aircraft. The company can appeal the order to the NTSB. (See page 2)

Engen Reports on CID

The controlled jet crash at Edwards AFB in California "demonstrated that there are conditions where adding an antimisting characteristic to jet fuel is not sufficient to prevent a post-crash fire."

In testimony before a Congressional subcommittee on April 2, Administrator Engen said extensive damage to the aircraft caused by "wing cutters" implanted in the impact area created a post-crash scenario that largely negated the effectiveness of antimisting kerosene (AMK).

At the same time, the Administrator emphasized that the AMK evaluation was only one element in the December 1 "Controlled Impact Demonstration" (CID). He said instrumentation and camera equipment aboard the test airplane yielded a wealth of data on other crashworthiness and fire safety experiments that will enhance the design of future aircraft.

For example, he noted that energy-absorbing seat and restraint systems installed in the aircraft were capable of handling even higher load factors than those imposed by the CID. Engen pointed out that the controlled crash was at least partially survivable in that all or most of the passengers who might have been aboard such a flight would have survived the initial impact. Further, some passengers would likely have been able to evacuate the airplane.



Briefs (From page 1)

The University of Oklahoma has won a renewal of its FAA contract to provide instructors for training controllers at the FAA Academy in Oklahoma City. O.U. has been supplying many of the Academy's instructors since the faculty was expanded in 1981 to handle the heavy load of new controller hires following the PATCO strike. The contract covers a one-year period with options that could extend it up to five years.

The fatal crash of a Lockheed Electra near Chalkhill, Pa., in May 1984 may have been the result of instrument failure, according to the National Transportation Safety Board. Although the Board was not able to determine the precise reason for the loss of control that led to the in-flight breakup of the aircraft, it noted that the failure in an attitude indicator system probably was a factor by incorrectly processing data fed to the co-pilot's attitude display. All three pilots and a non-revenue passenger aboard the Zantop International Airlines cargo flight died in the accident.

AT (From page 1)

covers the 1984-94 period and clearly outlines new or redirected programs that will help Air Traffic employees adapt to changing equipment and responsibilities. These programs include a new supervisory selection and development process as well as a standardized training, evaluation and certification program for controllers.

By putting human concerns first, the plan will help ease the transition to new technology. It will be updated every six months to keep it current.

Smith to Retire

Central Region Director Murray Smith has announced his retirement, effective June 1. A 28-year FAA veteran, he has headed the Central Region since November 1981.

Smith began his FAA career in 1957 as a civil engineer in the Central Region's Airway Facilities Division. In 1959 he moved to Washington where he held progressively responsible positions, the most recent of which was Deputy Associate Administrator for Administration from 1975 to 79. Immediately before returning to the Central Region as director, he was director of the Eastern Region.

Following his retirement, Smith plans to return to the Washington area and live in Fairfax, Va.

Secretaries Week Gets Engen's Support

Administrator Engen has announced that FAA will celebrate National Secretaries Week, which runs April 22-26 this year. He noted, "It is particularly fitting that we in FAA honor our secretaries for their professional skills, loyalty, efficiency, and enthusiasm in performing the tasks so necessary to the smooth operation of this agency."

This year's theme for Secretaries Week is "Pride in Performance," which the Administrator said, "personifies the attitude of FAA secretaries and reflects the exceptional quality of their efforts."

Saying that he personally supports this week of recognition, Engen added, "During this week and throughout the year, I encourage all employees to express their appreciation and support the secretaries of FAA."

New Office Established

Get out the organization chart, add a new box for the Office of Program and Regulation Management and show it reporting to the Associate Administrator for Aviation Standards.

The new organization will be built around Aviation Standards' former Program Management Staff (AVS-10), with Irene A. Barnett serving as the director on an acting basis. A 24-year FAA veteran who worked her way up from the secretarial ranks, Barnett is the only woman to serve as an office director in Washington headquarters in the last 15 years. She previously was the AVS-10 manager. Joe Sullivan is the Acting Deputy Director.

The new office, which carries an APR designator, is comprised of three divisions. The division managers all are from AVS-10 and currently are serving on an acting basis.

- o The Program Management Division (APR-100) is responsible for management of program planning, fiscal human resources, management procedures, international program coordination, and emergency preparedness programs. Ken Parrish, Manager.

- o The Safety Regulations Division (APR-200) is responsible for AVS rulemaking and is the AVS focal point for NTSB recommendations. Fred Laird, Manager.

- o The Aviation Standards Data Division (APR-300) is in charge of the Aviation Safety Analysis System and the Information Resources Management Programs. It also supports office automation. Michael Dunlap, Manager.

Headquarters News



Come Out to The Fair

Community-minded FAAers are now gearing up for the 2nd annual DOT Volunteer Fair, which will raise money for the Hine Partnership Fund (for Hine Junior High, DOT's "adopted" school), and other DOT Voluntarism programs. The festivities are set for Thursday, April 25 in the Nassif courtyard and the FAA lobby.

Events will include the sale of baked goods, donated books, and other items. There also will be a clothing collection, a credit union raffle, entertainment by the "Voices of Hine" choir, clowns, balloons and other activities.

Sponsors are looking for donations of baked goods and other items and for people who can staff the FAA tables for an hour at a time the day of the fair. Those interested should contact Jo Officer, APT-210 at 426-8844, or Wrensey Gill, APP-400, at 426-3844.

All donated items should be brought to the second floor Executive Training Room kitchen the day of the fair between 8-9:30 a.m. Please wrap items for sale.

A Few Reminders

* The Clinic nurses remind us that they offer regular screenings for glaucoma and diabetes in room 327. The diabetes screenings are done in the morning and require fasting the night before. Both screenings take only a few minutes. Call 426-3250 for an appointment.

* Orders are still being taken for the FAA mugs sponsored by the Federal Women's Task Force. Bring your money and orders to either Suzanne Holloway, Room 911E, or Linda Galis, Room 907. The mugs are going for the disgracefully low price of \$2.50.

Name the Mystery Pilot



Who is this daring young man in the flying machine? And what is he flying? The first FAAer who calls in with the right answer to both of these questions will win a lunch with the pilot at his favorite luncheon spot. Answers must be in writing to APA 1. In case of a tie, the winner will be selected by a random drawing of all correct answers. Deadline is April 15.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Barbara Slavik, API; Jerry Stephens, ADL;

Special Achievement Awards Based on Special Acts or Services:

Julius Ganoza, APO; Barbara Herber, AAT; Jennifer Pease, AAP; Mary Thomas, API;

Quality Increases

Dwayne Clark, APM; Dorothy Pennino, ACS; Jacqueline Renaud, AWS.

Time Marches On

March saw a number of FAAers take their cue from the changing seasons and move on to new pursuits in retirement:

Robert N. Scruggs, AMS; Arnold Anderjaska, AWS; Mary M. Manatos, ADL; Courtney R. Sargent, AAT; Vincent L. Costantino, APM; Katie Broadus and Jacquelyn Honeck, ALG.



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The News in Brief

Air traffic delays of 15 minutes or more plunged to an 18-month low in March with a daily average of 605. That's 44 percent less than the 1,081 daily delays in March 1984, and the lowest figure since the 545 daily average in September 1983. Through the first 10 days of April, delays had fallen off even further to a daily average of 536.

* * * * *

Taking note of the drop in delays, Administrator Engen told the Air Traffic Control Association and aviation industry representatives on April 10 that FAA's controllers deserve much of the credit for the improved record. "People are the most critical element in the air traffic control system," he said. "And, I want you to know that I am proud of the job that I have seen the air traffic controllers of the FAA doing this past year."

* * * * *

In a further effort to enhance ATC efficiency and reduce (See page 2)

Engen Says, "Good Morning, America"



On Thursday, April 11, at 7:10 a.m., while most of us were having breakfast or commuting to work, Administrator Engen was in the Central Flow Facility in front of the cameras of ABC's "Good Morning America" to talk about the agency's procedures to hold airline delays to a minimum. Engen told the show's host, David Hartman, he has "cautious optimism" that commercial air travel will be relatively free of unnecessary delays this summer.

New Retirement System Proposed by OPM

The Office of Personnel Management (OPM) has released a draft of a proposed new retirement system for Federal employees who began work after Jan. 1, 1984, and presently are covered only by Social Security. The OPM plan would provide a supplemental retirement system for these employees. In addition, the plan would be set up so that pre-1984 employees currently under the Civil Service Retirement System could switch to it if they desired.

The retirement plan, which must be approved by the Office of Management and Budget (OMB) before being submitted to Congress, features full Social Security coverage as well as a (See page 2)

Briefs (From page 1)

delays, the agency began implementation of its "East Coast Plan" on April 11. The initial phase of the plan involves LaGuardia and Newark swapping southwest arrival routes. The changes are expected to reduce the coordination workload on controllers and expedite traffic flows in the busy New York terminal area.

* * * * *

Now that the ATC work force has reached its post-strike target of 14,300+, the agency is focusing its efforts on maximizing the number of full performance level controllers in the system. Administrator Engen told a Senate budget hearing earlier this month that the agency plans to reduce the number of developmentals in the system from the current 2,200 to 1,100 by the end of the fiscal year. He said the agency believes 800 is the optimum number of developmentals it should have in the pipeline.

* * * * *

With the award of the host computer contract set for mid-summer, FAA is continuing its ARTCC expansion program so it will have a place to put this equipment and other elements of the advanced automation package. The latest facility to award a contract for an addition to the control wing is the Denver Center at Longmont, Colo. FAA plans to have the expansion program completed at all 20 domestic centers in early 1987.

Retirement (From page 1)

pension benefit which is paid from a fund maintained by government contributions and the interest from the fund. The government's contribution to this fund would be 11.6 percent of the employee's salary. Employees, on the other hand, will pay the regular Social Security 7.05 percent. They will be vested in the new plan after one year and begin drawing from their account at age 59 1/2, either in a lump sum or as an annuity.

The proposed plan also contains early retirement provisions for air traffic controllers, firefighters, and law enforcement officers. Employees in these occupations may begin drawing annuities as early as age 50 and will receive an immediate supplemental Social Security benefit based on an estimate of their benefit at age 62. However, under this newly defined contribution plan, unlike the current Civil Service benefit plan, the benefits an employee would receive would not be calculated until the time of retirement.

In addition to other benefits, the proposed plan contains a tax deferred, voluntary, IRA-type savings plan that would allow employees to contribute up to \$5,000 of their salary each year. However, the Internal Revenue Service would have to approve this part of the plan.

OPM Announces Special FEGLI Open Season

The Office of Personnel Management has announced a special, nationwide Federal Employees Group Life Insurance (FEGLI) "open season" to be held from June 1 through June 30. During the open season, employees eligible to participate in

the life insurance program will have a chance to add to their existing coverage or, if they are not already enrolled, to enroll in FEGLI.

In either case, the selections will become effective in August.

Two-Word Message Makes the Difference

"The two-word message, 'No wheels,' saved me from my moment of imperfection." This is how a pilot began a letter of thanks to controllers at the Fullerton, Calif., Tower, who were looking out for him when he was about to land with his wheels up.

The afternoon of February 16 was a busy time for Controller-in-Charge Kenneth J. Schuette and Local Controller Arthur D. Yarnell. Earlier in the day, the airport had been closed for two and a half hours and traffic was particularly heavy. That's why they both were on duty when Schuette spotted the plane on a short final with its landing gear still retracted. He immediately advised Yarnell who without pause radioed to the pilot, "No gear, no gear, go around."

For the controllers, it was a routine thing. But it made all the difference to the pilot who went around and returned for a safe landing with his gear down.

EARTS To Be Upgraded

The Minimum Safe Altitude Warning (MSAW) and the Conflict Alert (CA) systems are to be added to the En Route Automatic Radar Tracking Systems (EARTS) at the Anchorage, Honolulu, and San Juan centers and at Nellis AFB. Providing the hardware and software for the enhancement program is the Sperry Corporation, which is currently developing the software for radar mosaic at the four facilities. Radar mosaic, which allows controllers to view multiple radars on a single screen, is a prerequisite for the MSAW system.

Both enhancements are ground-based warning systems. MSAW

New Fire Rules Proposed

The agency has proposed new, more stringent flammability standards for airline passenger compartment materials as part of its continuing effort to reduce fatalities in post-crash and in-flight cabin fires.

The new standards would cover all materials used in sidewalls, ceilings, partitions, stowage compartments, cabinets, and galley structures.

Under the proposal, these cabin materials would be subject to additional testing that would demand higher ignition temperatures and lower heat release rates than currently are allowed. FAA estimates that only about half the cabin materials now used could meet the upgraded tests.

This measure follows on the heels of recent rulemaking to improve aircraft fire safety, including flame resistant airline seat cushions, escape path lighting, use of smoke detectors in airline galleys and lavatories, and additional fire extinguishers.

alerts controllers when a plane under their control is too close to the ground or an obstruction. CA sounds a warning when two aircraft are on a collision course. The hardware for these EARTS additions are scheduled to be delivered to the Anchorage center in July 1985, to Honolulu in August, Nellis in October and San Juan in November.

The software, or computer programs, being developed for the Anchorage Center not only will expand the EARTS capabilities, but also will enable that facility to use data from recently installed Air Force radars.

Headquarters News



A Thank You

Sharon Fletcher (ALG-230) and family would like to express their thanks to all those in the agency who offered their support and warm words of comfort after the loss of their father.

NASM's "Wings and Things"

The National Air and Space Museum's (NASM) Paul E. Garber Facility in Suitland, Md., will be holding its annual aviation open house, "Wings and Things," the weekend of April 27-28. A paradise for aviation buffs, the event will feature such diversions as an F-100 jet fighter simulator, demonstrations of aircraft restoration on such planes as the famous WWII B-29, "Enola Gay," telescopes, model airplane building, food, live music from two U.S. Navy bands, and, of course, the Garber Facility's reserve collection of some 90 aircraft and spacecraft.

Look for bulletins and maps in the lobby or call 357-2700 for more information.

GEICO Offers Awards

The Government Employees Insurance Company (GEICO) will honor in 1985 four current federal employees and one retired employee for their special achievements in public service. Awards will be made in each of the following areas: alcoholism; fire prevention and safety; physical rehabilitation; and traffic safety and accident prevention.

Winners will receive a plaque and a cash award of \$2,500 at a ceremony in Washington in March of 1986. See your incentive awards coordinator for entry details.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Harriet Neuman, APM; Judy Morrill, AES; Robert Wheeler, ADA; Augusta Galbreath, ADL; Janice Vitko and Brenda Hawkins, AAT; Paul Skinner, Donna Vanlandingham, Maury Barnett, Raymond Frankenberg, and William Duckwitz, MWA.

Special Achievement Awards Based on Special Acts or Services:

Louis Olsen, APM; William Brown, Edward Yohman, Robert Boothe, MWA.

Letters of Commendation:

Charles Williams and Catherine Gloeckler, ALG;

Quality Increases

Robert Hodge, Robert Dyke, and Thomas Proeschel, APM; William Tomasetti, AMS; Carol Tucker, AES; Gabriel Bruno, Ida Cronauer, Sharan Sharp, and Jean Casciano, AVS; Daniel Reid and Charles Shupienus, Jr., MWA.

Goodbye to Rotary Phones

By next summer, the old rotary dialing system generally in use throughout FOB-10A will be a thing of the past because a new telephone system is coming to all DOT headquarters offices in the Washington area. The old Centrex system is due to be replaced with modern, computer-based, digital communications switching equipment and single-line, touch-tone phones.

The new system, which is expected to save a great deal of money, features an automatic long-distance route selection system that will enable callers to simply dial the number they want and let the system select the route--FTS, MCI, or straight commercial, depending on which is least expensive at certain times of the day.



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

Headquarters Intercom

FAA to Transfer Level I, Low-Activity ATC Towers

The agency has announced plans to transfer 14 of its low-activity, Level I VFR airport control towers to private enterprise during the current fiscal year. By turning to private enterprise, the agency expects to save a substantial amount of money.

In addition, eight towers which have been closed temporarily since 1981 also will be transferred out in FY 1985.

FAA emphasized that the transfer of the



The North Myrtle Beach, S.C., Tower is one of 12 already operating under private enterprise.

14 FAA-staffed towers will not cause any controller to lose his or her job. All are guaranteed positions in other facilities at the same grade and pay level procedures.

The transfer actions are part of the first phase of a broader program that could involve as many as 130 low-activity, Level I VFR towers over the next decade.

Moreover, FAA said it has no plans to transfer high-activity (See page 2)

The News in Brief

In the spring, a young pilot's fancy turns to thoughts of flying. And in Alaska, that can spell trouble because April and May traditionally are the peak accident months in the "flyingest state." Accordingly, FAA's Alaskan Region has launched a special statewide accident-prevention program this year, called "Operation Springback," to encourage pilots to check out both their airplanes and themselves before taking to the

air again after months of inactivity. FAA Flight Standards personnel will be out in force at airports across the state during this period, contacting and counseling pilots, distributing safety literature, and taking appropriate action to correct any safety problems that they might encounter.

* * * * *

The agency has put some additional teeth in its eight hour "bottle-to- (See page 2)

NAS Programs on Target

The ASR-9 airport surveillance radar and Mode S radar beacon system — two key building blocks in the National Airspace System Plan — are moving closer to becoming operational realities. This was evident April 3 when Administrator Engen traveled to the Westinghouse plant near Baltimore to present Quality Control Certificates to the manufacturers of both systems.

"These certificates demonstrate your achievement of the quality controls necessary to produce the ASR-9 and the Mode S equipment in conformance with contract requirements," Engen said. "This includes the special emphasis necessary to assure the quality chain is maintained from the factory to the field."

The ASR-9 now is undergoing unit testing at Westinghouse facilities with a field evaluation at an operational FAA facility being the next step in the process. Deliveries of the 137 units covered by the contract will begin next year.

The Mode S program, which is being pursued as a joint venture by Westinghouse and SDC Burroughs, still is in the manufacturing design phase. The contract covers 78 Mode S installations with an option for 59 more.

Safety Picture Mixed In Year's First Quarter

The first quarter of 1985 safety statistics turned out to be something of a mixed bag. The general aviation safety picture improved in all areas. For the period, total GA accidents, fatal accidents, and fatalities were all below the average for the first quarters of the past three years.

Total accidents were down from a three-year average of 612 to 561, fatal accidents fell from an average of 124 to 95, and fatal-

Towers (From page 1)

VFR or radar-equipped towers under this program.

The 14 FAA-staffed towers scheduled for transfer are: South Lake Tahoe and Salinas in Calif.; Aspen, Colo.; Pocatello, Idaho; Bloomington, Ill.; Bloomington, Ind.; Dubuque, Iowa; Hagerstown, Md.; Ann Arbor, Mich.; Kinston, N.C.; Worcester, Mass.; Lebanon, N.H.; Greenville, Miss.; and Wheeling, W. Va.

The eight reopening are: Athens and Valdosta in Georgia; Marion, Ill.; Paducah, Ky.; Benton Harbor, Mich.; Hobbs, N.M.; Akron-Fulton, Ohio; and Plainview, Texas.

Briefs (From page 1)

throttle" rule. The change establishes for the first time a blood alcohol standard for determining objectively when drinking has impaired the ability of pilots and other crewmembers to perform their flight duties safely. Effective June 17, airmen and airwomen will be considered under the influence of alcohol if they have a blood alcohol level of .04 percent or higher by weight.

FAA also proposes a rule to require airmen to submit to alcohol testing when requested by law enforcement officers.

ities dropped from 241 to 176.

The midair collision safety record also continued an improvement trend. In this period, there was only one such accident and it resulted in two fatalities.

On the other hand, airline safety statistics were less satisfying. In the first quarter of the year there were 100 fatalities resulting from three fatal airline accidents. Although one of these occurred in Peru, it involved a U.S. carrier.

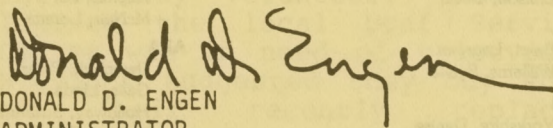
National Secretaries' Week

The Administrator's Proclamation

Each year the nation sets aside a special week in April to recognize the enormous contributions secretaries make to the efficient and effective operation of all organizations. Accordingly, it is particularly fitting that we in FAA honor our secretaries for their professional skills, loyalty, efficiency, and enthusiasm in performing the tasks so necessary to the smooth operation of this agency. This year's theme for Secretaries' Week -- "Pride in Performance" -- personifies the attitude of FAA secretaries and reflects the exceptional quality of their efforts.

I support this week of recognition and the activities that honor our secretaries. It is indeed appropriate that we take this opportunity to give a special thanks to those who contribute so much to the fulfillment of our mission.

During this week and throughout the year, I encourage all employees to express their appreciation and support to the secretaries at the Federal Aviation Administration.


DONALD D. ENGEN
ADMINISTRATOR



Linda Frain is a secretary in the Office of Environment and Energy.



Getting together for a staff meeting are Office of Airport Standards secretaries (from left): Joanne Anderson, Carole Meredith, Jean Loney, and Debbie Howell.



Office of Civil Rights secretaries are (from left) Robbyn S. Sullivan and Mary A. Street, secretary to the office director.

Tribute to Excellence

A total of 98 secretaries will receive Certificates of Excellence from Administrator Engen during Secretaries' Week ceremonies to be held in the FAA auditorium at 10 a.m. April 26. The certificates will be awarded to secretaries who have earned awards for performance during the

past year and to those who have been recommended by their supervisors. Those being honored are:

- AAA**
Bakri, Lauren K.
Brown, Linda D.
Byrd, Sheila, T.
Doine, Rhonda D.
Laird, Martha D.
Opperman, Catherine L.
Vanagas, Norma Jean
- AAD**
James, Agnes E.
- AAM**
Ford, Deborah
Ford, Laurie A.
Stone, Carol A.
- AAP**
Caldwell, Jane P.
Herbert, Deborah M.
Newcomer, Lois E.
Ryan, Carolyn A.
Sledge, Brenda E.
Volk, Margaret A.
- AAS**
Anderson, Joanne K.
Loney, Jean
- ACS**
Gardner, Suellen A.
Pennino, Dorothy
Purvis, Sherry M.
- ADA**
Carter, Pauline
- ADL**
Bain, Judith A.
Brown, Brenda M.
Gibson, Janice Y.
Johnson, Margerie C.
Long, Claudia D.
Mehalso, Carol
Neumann, Bernadette
Ronnie, Penelope D.
- AES**
Heironimus, Donna
Peed, H. Denise
Peter, Marion
- AFO**
Black, Dorothy E.
Hall, Joyce M.
Jennison, Patricia M.
Lutz, Rita A.
Payne, Lillian J.
Pennino, Ellen C.
Owens, Juanita S.
- APR**
Brothers, Libby
Dean, Dixie L.
Eddy, Melody G.
Washington, Jacqueline N.
Weems, Elaine D.
- APT**
Brooks, Carol A.
Stewart, Sharon
- ARO**
Butler, Ellen
- ARP**
Linehan, Audrey M.
- ASF**
Guido, Glenna
Holcombe, Christy
Spruill, Judith L.
- AGC**
Corcoran, Kelly J.
Ross, Margaret C.
Russell, Monica M.
Trebbe, Pamela J.
Tristani, Dawn M.
- AHR**
Springer, Linda D.
- AIA**
Finger, Martha A.
- ALR**
Coates, Christine R.
Short, Ponjola V.
- AMS**
Holbrook, Barbara A.
McDaniel, Claudette
Reichert, Sally A.
- AOE**
Windear, Rebecca
- APA**
Alvarez, Concetta
Clark, Carolyn
Dixon, Vanessa
LeSesne, Anne D.
- APM**
Boland, Sharon
Boosey, Carolyn
Buckler, Patricia
Black, Sharon
Fay, Chrisann
Harris, Joan
Hodge, Paula M.
Jenkinson, Judy
Mook, Kathleen M.
Oliver, Kathy
Pullin, Carol J.
Redden, Erma B.
Riehle, Angela
Rozier, Verdell E.
Schermerhorn, Judy
Taylor, Madeline
- APO**
Burgess, Earline
Glitzback, Mary
Strong, Carol Ann
- APP**
Booth, Linda
- ATO**
Minnick, L. Willene
- ATR**
Vicic, Gina
- AVS**
Miller, Denise L.
Payne, Kay F.
- AWS**
Bryant, Naomi J.
Jessee, Barbara R.
Minor, Naydeen
Renaud, Jacqueline B.



Teresa Dodd is secretary to the director of the Office of Human Resource Planning and Evaluation.

Women's Task Force

Every year at this time, the Federal Women's Task Force offers activities that recognize FAA secretaries during National Secretaries' Week. Once again, the Office of Management Systems opened the week's program with a reception in the cafeteria. Task force members arranged seminars for all employees and arranged to conclude the celebration by giving a "Tribute to Excellence" program in the auditorium at 10 a.m., February 26.

Although task force accomplishments are particularly apparent during Secretaries' Week, members are active the year around.

Members of the task force are:

- ACR**
Erikson, Olivia
- AAA**
Bakri, Lauren
Williams, Sylvia
- ABU**
Yorkshire, Denise
- AEE**
Bond, Beverly
- AGC**
Thieling, Clara
- AHR**
Bracy, Cathy
Branting, Judy
Burbank, Phyllis
Proctor, Joe
- ALG**
Newton, Pat
Thomas, Rosetta
- ALR**
McLaughlin, Mary Villa
- AMS**
Haynes, Pat
McNeir, Loretta
- APA**
Demchuk, Peter
Galis, Linda
Holloway, Suzanne
Mallory, Tina
Spellman, Jont
- API**
SantaCroce, Donna
- APM**
Bauernschmidt, Gale
Essig, Diane
Thomas, Marlene
Woodcock, Sylvia
- ARP**
Mehrtens, Jane
- ASF**
Laird, Fred
- ATO**
Weaver, Sandy

Employees Honor Boss

How often have you heard of employees seeking an award for their boss? Well, it happened recently at the Mike Monroney Aeronautical Center when employees in the Airmen and Aircraft Registry proclaimed a "Beavers Day" to honor their division manager, Bill Beavers.

Since Beavers assumed the managerial post five years ago, he has worked with employees to upgrade positions and improve working conditions. Because of this, registry employees requested an award be given Beavers.

As a result of this request, a Certificate of Achievement was presented to Beavers by Jim Richardson, Acting Director of the Aeronautical Center.

Deaf Get FAA Teletypes

Because of a generous auction at the FAA's Daytona Beach Airways Facility Sector Field Office, some deaf people in that Florida city soon will have electronic "ears" in the form of outdated FAA teletype machines.

The prime mover in this case was Henry Blaylock, manager of the Daytona Beach AFSFO, and a United Way Volunteer. When he learned the local Deaf Service Center was in need of teletypes, Blaylock suggested they buy some of their recently replaced equipment, then languishing in storage.

The whole package, three printers, line-switching devices, automatic send-receive units and transmitters, all in perfect condition, went for the fire-sale price of \$25. The equipment will allow deaf people to communicate by phone to others who have the machines.

Central America Seeks FAA Technical Help

When FAAers from the Office of International Affairs traveled to Tegucigalpa, Honduras, recently to check on the operations of the Central American Corporation of Air Navigation Services (COCESNA), they also had a chance to present an FAA award. Director Tom Messier and Joaquin Archilla, both of AIA, and Tommy Martin of the agency's International Field Office in Miami, presented COCESNA managing director, Col. Fernando Castillo, with the FAA Distinguished Service Award.

The award, which was given on behalf of all COCESNA members, helped to commemorate the organization's twenty-fifth anniversary. It was presented in recognition of the assistance COCESNA's en route navigation services have provided to international civil aviation in Central America.

During their visit FAAers also received a formal request from COCESNA for technical assistance with the revalidation of the corporation's air navigation system modernization. This would include the preparation of equipment specifications, requests for proposals, and a cost recovery plan.

In addition to the safety benefits, this project may generate up to \$8 million in electronics equipment and related service orders for U.S. firms.

Says Blaylock, "I wouldn't have thought that anybody used these things anymore, so I think its great they're going to people who really need them."

Headquarters News



Fred Laird, FAA's Music Man

Fred Laird, Acting Manager of the Safety Regulations Division, is one of those people with a song in their hearts. Quite a few of them, actually, because in his off-hours Laird is a Country singer-songwriter who often performs in local clubs and has published several songs in Nashville.

While stationed with FAA in that mecca of Country music, Laird sold several songs, including "Power of Love" and "One More Time," to a publisher and even recorded a Country/Gospel album. FAAers may have seen Laird at work in last year's Secretaries' Awards show doing a gentle parody of Kenny Rogers. (He will be making a return engagement this Friday at the awards performing in his own style—don't miss it.)

Laird's creativity is evident in his varied FAA career as well. He joined the agency in 1970 as a controller in Shreveport, La., after a stint as a test pilot for Univac in Southeast Asia. He left the FAA for two years to travel and perform with his wife, Sandy, who plays keyboards and helps Laird with his compositions. The couple also worked with



Fred and Judy Laird on a recent sea cruise.

drug-troubled kids in Texas. Back with FAA, he served as a principal operations inspector in Nashville before transferring to headquarters in 1980. While here, he has become a key figure in the regulatory process, working in the regulatory branch of the GA division of Flight Operations and managing the Regulatory Projects Branch of AVS before moving into his current post.

An enthusiast of the human relations program ("There's nothing mystical about it; it's just the Golden Rule," he says) and a member of the Women's Task Force, Laird likens managing to his musical passion: "In songwriting, you have to build harmonies with words; here, you have to get people in harmony with their jobs."

DOT Fair Goods Needed

Don't forget the DOT Volunteer Fair on April 25 in the Nassif courtyard and the FAA lobby. The FAA organizers (Jo Officer, 426-8844, and Wrensey Gill, 426-3844) still need donations of books, clothes, and baked goods. Bring all donations to the Executive Training room kitchen on the 25th between 8-9:30 a.m. Please wrap items for sale.

New Telephone Book Coming

Another long awaited DOT telephone directory is scheduled to be distributed the first week of May. CAB personnel who have joined the Department and FAA's new Human Resource Management offices are included in this new, on time, May edition.

★ Mystery Aviator Contest winners
in next week's Intercom



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

The News in Brief

The controllers at St. Petersburg's Albert-Whitted Airport got a surprise recently when they saw a red and black automobile cruise down the main runway at about 50 miles per hour and go over the end into Tampa Bay. The 87-year old driver of the vehicle, who reportedly mistook the runway for an interstate highway, subsequently was rescued uninjured from the neck-deep water (See page 2)

Dole Unveils Safety Hotline

FAA is establishing a new, confidential safety hotline designed to increase reporting of airline safety violations and false recordkeeping.

Plans for the new hotline were announced by Transportation Secretary Dole in an April 24 speech to the Regional Airline Association. The Secretary also said the Department is considering proposed legislation to stiffen penalties on parties who knowingly falsify airline safety records.

According to the Secretary, the new hotline "will permit those with knowledge of false recordkeeping or other unreported violations to alert Federal officials without fear of recrimination. Hotline reports of violations will be cross-checked and verified to insure accuracy before action is taken." The verification of these reports will be done by FAA's Office of Aviation Safety.

Also, Secretary Dole noted that as part of FAA's stepped up safety surveillance program, the agency has increased the frequency of unannounced airline inspections this year and placed greater emphasis on operational and maintenance practices with less reliance on airline records.



Administrator Engen marked further progress on the NAS plan recently when he presented Quality Control Certificates to Westinghouse Corp., manufacturer of the ASR 9 Airport Surveillance Radar and co-manufacturer of the MODE S radar beacon system. Receiving the certificates were Tom Griffith, Quality Control Chief (center) and H. B. Smith, Defense and Electronic Center President.

New Policy Statement Makes for One FAA

Administrator Engen has incorporated his "One FAA" theme into a new FAA Policy Statement (Order 1000.1A) stressing the need for a unified approach in carrying out the FAA mission.

Signed by the Administrator on April 12, it represents the first update of this policy statement in 20 years and reflects the many changes that have occurred in aviation and FAA during that period. Individual chapters cover such agency responsibilities as promoting aviation safety, supporting national security and achieving efficient airspace use, as well as the management of internal programs such as human resources, EEO, and procurement.

In his foreword to the new statement, the Administrator said, "All levels of management are requested to become thoroughly familiar with this order. Every attempt has been made to provide meaningful guidance covering a broad range of functions. Undoubtedly, however, individual issues will arise from time to time requiring individual decisions. This should be the exception, not the rule."

Top Managers Assume New Positions

E. Tazwell "Ted" Ellett, Special Counsel to Administrator Engen since June 1984, has been appointed Chief Counsel, replacing J. E. Murdock III, who is returning to private practice. Named Special Counsel to the Administrator in Ellett's place is Michael Moffett, who recently returned to Washington from Brussels where he was Special Assistant to the Director of the Europe, Africa and Middle East Office.

Briefs (From page 1)

along with his wife. The bizarre incident did cause some disruption of airport operations as an airplane was on final approach at the time the errant automobile showed up on the runway and had to be sent around by controller Duane Rubino.

Through the first three months of 1985, the Atlanta Air Route Traffic Control Center (ARTCC) is holding on to its title as the busiest en route facility. It averaged 6,083 daily operations over the three-month period, which was nine percent higher than during the same time frame in 1984. Rounding out the top five in the ARTCC category were Cleveland (5,485), Chicago (5,475), Washington (5,308), and New York (4,917).

The agency has awarded a \$1.4 million contract to a Washington, D.C., firm for preliminary design of a second passenger terminal at Dulles International Airport. The "quick turnaround" terminal will be built at mid-field. Plans are to have the new facility in operation by 1989.

Former FAA Administrator Langhorne Bond has been named president and chief executive officer of Short Brothers (USA) Inc. The company is the U.S. subsidiary of Short Brothers, an aircraft manufacturer based in Northern Ireland. Bond had been in private law practice since leaving FAA in January 1981.

Before coming to FAA, Ellett was Engen's Special Assistant on the National Transportation Safety Board. Before joining the agency, Moffett was Legislative Assistant to Senators' James Pearson and Nancy Kassebaum, and then Aviation Counsel for the Senate Committee on Commerce, Science and Transportation.

Albuquerque Center Helps Find Lost Engine

Controllers at the Albuquerque En Route Center used radar tapes to help locate an engine that fell off an American Airlines jet over New Mexico April 16. The three-engine 727 became a two-engine 727 while en route from Dallas to San Diego.

However, the 3,000 pound, 12-foot-long engine was quickly located after the exact time of failure, determined from the aircraft's in-flight voice recorder, was matched with data from radar computer tapes. This made locating the engine quite simple after coordinates were passed on to the American Airlines search party.

Although the plane's flight crew knew exactly when the engine "failed," they did not know until after they landed that they had in fact lost the engine.

Near Midairs Are Up, Collisions, Deaths Down

The need for continual pilot vigilance in the air has been emphasized again by Administrator Engen in releasing statistics that show a 44 percent increase in Near Midair Collisions (NMAC) during the first three months of 1985, over the same period last year.

Engen noted, "The FAA is providing this information on NMAC statistics so that all concerned will exercise increased judgment during the spring and summer when historically such incidents occur with more frequency. The see-and-be-seen concept is a critical element of flying, and the release of this kind of information serves a useful purpose in making all pilots more aware of the environment around them."

DOT Proposes Shift Of National & Dulles

FAA's days as the operator of Washington National and Dulles International Airports may be numbered.

Under proposed legislation submitted to the Congress this month by DOT, both airports would be transferred to a regional authority composed of representatives of Virginia, Maryland, and the District of Columbia.

The legislation makes provisions for FAA employees at the airports who would be affected by the transfer. Their pay levels, seniority, leave and other benefits would be protected for a period of two years. Moreover, they would remain in the Federal Retirement System.

The airports would be transferred by a 35-year lease, which the architects of the plan say should recover the federal government's investment in the airports. When the lease term expires, the airports would be transferred in full.

The bill also requires that the lease assure continued federal access to air traffic control facilities and continued operation of both National and Dulles as primary airports.

During the first quarter of the year, the agency received 141 NMAC reports compared with 98 in the first three months of 1984. The distance between the aircraft involved was less than 500 feet in 108 of these reports. In the same period of the previous year, only 53 such reports were received.

However, in spite of the rise in near midairs, in the first quarter of 1985 there was only one actual midair collision which resulted in two fatalities. This compares with three collisions and three fatalities in 1984.

Headquarters News



Say "G'Day" to Ray

FAA headquarters recently welcomed a distinguished import to the agency from the Land Down Under: Raymond Brent, the Australian Department of Aviation Representative, who has just begun a three-year tour in the U.S. In his new post, Brent will be making a series of rotational assignments during his tour to gain a comprehensive understanding of the FAA.

A graduate of the Royal Melbourne Institute of Technology, a Chartered Engineer, and a private pilot, Brent's last Australian assignment was as a principal airworthiness engineer.

Brent and his wife, Patricia, reside in Reston with their daughter, Toni. His sons, Andrew and Wesley, live in Australia and will visit whenever possible.

Heart Lecture Scheduled

The FAA Health Unit on May 9 at 11:30 a.m. in the auditorium will sponsor a lecture by Dr. Richard Scott of the Washington Cardiovascular Institute on how to keep your heart healthy. Dr. Scott will discuss the prevention, early detection and risk factors of cardiovascular disease. A question and answer session will follow the lecture.

Parking Fees to go Up

Beginning June 1, the monthly fee charged to employees for parking in DOT garages will increase from \$8 to \$10 for cars and from \$4 to \$5 for motorcycles. This increase, the first in over 3 years, reflects wage increases built into the current contract.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Kevin Sullivan, APT; Wanda Hobbs and John Ballard, APM; Bernadette Neumann, Carol Mehalso, and Mary Manatos, ADL; Carol Strong, APO;

Special Achievement Awards Based on Special Acts or Services:

William Freeman, APT; Rosalie Green, APM; Robert Morton, AAT; Eugene Rooney, APO; Terry Hannah, AES;

Letters of Commendation:

Anna Clogan, ALG;

Quality Increases:

Carol Jarrett and Stella Blount, AES; Spencer Fitzgerald, AAT; Allen Beard, APM; Cecelia Harley, ALG; Rebecca Link, AWS.

Contest Winners Announced

The entries are in and the winner is...well, actually there are two winners in the Mystery Pilot Contest. First, Tina Mallory of APA-400. She not only named the pilot as our very own Administrator, Donald Engen, but she also was the only contestant to name the aircraft as a British Tester.

Since some contestants may have been confused by the fact that the plane depicted was a training vehicle that did not actually fly, APA decided to have a consolation prize drawing.

The consolation prize winner is Tom Kossiaras, ASF-200.

Now, to collect their prizes, both contestants must contact APA-1 at 426-3883 to set up lunch.

Next Week in INTERCOM:

FAA's "Adopted" School

*Don
Kimball
HR*
426-8991

*AAT
700*



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

FLRA Decisions Appealed by Agency

The agency has filed its exceptions to a recent Federal Labor Relations Authority (FLRA) decision that supported an American Federation of Government Employees' (AFGE) bid to hold an air traffic controller regional union election in the New England Region. This decision would allow a single regional unit to receive exclusive recognition by a union.

A second part of the decision being appealed by FAA is FLRA's approval of AFGE's move to include automation specialists in the controllers' bargaining unit.

FAA is arguing that regional units could lead to a situation that is "inconsistent with out safety mandate." Acting Chief Counsel Edmund Faberman noted that "The the air traffic system is not a piecemeal system. One facility, one region must coordinate with (See page 2)

Top A.T. Facilities Of 1985 Selected

The winners of the first air traffic "Facility of the Year" awards selected since 1980 are the:

- * Jacksonville Air Route Traffic Control Center;
- * Atlanta and Corpus Christi towers (Radar);
- * Northeast Philadelphia Tower (VFR);
- * Bridgeport Flight Service Station (FSS).



The Atlanta Tower, above, shared the radar tower "Facility of the Year" award with the Corpus Christi Tower.

In addition, a Special Award was given to the Columbus, Ohio, and Austin, Texas, towers. The two facilities were honored for conducting a one-year evaluation of the Airport Radar Service (ARSA) that led to its adoption on a nationwide basis.

The Jacksonville Center was cited for its role in the testing of various new systems and programs, such as the En Route Spacing Program (ESP), the Apollo computer, and the En Route (See page 2)

Oldest Pilot Flies

At the age of 97, C.R. "Sinnie" Sinclair of Grand Haven, Mich., is something like Santa Claus. That is, he only flies once a year. Billed as the "world's oldest active pilot" by no less a source than the Guinness Book of World Records, he turns out once a year on his birthday for an honorary flight check that preserves his place in the sun.

Sinclair's check ride this year was given by a former flight student of the Old Master who now is an FAA-certified flight examiner. The presence of another pilot on these annual flights is required because Sinclair no longer can pass a flight physical and, indeed, spends most of his time confined in a wheelchair in a nursing home.

Still, neither age nor infirmities have dimmed his love for flying. When he had completed this year's check ride he was presented with a letter of congratulations from Bonnie Merz, Manager of FAA's General Aviation District Office in Grand Rapids. The letter took note of Sinclair's 70 years in aviation and said, "We offer our best wishes for good flying and hope that you continue to enjoy the experience of flight."

FLRA (From page 1)

another. And we contend that having different regional units could disrupt this."

Moreover, FAA emphasized that work rules, practices and safety issues are national in nature, not regional.

In addition, FAA argues that controllers and automation specialists should not be in the same bargaining unit because their jobs are too dissimilar.

Facilities (FROM PAGE 1)

Sector Loading Program.

Center controllers also designed special programs to handle unusual traffic loads, like those associated with the 1984 Super Bowl, the Daytona 500 and the Augusta Masters golf tournament.

The Atlanta Tower was honored for its performance during 1984. The facility experienced one of the highest traffic growth rates among all airports last year but still managed to reduce delays. On several occasions, the facility set new traffic records only to have them topped a short time later.

The Corpus Christi Tower distinguished itself last year by serving a complex air traffic control environment without a single operational error. In addition to the Corpus Christi Airport, the tower also provides ATC services to 14 other airports and seven heliports in the area.

Controllers at the Northeast Philadelphia Tower also went through 1984 without an operational error despite handling 171,300 operations. Other factors cited in its selection were a dramatic increase in controller participation in the management process and improved external relations with user organizations at the airport.

The Bridgeport Flight Service Station is the first of the agency's consolidated FSSs to be commissioned. This meant that all specialists had to learn new ways to do old jobs while still serving the public. The FSS opened for business on March 4, and over the next 10 months provided almost one million flight services.

FAA Goes Back to School



Headquarters Intercom



During their recent trip to National Airport, Hine students were treated by Jan Allsman, ATWR, to a controller's eye view of the airport's always busy runways.



Students also got the chance to charter a 727 courtesy of Eastern Airlines, without leaving the ground, of course.

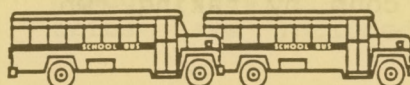
FAA GOES BACK TO SCHOOL

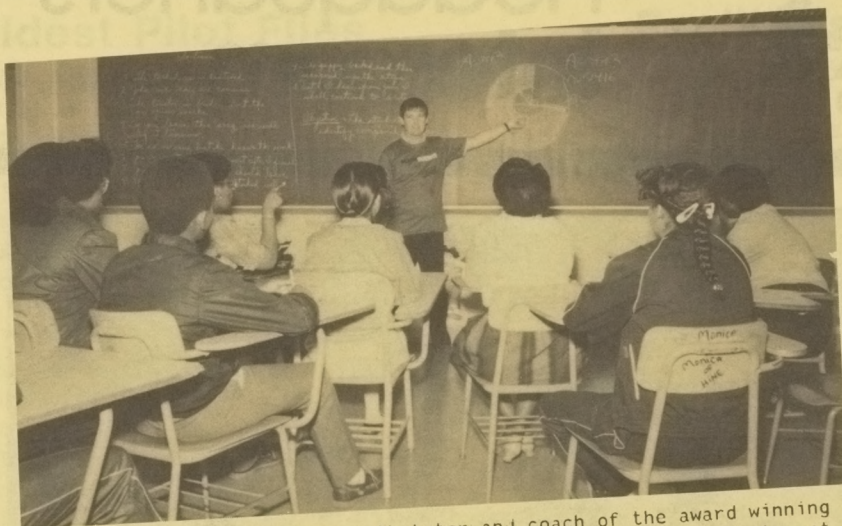
In late 1983, the Washington Post ran an article lamenting the slipping standards of Southeast Washington's Hine Junior High School called "Horrible Hine."

What a difference a year and some concerted volunteer effort can make.

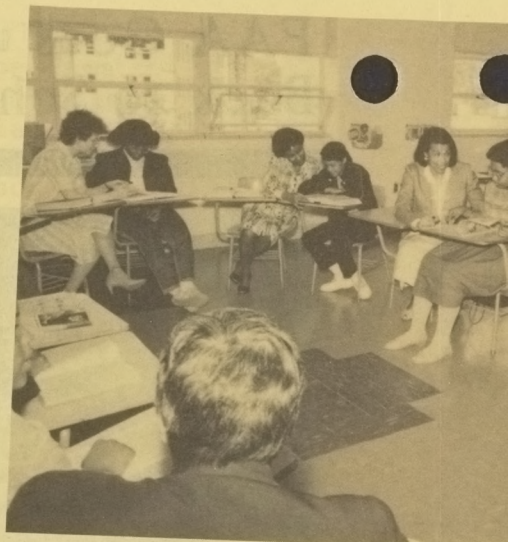
With the signing of "adoption papers" on March 1, 1984 by DOT Secretary Elizabeth Dole and Princess Whitfield, Hine's take-charge principal, the FAA and the other modal agencies of the Department embarked on an educational experiment that is putting into practice the tenets of the President's Partnership-in-Education initiative.

(con't.)





Spider Thomas, AFO-206, FAA math tutor and coach of the award winning Math Counts team, unravels the mysteries of pi for eager students at Hine.



FAA tutors (from left to right) Allan Lewis, Freeman, AMS-320, Janie Gordon, AMS 1, Barton, ARO-1, provide some one-on-one tutoring.

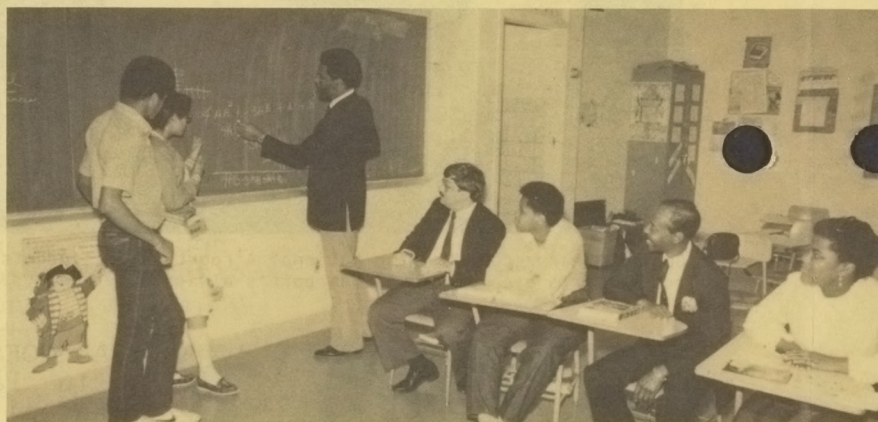
Under the Hine Adopt-A-School program, each agency is responsible for staging various programs, tours or lectures in rotating two-week blocks during the school year. In addition, volunteer tutors from each agency visit the school at regular sessions each week and sometimes on weekends.

DOT and Hine also have instituted "Fantastic Fridays" at the end of each school week on which special programs by the DOT agencies are presented.

Recently, the agencies were assigned home rooms at Hine so that each could take responsibility for various subject areas. FAA took on three home rooms and is now covering science, math and English. And the Hine Volunteer Committee now numbers 24.

Spider Thomas, AFO-206, one of FAA's math tutors, recently saw his students score a coup by taking two

FAA Tutors at Work

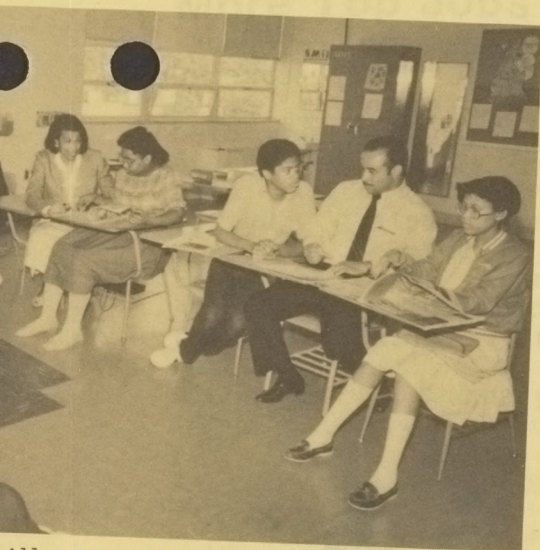


FAA tutor Charlie Baker, APM-130, works through an equation with students as fellow volunteers (from left) Allan Lewis, APO 210, and Mel Cooper, AWS-340, look on.

first places, a sixth and an eighth, as well as a team third, in the regional division of the national math competition, Math Counts. His starting line-up is returning next year and Thomas vows to take the country by storm.

Says Thomas, "With the success of these kids, more and more are showing up asking for help. It's contagious. When they see





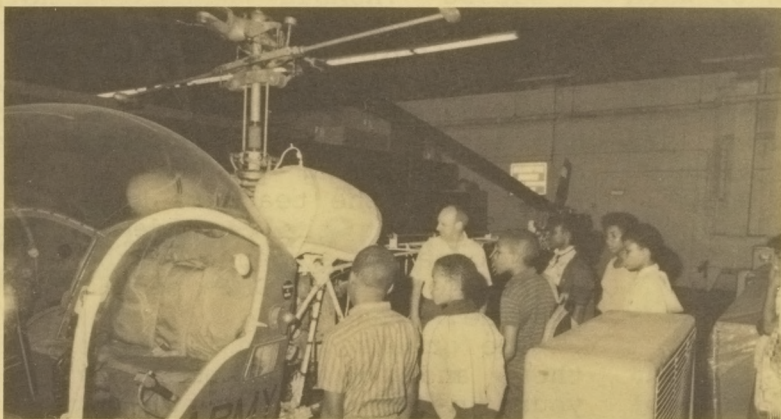
Allan Lewis, APO-210 (facing away), Rita [unclear], AMS 1, Jo Officer, APT-210, and Bob [unclear] on one tutoring for students.



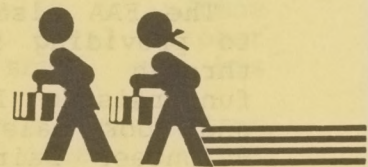
During the Hine students' tour of headquarters," Deputy Administrator Jones urged them to "stick to the basics" of math, science, and English.



With students
Mel Cooper,



On their trip to National, Hine students toured a number of hangars and aircraft, including this Army chopper.



Secretary Dole and Hine Principal Whitfield made it official at last year's adoption paper signing ceremony.

it paying off for others they want a piece of it."

The FAA's two week period has just concluded and the kids of FAA's home rooms were treated to a trip to National Airport led by Airport Manager Gus Melton, as well as a visit with Deputy Administrator Jones at headquarters. Previous trips have included Dulles



Deputy Jones helps cut a cake dedicated in icing to Hine. Helping cut or looking on are (from left): Don Clausen, APA-6, Linda Booth, APP-1, Ed Faberman, AGC 2 (partially hidden), Pam Snowden, APA-400, Pat Schauer, AEE-30, Mary Streat, ACR 1, Dep. Admin. Jones, Leon Watkins, ACR-1, Dorrie Foster, APA-1, Wrensey Gill, APP-400, Chuck Hicks, APT-310, and John Hanks, FAA Voluntarism Coordinator, APA-6.



and the Washington Center at Leesburg.

The FAA also is committed to providing financial help through volunteer fund-raising like the cake and book sales at the DOT Volunteer Fair, which just took in a total of \$4,474 of which the FAA contribution was \$610. (This put FAA in third place for contributions among the agencies.)

Wrensey Gill, APP-400, one of the chief movers behind the FAA bake sale, says of the volunteers that made the sale possible: "It was even more than we anticipated. We had more than 100 people chip in and help."

The funds will go towards the purchase of much needed educational equipment for Hine such as calculators, typewriters, slide projectors, test tubes, microscopes and cameras.

According to Regina Jackson, an English teacher at Hine, the work FAA and the other agencies are doing has become an integral part of the learning process at Hine: "All the teachers have told me that their students have come to depend on the extra help the DOT people provide.

"The need is definitely there and the commitment of your people is certainly there as well."

THE HINE VOLUNTEER COMMITTEE

Charlie Baker, APM 130
 Bob Barton, ARO 1
 Barbara Boulware, ACR 3
 Paul Castle, API 18
 Wallace Cook, AAT 110
 Melvin Cooper, AWS-340
 Vern Edwards, APM-10
 Rita Freeman, AMS-320
 Wrensey Gill, APP 400
 John Hanks, APA-8
 Sue Helzer, APO-220
 Chuck Hicks, APT-310

Betty Jones, AES-10
 Lawrence Kelly, AMS-400
 Allan Lewis, APO-210
 Fred Martino, AAT-710
 Loreta McNair, AMS-320
 Gus Melton, AMA-100
 Lillie Morant, ARP-12
 Jo Officer, APT-210
 Pat Schauer, AEE-30
 Quentin Smith, AFO-200
 Duane Thomas, AFO-200
 John Williams, APM-540

Photos by DOT photographers
 Bruce Beuzard and Dennis Hughes.



More Top Jobs Filled

Pending OST approval, the new Director of the Central Region is Edwin S. Harris, who formerly held the post of Deputy Director of the Great Lakes Region.

In another top-level personnel action, also pending OST approval, Anthony J. (Tony) Broderick has been selected Associate Administrator for Aviation Standards. Broderick has held the post on an acting basis since early January. He previously was the Deputy Associate and before that a Technical Advisor to the Associate Administrator.

He began his DOT/FAA career in 1971 as a project manager at the DOT Transportation Systems Center.

Harris began his FAA career in 1964 as chief of the Pacific Region's Training Branch. Before becoming the Great Lakes Deputy, he was Superintendent of the FAA Academy and prior to that held a number of increasingly responsible management jobs.

New Consumer Program To Speed up Service

In keeping with the Administrator's appeal to "speed up the delivery of service to users and the public," the Office of Public Affairs has prepared a special section, "How to Respond to Consumer Questions," that has been added to the May 1985 Directory.

This section will help FAAers answer consumer questions in an accurate and timely manner. Included will be information on how to respond to questions and complaints concerning airline services and aviation safety. Also included are the 21 most frequently asked questions, along with the answers, compiled by FAA's Public Inquiry Center.

Let's Help Mike

Mike LaJuene loves air traffic control, particularly from the tower at Milwaukee's General Mitchell Field.

LaJuene can't walk up the cab in the old tower anymore, but he will be able to work in the base building of the new tower under construction.

He probably never will be able to walk again and now is learning to make do with his hands after suffering a fractured vertebra in a diving accident last summer. The Sacred Heart Rehabilitation hospital is his current home and he is confined to a wheelchair.

"In spite of it all, he's got the drive, a super-positive attitude," Milwaukee Mitchell Tower Manager Ray Baran said. "Foremost in his mind is getting back to air traffic control."

His friends at the tower are pulling for him and also assisting financially. LaJuene is on LWOP status until October and has lost some of his insurance coverage.

These same friends are asking ATC employees and others in FAA all over the country to contribute to LaJuene's trust fund.

Contributions may be sent to the Mike LaJuene Trust Fund, Account #0301045593, St. Francis Savings Bank, 1360 N. 124th St., Wauwatosa, Wis. 53226.

Traffic Up at Dulles

The campaign to shift airline passenger traffic from Washington National Airport to Dulles is starting to pay off. In February 1985, passenger volume was up 28.7 percent over February 1984 at Dulles and down almost two percent at National.

Headquarters News



Party for Joe Green

Joe Green, a veteran contract employee with D&S delivery services, has for the last nine years, rain, shine, or knee-deep snow, made twice-daily deliveries of graphics and printing requests between the FAA and the NASSIF buildings.

To demonstrate their appreciation and affection for Green, some FAA and OST employees threw a party for the dependable messenger, led by Francis Campbell, a printing specialist in AMS-410, Burt LaCroix, AMS-410 manager and their division manager, Larry Kelly.

Green was reportedly quite surprised by the well-attended party in his honor, where he received a Certificate of Appreciation.

Says Campbell, "Joe's just so well thought of, both here and at the Department; he's been as faithful and helpful as any FAA employee."

Handicapped Meeting Set

Handicapped DOT employees are invited to an informal meeting on May 15 at 11:30 a.m. in room 3202 of the Nassif Building to discuss common problems as well as the possibility of forming an organization to benefit disabled employees. There is no agenda for the proposed group, so the planners are expecting a free exchange of ideas and concerns.

Retirements Down in April

April didn't bring many showers, or retirements for that matter. But James Giles and James Robbins, AAT, and Robert Washburn, APM, did decide last month to move on to new ventures. We wish them the best.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Timothy Beans, Gilbert Devey, Mary Hoppe, ALG; William Behan and Howard Moser, ATO; Eileen Fry and Steven Cooper, MWA;

Special Achievement Awards Based on Special Acts or Services:

Naomi Bryant, AWS; Ezequiel Lopez, ALG; Ellen Gillispie and Michael Scroth, MWA;

Letters of Commendation:

Nathaniel Cooley, Joseph Holloway, Jr.; Jose Figueras, Devant Johnson, Jr., George Lucas, Marvin Lyons, Michael Tucker, Steven Wiley, MWA;

Quality Increases:

Mary McLaughlin, ALR; Sharon Black, APM; Susan Poynor, ATR; Robley Sawyer, ATO; Betsy Gaston, MWA.

SAVINGS BONDS 1985 Campaign Begins

The 1985 FAA U.S. Savings Bond Campaign was launched April 30, by Deputy Administrator Jones in a spirited speech in the auditorium. Jones emphasized the importance of the campaign to not only the financial security of individual investors, but to the nation as well. Jones was followed by Anthony Broderick, Associate Administrator for Aviation Standard and the 1985 FAA Headquarters area chairperson for the U.S. Savings Bond Campaign.

Ken Knapp of the U.S. Treasury Department announced this year's slogan, "Paying Better Than Ever," and offered some details on the benefits before presenting a film done by the cast of the TV series "Night Court." The kickoff was closed by Billie Vincent, Director of Civil Aviation Security, who thanked all those involved in the campaign.



U.S. Department
of Transportation

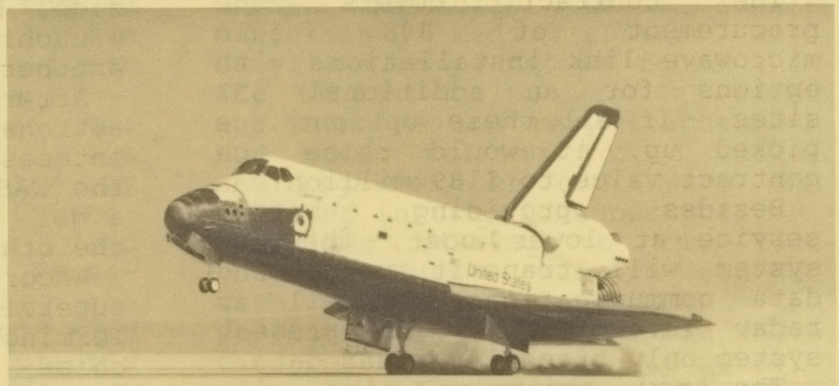
**Federal Aviation
Administration**

Headquarters Intercom

Space Shot to Aid Controllers and Technicians

The Northern Utah Satellite (NUSAT), which soon will be receiving signals that will help agency technicians calibrate the vertical tilt of FAA beacon radar antennas, now is hurtling around the earth in an 18,000 m.p.h. orbit after being successfully launched April 29 from the space shuttle, Challenger.

NUSAT made space shuttle history as the first object ejected from a "get-away special," NASA's name for the garbage can-sized canisters mounted in the storage bays of the shuttles and previously used to house various zero-gravity experiments. The satellite was fired from a spring-loaded clamp



The space shuttle Challenger lands at Edwards AFB May 6 after a week in space during which the shuttle crew launched NUSAT, the receiver satellite which will help set FAA beacon antennas.

inside the canister. Complete details on the project were carried in the March FAA WORLD.

But NUSAT, the product of a special volunteer coalition of FAA, NASA, Utah's Weber State College, and a host of top aerospace firms, almost (See page 2)

The News in Brief

* During the month of April, the average daily air traffic delay figure was 748. This is up from last month's figure of 605, but substantially down from the 1,178 in April a year ago.

* The world's airlines in 1984 had their best safety record since the International Civil Aviation Organization began collecting statistics 40 years ago. There were 15 fatal accidents during the year

involving 224 fatalities. The previous low was 247 in 1945.

* Controllers at the Waterloo, Iowa, Airport Control Tower are looking forward to moving into a new tower in the fall of 1986. The agency signed a contract in May for construction of the 74-foot high tower which will be crowned by an eight-sided cab.

* FAA's Semiannual Report to Congress on the Effectiveness of the Civil Aviation (See page 2)

Contract Let For New Radar Microwave System

The agency has awarded a \$49.3 million contract to AT&T Technology Systems for the replacement of the microwave system used to relay radar information from remote antenna sites to ATC facilities. Replacing this system is part of FAA's National Airspace System (NAS) Plan for upgrading and modernizing the system over the next 15 years.

The contract covers the procurement of 308 radio microwave link installations with options for an additional 692 sites. If all these options are picked up, it would raise the contract value to \$189 million.

Besides providing better service at lower cost, the new system will transmit voice and data communications as well as radar information. The present system only transmits radar data.

The new equipment also will include a higher powered transmitter and an improved antenna system that will provide reliable transmission of data, while reducing the cost of communication between FAA facilities. By replacing existing, outmoded equipment that is expensive to maintain, the agency expects to save between \$350 million and \$650 million over 15 years.

Briefs (From page 1)

Security Program for the last half of 1984 shows there were two U.S. air carrier hijackings and 16 foreign hijackings during that period. Over the six months, 408.2 million persons were processed through U.S. passenger checkpoints. There were 1,632 firearms detected with 720 related arrests.

Space Shot (From page 1)

didn't get off the ground because of last-minute difficulties.

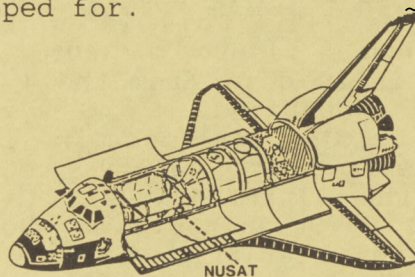
The obstacle that nearly derailed this seven-year volunteer effort was an ordinary, household nine-volt battery. NASA scientists discovered just before the Challenger lift-off that some of the batteries, which are used to fire the explosion that releases the satellite from the canister, lose their charge at a much faster rate in vacuum conditions. To be on the safe side, NASA decided to delay the launchings of the NUSAT and another satellite.

After appeals from the astronaut crew, who were very interested in the NUSAT project, the NASA brass agreed to give it a go. NUSAT ejected properly but the other satellite did not.

According to Charlie Bonsall, supervisor of the Salt Lake City Terminal NavCom and one of the chief FAA movers behind the project, NUSAT is performing very well. The ground support people have made contact with the satellite for a few seconds at a time and are expecting to make regular contact soon.

"We're still getting the ground station up to speed and working out a few bugs," says Bonsall.

One other bright note: Based on early tracking, the satellite appears to be in a higher, faster orbit than was expected, which means that it may be up to a year before the orbit decays completely. This is a good six months longer than its builders hoped for.



Flight Time Cut For Instrument Rating

FAA is reducing the flying time required for an instrument rating in an effort to encourage more pilots to upgrade their flying skills and reduce the number of weather-related accidents.

As of June 7, the change will allow pilots with 125 total flight hours to qualify for an instrument rating. This is 75 hours less than the present requirement, and it means that some pilots could qualify for an instrument rating within two years of obtaining their private license.

The FAA action follows the recommendation contained in a study done for the agency by Embry-Riddle Aeronautical University of Daytona Beach, Fla., and Seville Research Corp. of Pensacola, Fla. They found that the amount of previous flying time had no effect on a pilot's ability to learn to fly on instruments. They also concluded that the reduction of the 200-hour requirement would encourage earlier acquisition of instrument flying skills.

Master Plan Heliport Dedicated in Indianapolis

The first of the four heliports selected for development under FAA's National Prototype Demonstration IFR Heliport Program was dedicated May 9 in Indianapolis, Ind.

At present, the heliport is certificated for VFR operations only. A microwave landing system is expected to be installed in about a year-and-a-half, and will permit the facility to be upgraded to full IFR capability. In the interim, the Great Lakes Region is writing the specifications for a non-precision VOR/DME

Airline Pilot Lauds Controller Flight Save

It was just another flight assist involving a student pilot caught on top of an overcast at night, but a Delta Airline pilot who monitored the pilot-controller conversations thought it was something special. He later wrote the manager of the New Orleans/Moissant Airport Tower that the controller responsible for the flight assist had "saved a life that night."

When controller David Kunkle established radio contact with the troubled plane, he found that the student pilot was "at first apprehensive and very frightened, but after talking for a while, she regained her confidence and followed instructions perfectly."

Besides talking to the lost student, Kunkle was in contact with other pilots in the vicinity, and they told him where the breaks in the overcast were.

Finally, he located a hole that was big enough for her to descend through. However, as she let down, she lost sight of the airport, which was hidden under a low cloud cover. Kunkle then guided her through the night sky until she was lined up with runway one at Moissant, where she landed safely.

approach using equipment already in place.

Located on a 5.5 acre site adjacent to the city's central business district, the facility was built with the help of a \$2.5 million grant from FAA under the Airport Improvement Program.

In addition, the heliport operators have built a passenger terminal complete with a roof-top restaurant. The heliport also has two large hangars, one of which will house a central maintenance facility.

Headquarters News



Engen to Give Lindbergh Lecture

Administrator Engen has been honored by being asked by the National Air and Space Museum to deliver the 1985 Charles A. Lindbergh Memorial Lecture. The lecture, which is free and open to the public, will be given Thursday, May 23 at 8 p.m. in the museum's Langley Theater.

Engen's lecture, "Aviation Progress and the Human Spirit," will give FAAers a unique chance to hear the Administrator's view of the changes that have occurred over the course of his 40-year aviation career. Engen will recount his experiences as a combat pilot in the Pacific campaign of WWII (where he received the Navy's highest award for valor, the Navy Cross) and in Korea. He also will discuss his varied civilian career as an engineering test pilot, an acrobatic pilot, a chaser of world aviation records and an aviation corporate executive.

New Fitness Class Begins

Those of you worried about the effects of a winter of inactivity will want to sign up for a new fitness class being sponsored by the DOT Fitness Center in FOB-10A. The class began Tuesday, May 14, and will be held every Tuesday and Thursday from 11:30 to noon in the old Public Information room in the lobby.

The class will be conducted by Hy Levasseur of the DOT facility, who is nothing if not fit. He has finished the Iron Man and New Zealand triathalons, the 100-Mile Run, and several runnings of the Boston Marathon. Call 755-1891 to enroll.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Dora Childers and Mary Ann Webb, ATO; Brenda Willingham and Carol Mehalso, ADL; Roberta Proffitt, AIA; Pauline Carter, ADA; Eugene Cooley, ALG;

Special Achievement Awards Based on Special Acts or Services:

Roger Young, Robert Kung, Mark Palmer, and Mark Saulet, ALG;

Quality Increases:

Kenneth Chin, ASF; Mary Jane Stolar, AIA; Ronald Fandrick, Ralph Dority, and Otto Keesling, AAT; Robert McKay, ATO; Barbara Hertan, ATR; Concetta C. Alvarez and Vanessa D. Dixon, APA; Ellen Brinson and Carol Pullin, APM; Daniel Taylor, API; Lonnie Gordon, ADA.

In Sympathy

Adnew Beshir, husband of Shirlean Beshir of AGC, was tragically killed on May 5th. In addition to his wife, he is survived by a newborn baby, Leyla. Anyone wishing to help defray the family's expenses should contact Debbie King, AGC-60, Rm. 921, 426-3470.

Tennis Season Starts

Fred Gilmore, ALG-1, and Ed VanDuyne, APM-440, perennial season starters for FAA tennis, put the agency in the win column April 29 with a victory over UMTA.

The team now is recruiting new players. Matches are played Mondays on the clay courts at Hains Point, with FAA court time from 6:30 p.m. to 8 p.m. Anyone interested in swinging a racquet for FAA should contact team captain Akira Kondo at 426-3374.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

* The burned out nose section of the Boeing 720 used in the recent Controlled Impact Demonstration (CID) has been delivered to the Aeronautical Center. It will be used as a training device in survivability courses at the DOT's transportation safety institute. Meanwhile, the aircraft's engines have been delivered to Tinker Air Force Base for study. The remainder of the jet has been sold for scrap and removed from the crash site.

* As of March 31, the agency had certificated 685 air carrier airports under a program that began in May 1973. In all, FAA certificates have been awarded to 415 airports serving scheduled air carriers and 270 serving unscheduled carriers.

* More than four times as many people were killed on motorcycles last year than in all aviation accidents combined. And when you add bicycle fatalities, the ratio is five to one. According to the National Transportation Safety Board's annual (See page 2)

Agency Updates NAS Plan

Most of the major NAS Plan projects already are under contract and some are nearing completion, Administrator Engen noted in releasing the third annual update of the National Airspace System (NAS) Plan. "As a consequence of this," Engen continued, "the agency has placed renewed emphasis on management control of schedules and costs to ensure that these objectives are achieved on time and within budget.

"The basic plan has not changed," he added, "but it is important that the



Host computers for en route centers are a major NAS Plan buy. Sperry and IBM (inset), competitors for the contract, set up their multi-million dollar systems at the Tech Center.

plan continue to be adaptable as we move forward."

Originally published in December 1981 and generally known as the "Brown Book," the NAS Plan is a comprehensive blueprint for modernizing the nation's air traffic control and air (See page 2)

Briefs (From Page 1)

report on transportation fatalities, 4,434 people died riding motorcycles in 1984 and 863 died on bicycles and other pedicycles. By comparison, the total number of aviation fatalities last year--that's general aviation, air carrier, commuters and air taxis--was 1,101.

* The FAA study on cabin air quality, which is being conducted by the National Research Council, is making progress. A hearing concentrating on the health and safety aspects of cabin air now has been scheduled for June 12-13 at the National Academy of Sciences in Washington, D.C. Persons wishing to testify should contact Andrew Pope on (202) 334-2536.

NAS Plan (From Page 1)

navigation system over a 20-year period. The latest edition reports on progress FAA has made during the past year in implementing the plan and lists four new projects that have been added.

These include establishing a LORAN C (long range navigation) system for aviation use and upgrading the automation system in the New York terminal radar control room (TRACON).

Besides those being distributed to key offices, copies of the plan will be available from Government Printing Office bookstores and a sales outlet established in the Systems Engineering Service.



Put your future in orbit. Shoot the moon with heavenly U.S. Savings Bonds

New York TRACON Honored by NATA Award

The Newark Sector of the New York TRACON is the first non-member to win the National Air Transportation Association's (NATA) Distinguished Service Award. Underlining the importance of the award, which was presented at NATA's recent convention in Las Vegas, was Administrator Engen. He noted that, "It's more than a matter of the people who win the honors. These awards lift the morale of the many FAA employees who hear about them." Accepting the award on behalf of the full sector was Area Manager Jack Keis.

The award was given to the FAA group for their contribution to reducing general aviation delays, especially in the Teterboro, N.J., area.

The sector has donated the \$500 honorarium included with the award to the Eastern Region's Easternaires Scholarship Fund.

LaCaille Retires

George R. LaCaille retired early in May from his post as Deputy Director of the Southern Region. He had held the deputy's job since 1976 after previously serving for two years as the deputy in the Central Region.

LaCaille began his FAA career in 1948 as an Airway Operations Specialist in the Anchorage International Flight Service Station. In 1951, he switched to the Pacific Region, serving in Honolulu and Guam before being named Area Manager on Wake Island. This was followed by tours as Special Assistant to the Director of the Bureau of National Capital Airports and Executive Officer of the Northwest Region.

Participation Management Pays Off in Planning

"Participative management" got a shot in the arm recently when a group of employees were invited to contribute their ideas to devising the new Performance Management and Recognition System (PMRS) which will replace the Merit Pay System. The group of 12 employees, from assistant division managers through first-line supervisors, was brought in from around the country for a meeting at Hunt Valley, Md., to help design the new performance based compensation system for FAA supervisors and management officials.

Dick Rice, who is manager of the Career Management Division, said the group's contributions "were crucial" and "fully supported our belief that employee involvement in decisions that directly affect them is the best way to go."

The new PMRS directive that was worked out with the help of the involved employees will be used as the basis for next year's merit increase and performance award payouts if approved by Secretary Dole and OPM.

FAA Wants Transponders To Be Turned On

As a result of a National Airspace Review (NAR) recommendation, the agency has proposed a rule requiring that all aircraft with operating transponders have them turned on during any flight in controlled airspace. Current regulations require activated transponders only for aircraft flying above 12,500 feet or within Terminal Control Areas (TCA).

In the Notice of Proposed Rulemaking, FAA said the rule would increase controller awareness of potential traffic conflicts. In addition, the agency pointed out that

FAA Recruits Inspectors

FAA is launching a recruitment drive June 3-14 for aviation safety inspectors to provide a talent pool that will be available to fill positions vacated by personnel attrition. The positions are at the GS-9, 11, and 12 levels and include General Aviation and Air Carrier Operations and Airworthiness Inspectors, as well as Avionics Airworthiness, and Manufacturing Inspectors.

All applicants must have three years of general experience in aviation, although education above the high school level may be substituted for this general experience. Also required are two years of specialized experience for the GS-9 positions and three years for GS-11's and 12's.

Additionally, operations inspector applicants must have a Commercial Pilot Certificate with multi-engine and instrument ratings or an Airline Transport Pilot Certificate. The General Aviation positions also require a Flight Instructor's Certificate, whereas the Air Carrier applicants must be eligible for an ATR.

All Airworthiness Inspector applicants must have an FAA Mechanic Certificate with airframe and powerplant ratings. Additional information is available from the FAA Aeronautical Center.

Write: FAA, Special Examining Division, AAC-80, P.O. Box 26650, Oklahoma City, OK 73126.

controllers could instruct pilots to turn off transponders when necessary to reduce clutter on air traffic control radar displays.

Headquarters News



Bond Campaign on Course

Forty-nine new savings bond buyers signed up during the first two weeks of the recently launched U.S. Savings Bond campaign and 43 current subscribers increased their bond allotment. The movers behind the FAA drive point out that payroll deductions make bonds a sure way of planning for the future.

See your keyperson about signing up today.

A Dog's Life at Dulles

It's a dog's life out at Washington Dulles International Airport these days. A 16-pound, five-year old beagle named Lady is sniffing out contraband fruits, vegetables, plants and meat products buried in the luggage of passengers coming in from overseas. Lady is the star of a pilot program being conducted by the Agriculture Department in cooperation with FAA. So far, she's been earning her Alpo. Her talented nose has routed out such illegal morsels as liver pate, yogurt, sausages and a cornucopia of fruit.

Space Shuttle Film Coming to NASM

"The Dream is Alive," a new film opening June 21 at the National Air and Space Museum will give aerospace enthusiasts at FAA what its makers are billing as a "window seat" aboard the Space Shuttle. The film, projected on a screen five stories high, offers in-flight footage shot on three separate missions in 1984. The 37-minute film (a good lunchtime diversion) is narrated by Walter Cronkite.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

George McKnight and Tom Gardner, ATR; Avis Sorrell, ATO; Ruth Hinkley, APM.

Quality Increases:

Maria McReynolds, AAA; Andrew Oltmanns, ATO.

A Thank You

INTERCOM has given me this space to thank my many friends and co-workers for all their kindnesses and expressions of comfort after the loss of my husband. You were there when I needed you. God bless you all.

Shirlean Beshir

Women's Task Force Corner

If you've been wondering lately about the course your career is taking, you may want to drop in on a seminar being sponsored by the Federal Women's Program Task Force called "Assessing Your Skills." The seminar, led by Peter Murphy, Coordinator of Testing at George Washington University, will be held May 23 from noon to one in conference rooms 6A/B.

Among the topics to be discussed are evaluating job experience, the benefits of testing to determine skills, the ins and outs of executive search firms, and job skills resources available in the area. Mr. Murphy also will give a skills assessment test during the seminar. For further details call Loretta McNair at 426-3316.



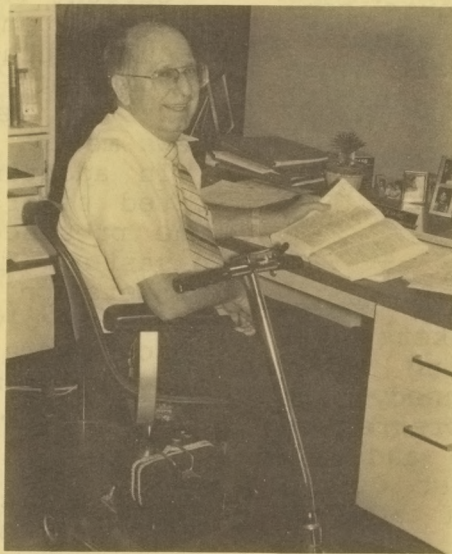
U.S. Department
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**Federal Aviation
Administration**

Headquarters Intercom

Outstanding Handicapped For 1985 Selected

This year's outstanding handicapped employee is an engineer with a long list of FAA awards. They provide convincing evidence that Aerospace Engineer Frederick G. Jenkins of the Northwest Mountain Region has clearly exceeded his job requirements in spite of a severe physical handicap.

Even more impressive than his awards -- which include two Sustained Superior Performance Awards, three Quality Within Grade Increases, and numerous Letters of Commendation and appreciation -- is Jenkins' can-do



This year's outstanding handicapped employee: ANM's Frederick Jenkins.

attitude. He doesn't consider himself physically handicapped, only physically challenged, although he suffers from a unique condition called syringomyelia which requires him to use an electric cart to get around. In addition, he has only limited use of his right arm.

Jenkins is an expert in aircraft emergency evacuation and his advice is sought by flight standards as well as aircraft certification engineers. For example, when the FAA Administrator recently needed material (See page 2)

The News in Brief

* FAA has warned all airmen that expressing sympathy for United strikers by interfering with ATC radio frequencies will not be tolerated. The warning was included in telegrams sent to ALPA President Henry Duffy and United Airlines Chairman Richard Ferris. The agency noted that those doing so are putting their pilot certificates in jeopardy and also could face civil and criminal penalties. Interference has included "keying mikes" to

close the frequency and broadcasting remarks relating to the ALPA/ United labor dispute.

* FAA has signed an agreement with the Japanese Civil Aviation Bureau to cooperate and exchange ideas to improve aviation safety. The first project to be initiated under the joint agreement is in the field of microwave landing systems.

* En route center expansion construction has now been started at six locations, (See page 2)

Handicapped (From Page 1)

on emergency evacuations for Congressional testimony, Jenkins was called upon to supply the information.

A plaque recognizing excellence and a letter from the FAA Administrator will be presented to Jenkins by Regional Director Charles R. Foster in the near future.

Briefs (From Page 1)

and contracts have been signed for work at another three facilities. The construction is the first stage of a multi-phase program to transform en route centers into area control facilities. The added area will house new host computers and initial sector suites.

* Deputy Administrator Richard H. Jones will be in glamorous company when he addresses the New England Region's super safety seminar scheduled June 1, at Hanscom Field, Bedford, Mass. Among the celebrity speakers will be Academy Award winning actor (and pilot) George Kennedy, TV actor Kirby Grant, who starred in the "Sky King" series, and the news anchor team of Chet Curtis and Natalie Jacobson of WCVB-TV in Boston. All of the speakers will explore the seminar's theme, "Your Keys to Flying Safety," emphasizing the importance of pilots' proficiency, currency, and fitness.

ATCA to Celebrate 50 Years of ATC

The Air Traffic Control Association will begin the commemoration of the 50th anniversary of the Federal Air Traffic Control Service at this year's convention at Crystal City near Washington. Administrator Engen will help to celebrate the anniversary by

Advisory Issued On Flight Restrictions

FAA has issued an Advisory Circular (AC) implementing a new rule that gives FAA the authority to ban all flights over disaster areas except those directly involved in disaster relief. The rule becomes effective June 6.

Entitled "Temporary Flight Restrictions," the AC notes that the agency would impose such extreme restrictions only when necessary to protect human life during disasters such as toxic gas leaks or spills, imminent volcanic eruptions, and nuclear accidents.

Current FAA rules on establishment of temporary flight restrictions authorize exceptions to accommodate local aircraft operations as well as flights by the news media.

In adopting the new rule, FAA cited several incidents in which the presence of aircraft over a disaster site endangered rescue workers on the ground. Two of these involved chlorine gas leaks which were aggravated by the rotor wash of low-flying helicopters. In another, noise from a low-flying chopper interfered with rescue workers using listening devices to determine if survivors were still alive beneath the rubble of a collapsed building.

speaking at the group's awards banquet October 3.

The theme of the convention is "The Transition (of the U. S. ATC System) to the Future." The five-day gathering will feature seminars, including a half-day session devoted to international aviation. In addition, the 150-plus exhibits of the latest state-of-the-art ATC equipment and services will be designed to promote foreign sales.

FAAers Save Lives

First aid training paid off recently for four New England Regional employees who used their knowledge and skills to save victims of electrical shock in two separate incidents. All four subsequently were honored by Regional Director Robert Whittington for their live-saving efforts.

In one case, Bradley A Davis, Ramon Ruiz, Jr., and Richard Francis in the regional headquarters responded to a public address call for someone with cardiopulmonary resuscitation training. When they arrived on the scene, they found a contract electrician unconscious and not breathing. They immediately began administering chest compressions and mouth-to-mouth breathing while monitoring the victim's vital signs. The victim's condition later was described by paramedics as "clinically dead...no pulse or heartbeat," but the three FAAers managed to keep him going until the ambulance arrived.

The second incident involved Airways Facilities Technician Charles Smith at the Portland (Me.) International Jetport. Smith was working with fellow technician James Durant in a high voltage cable pit when he suffered a severe electrical shock. Durant pulled the barely-conscious man out of the pit and covered him with a blanket before radioing for help. He then administered first aid and kept the shocked victim comfortable until the ambulance arrived. A doctor at the hospital where Smith was treated said Durant's emergency actions prevented irreparable brain damage.



Careful handling is essential when replacing a control tower window. Suction cups (the round black object on the window) are used to lift the new pane of glass in place. The window here, at the Battle Creek, Mich., Tower, was replaced after the old one was cracked by a rapid temperature change. Tower Manager Dan Coleman reported that air traffic service was not interrupted during the five-hour installation.

Open Season on Insurance

A special month-long nationwide "open season" for the Federal Employees Group Life Insurance (FEGLI) program will begin on June 1. Eligible employees can enroll in the program or add to their coverage. Information about enrolling and increasing protection at lower cost is being distributed by the field Human Relations Management Divisions.

Minority Business Up

FAA awarded \$517.5 million to minority business contractors during the period 1972-1984. Testifying before a congressional subcommittee recently, FAA's Director of Acquisition and Materiel, Fred Gilmore, said, "We believe our record in terms of finding truly meaningful ways of moving minority business into the mainstream of our safety and productivity activities measures up to that of any agency in the government." Gilmore noted that NAS Plan modernization contracts are expected to bring \$179 million to minority businesses.

Headquarters News



Wine and Dine With Van

The employees of Air Traffic are sponsoring a retirement dinner for their former boss, Associate Administrator Raymond Van Vuren, who retired from the agency May 8 after serving with the FAA since 1955. All FAAers are invited to attend the dinner, which will be held at the Bolling AFB Officer's Club on Thursday, June 20. Cocktails will begin at 6:30 p.m. with dinner served at 7.

The all inclusive price per person for the evening will be \$20. Those interested in attending should contact no later than June 17 one of the following: Beverly Worthington (426-3022); Jan Vitko (426-3666); or Tina McClure (426-3540).

Engen Speaks on "Spirit"

When Administrator Engen gave the annual Lindbergh Lecture at the Air and Space Museum last week, he spoke on "Forty Years of Aviation Progress and the Human Spirit," and what came through most clearly was his genuine love of flying.

He talked about aviation progress from the days of "The Spirit of St. Louis" to the era of supersonic jets. As he did, he weaved in his own experiences and contributions to those decades of progress. In doing so, he wasn't reluctant to recount his own mistakes, and he elicited laughter when he finished up hairy stories with a quiet, "I never tried that again."

Engen concluded his talk with a look at the challenges facing FAA. He said, "We cannot merely maintain. We must increase the means to fly safely throughout this Nation, by day or by night, and in good weather or bad."

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Roy Stieneker, AFO; Lee Mowery, AAA; Elaine Weems, APR; Pamela Trebbe, AGC;

Special Achievement Awards Based on Special Acts or Services:

Victor Foose and Richard Clark, ADL;

Letters of Commendation:

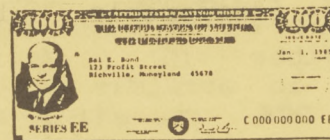
Noretta Harrett, Bill Strickler, Linette Brice, Cecilia Harley, and Cheryl Williams, ALG;


Quality Increases:

Judy Branting, AOE; Sandra Hershey, Nancy Lambert, Carol Thomas, and John Buck, APR; Kathy Oliver, APM; Daniel Lathey, Donald Kimball, and Robert Bartanowicz, ATR; Patricia Crawford, ATO.

New Clearance Forms Out

The people in headquarters accounting remind all administrative officers that there's a new version of the Property, Records, and Indebtedness Record now making the rounds which supersedes the 12-84 version. The new form adds the Data Processing Center to the list of mandatory clearance points. This form must be filled out by all employees going on extended leave without pay and provides for the return of parking passes, I.D. cards and the like. Final paychecks are held until the form is completed and all FAA documents and property are returned.



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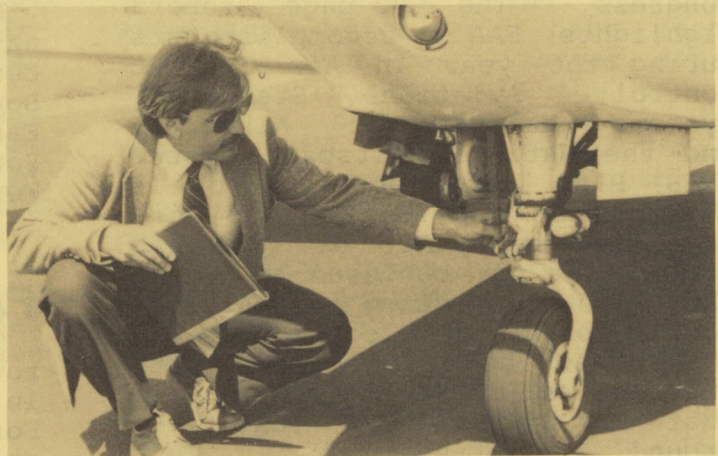
The News in Brief

* In a move to make air traffic control in the busy East Coast corridor more efficient, some New York Center airspace will be transferred to the Washington Center on June 15. As a result, Washington Center controllers will be able to hand off flights directly to the New York TRACON, a move that will simplify procedures for planes arriving in the Big Apple from the south and southwest.

* The temporary control tower at Martha's Vineyard, Mass., resumed operation on May 22, and will remain open through October 30 to handle the large number of vacationers that will be flying into the popular resort this summer. Staffing the tower are controllers temporarily assigned from the facilities at New Bedford and Providence, R.I.; and New Bedford and Lawrence, Mass. The tower manager is James Courtney from Providence.

* FAA granted exemptions to 17 of the 113 small operators that petitioned for exemption when the (See page 2)

Detroit FSDO Is Top Flight Standards Office



Detroit FSDO Airworthiness Inspector Tom Martin checks the nose wheel assembly of a small air carrier aircraft.

For its safety record and other achievements last year, the Detroit Flight Standards District Office (FSDO) has been selected as the 1985 winner of the Flight Standards Field Office Award. The award is presented annually to recognize outstanding operational performance. It is one category within the overall National Aviation Standards Awards Program.

In addition to its safety work, the Detroit FSDO was cited for its innovations and improvements in serving the public, increased operational efficiency, productivity and economy, a high level of work quality, new human relations initiatives, and its continuing EEO efforts.

Located at Willow Run Airport, the award-winning facility is responsible for overseeing both (See page 2)

Briefs (From Page 1)

new noise regulations for older, four-engine jets went into effect January 1, DOT Assistant Secretary Matt Scocozza told Congress recently. Scocozza said that FAA's "judgment call" to exempt the small operators was necessary to avoid grounding a number of them. He also noted that all exempted operators had firm contracts for hush kits to quiet their older, noiser jets.

* The annual report on the National Airway System for FY 1984 has been sent to Congress. The 32-page report highlights FAA's accomplishments during the year in Air Traffic Control, Aviation Standards, Systems Maintenance, Airports, and the National Airspace System (NAS) Plan. The report, which is required by the Airport and Airway Improvement Act of 1982 and should not be confused with the NAS Plan, is being distributed down to branch levels.

* FAA has been following with interest a COMSAT/Mitre program that is scheduled to test air-ground communications via satellite in the North Atlantic area this August. The tests, which will use a maritime satellite and a Rockwell aircraft, will evaluate communication techniques for possible air traffic control use over the world's oceans. Overall management of the program is being carried out by the Office of the Associate Administrator for Development and Logistics.

* On June 6 FAA will establish a new East Coast, off-shore jet airway which will provide a more direct route for New York and Boston flights to Florida's East Coast destinations. The new route will be designated J174.

FSDO (From Page 1)

general aviation and air carrier operations. Its air carrier coverage extends over all of Michigan and Ohio and includes responsibility for 11 air carriers and 609 air crew members. Its general aviation coverage includes 17 counties in southeastern Michigan. In this area alone, there are 5,410 registered general aviation aircraft and 11,469 pilots.

The award plaque is scheduled to be presented to the 32 FSDO employees sometime in June.

Other regional nominees for the national award were:

Central - Kansas City FSDO
Southwest - Dallas/Fort Worth ACDO
Eastern - Teterboro FSDO
Southern - Caribbean FSDO
Western-Pacific - San Diego FSDO

FAAers Sound Fire Alarm

Three controllers at the FAA's tower at T.F. Green State Airport in Warwick, R.I., made like Forest Rangers recently. They spotted smoke in the woods adjacent to a near-by housing tract and alerted the local fire department. The fire was extinguished quickly and the housing development escaped unscorched. That sounds like it might be the end of the story... but it wasn't.

The same trio of controllers--Donna Barte, Irving Washington, and John Crowley--was on duty a few days later when they noticed a woman wandering around the base of the tower. Barte investigated and found--not an intruder--but a grateful homeowner from the near-by development with two decorative canisters of cookies for the tower staff. With these gifts was a note which concluded by saying, "Thank you again for saving our house and maybe us, too."

FAA Seeks Hires For Airway Science Program

Administrator Engen wants to hire at least 100 more graduates for the Airway Science Demonstration Program in 1985. Most of these will come from the 24 colleges with FAA recognized airway science curricula and will join the agency at the GS-7 level.

In a letter to FAA's associate administrators and field directors, Engen said that the agency has a commitment to fill 20 to 30 percent of its ATC, aviation safety inspector, computer specialist, and electronic technician vacancies from the Airway Science program.

The demonstration program was established under provisions of the Civil Service Reform Act of 1978. The 24 schools with approved curricula range in size from Ohio State University to Elizabeth City State University in North Carolina. An additional 25 colleges and universities have applied for curricula approval.

Air Traffic Employee Wins Magazine Award

The Eastern Region's Sherell Carper has won Good Housekeeping's seal of approval. An operations specialist in AEA Headquarters and the first black female controller in the New York metropolitan area, she was named in the May issue of the magazine as one of "100 Young Women of Promise." Carper was nominated by a national black women's professional group of which she is a member to appear in a special 50th anniversary issue of the venerable magazine.

AFSS Equipment Delivered to Field

The Automated Flight Service Station program passed a major milestone June 1 with the first shipment of the basic Model I package to the field.

The Cleveland en route center received the Flight Service Data Processing System (FSDPS), which will be linked by dedicated communication lines to the displays and associated equipment delivered to the Cleveland, Dayton and Bridgeport (Conn.) FSSs.

FSS specialists using the new automated system will have much faster access to a larger data base than is presently the case. They will be able to call up weather and other aeronautical information for almost instantaneous presentation on their displays.

Following installation of the automated equipment at these locations, it will undergo an extensive testing period before it becomes operational. The first commissioning of an automated FSS now is scheduled for December.

According to Ralph McDonald, manager of the Bridgeport FSS, all three stations and the Cleveland Center will make the switchover at the same time.

McDonald said that by the time the equipment is commissioned, specialists will be familiar with it and the switchover operation will not disrupt service.

Equipment deliveries to other locations will continue at the rate of one FSDPS "family" a month over the next year. A total of 13 FSDPS packages, involving a total of 37 FSSs, are expected to be delivered by August 1986.

Headquarters News



DOT Wins Partnership Award

Selection of Secretary Dole to receive the first Special Partners-in-Education Award was announced May 20, at the D.C. School District's Eighth Annual Volunteer Recognition Award Ceremony. Dole was cited for DOT's participation with Hine Junior High School in a Partnership-in-Education program in which Department volunteers, including 24 FAAers, have contributed over 1,000 hours to the school.

The day after the announcement the students and faculty of Hine said thanks by holding a reception for all DOT tutors and other contributors. Hine's progress also was noted by the Washington Post, which two years ago had labeled the school "Horrible Hine." A May 30 editorial described the school as one that has "improved dramatically," but unfortunately failed to give DOT/FAA any credit.

Softball Season Underway

FAA action in the DOT CO-ED Softball League is starting to heat up. The season began on May 5 and 21 games have been played. So far, last year's tournament champ, ALG, is undefeated and may be on the way to another stunning season. Stand-out games include extra-inning victories by ALG and AVS over AMS-East.

The win-loss column of games reported reads like this:
ALG, 4-0; SEI, 1-0; API, 2-1;
ATR, 2-1; AGC, 2-1; AVS, 2-1;
AAA, 2-2; ADL, 1-2; OIG, 1-2;
AMS-East, 1-2; NTSB-East, 1-2;
AMS-West, 0-3; NTSB-West, 0-2.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Carol Brooks, APT; Frances Hyatt, ABU; Clement Richardson, AMS;

Special Achievement Awards Based on Special Acts or Services:

Noretta Harrett, ALG; Elizabeth Brothers, Dixie Dean, Dorothy Matthews, Mary Torrence, and Stephen Horwat, APR;

Letters of Commendation:

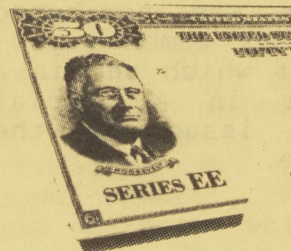
Tom Ryan and Carl Hutchinson, AOE;

Quality Increases:

Phyllis Vallario, Rose Trotta, and Carolyn Boosey, APM; Lawrence Wuebker and Marshall Munro, ATR; Benedict Castellano, APP.

Women's Program Meets

The Women's Executive Leadership program sponsored an Executive Career Planning Day on May 20, and Administrator Engen dropped by to lend his support. This OPM pilot project is designed to create a pool of qualified women to fill management positions in government. On August 30, the Women's Task Force will hold a panel discussion on the program. For more information contact Tina Mallory, 426-8058.



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North Atlantic Flights With Two Engines Approved



The Ethiopian Airlines 767ER (extended range) is the latest version of the new-generation twinjet. Planes like this one with some modifications may be approved for North Atlantic routes.

FAA has adopted new criteria that will allow U.S. airlines to operate some two-engine airplanes on most North Atlantic routes. The criteria are designed to insure that transoceanic flights with two-engine aircraft are at least as safe as those in three- and four-engine planes.

The agency's decision was based, to a large extent, on the much higher reliability of the modern jet engines compared to piston and older jet engines. However, each airline desiring to (See page 2)

The News in Brief

* Washington State's Mt. St. Helens is showing signs of another eruption, and FAA has issued a Notice to Airmen (NOTAM) advising operators to be alert "to the presence of airborne volcanic ash which may be hazardous to flight." The agency also noted "Alternate routing and additional flight information will be

provided if a major eruption occurs."

* A \$3.9 million contract has been awarded to JRR Construction Co., of South Bend, Ind., for the construction of a new air traffic control tower at the Raleigh/Durham Airport in Raleigh, N.C. The structure will be a major activity tower, similar to the Dallas/Fort Worth

Tower designed by Welton Becket.

* FAA's en route centers operational errors hit a significant low during the Memorial Day holiday period--May 27 to 31--with a total of eight minor errors. During this busy time, 14 centers had zero errors, six had one each, and only one center had two. (See page 2)

Outstanding Flight Assist Award Winners Named

Winners of the Outstanding Flight Assist Awards for 1984 are: Miami en route Center controllers Steven R. Kalbaugh, Wayne R. Roshaven, and James D. Zeiler; St. Louis Tower controller Wayne Dimmic; and FSS specialist Steve Proesch of the Grand Junction, Colo., FSS.

Plaques were presented to the Miami Center controllers by Associate Administrator for Air Traffic Walter S. Luffsey at ceremonies in the center on May 30. Dimmic and Proesch are scheduled to get their plaques in the near future.

The Miami "save" occurred last September when controllers there talked down the wife of an unconscious pilot to a safe landing at Dade Collier Airport. While calming the frightened woman, controllers vectored her to an airport clear of clouds. At the same time, they arranged to have an instructor pilot fly beside her for the last leg of her harrowing flight. Her husband had suffered a heart attack and died shortly after the landing.

Dimmic also talked down the wife of a pilot who had suffered a fatal heart attack. When he realized the woman at the controls of the plane was not a pilot, he immediately began to teach her how to maneuver with the auto-pilot.

After she made two missed approaches in marginal weather, he finally guided her to a safe landing over an hour after the original emergency call.

Proesch's save involved a student pilot who became lost and disoriented on his first solo cross-country flight. The neophyte pilot had flown into threatening weather while trying

Flights (From page 1)

make such flights will have to prove to the agency that its aircraft and flight crews meet the new criteria.

Under the new criteria, airlines receiving FAA approval will be permitted to fly twin-jets on routes that are up to 120 minutes of one-engine flying time from a suitable airport, provided at least 50 percent of the flight is within 90 minutes of the airport. The current regulatory standard is 60 minutes unless otherwise authorized by the FAA Administrator.

This means that two-engine aircraft will be permitted to fly North Atlantic routes, but not between the West Coast and Hawaii.

Briefs (From page 1)

* The sixth flight service station to be built and accepted under the Automated Flight Service Station (AFSS) Space Acquisition Program has now been completed at the St. Petersburg/Clearwater International Airport in Florida. Delivery of Model 1 automated equipment is scheduled for early next year. At that time the new facility will take over services for the Orlando, Melbourne, and Vero Beach areas.

Other AFSS buildings accepted by FAA are at Bridgeport, Conn., Terre Haute, Ind., Green Bay, Wis., Macon, Ga., and Conroe, Texas.

to find his way over bleak country-side. However, Proesch quickly got the apprehensive pilot's confidence, and, after locating the plane with direction finding equipment, guided him to a safe landing.

Secretaries Give Thanks

When the secretaries in the Aviation Standards National Field Office (AVN) in Oklahoma City say "thanks," they do it right.

After their bosses got together and prepared a luncheon for them during National Secretaries' Week, the secretaries bought space in the "Wiretap," the Aeronautical Center's unofficial newspaper, to let the managers know how much they appreciated the gesture.

Here is the reprint of their ad:

Thanks Aviation Standards National Field Office Managers!!!

The Luncheon that the AVN Director and Division/Staff Managers prepared for us April 24 was wonderful. We are proud to be part of the AVN team.

Thank you Bob Goodrich, Director, AVN-1; John Howard, Deputy Director, AVN-2; and the following Managers: Wayne Jacox, AVN-10, Hazel Robinson, AVN-12; Don Snow, AVN-40; Bill Ardies, AVN-100; Gary Wirt, AVN-200; and Al Harrison, AVN-300.

All 36 secretaries in the AVN organization.

FAA Moves to Halt Striker Radio Interference

FAA is using sophisticated electronic equipment to help identify persons who are illegally using ATC radio frequencies to harass non-striking United Airlines pilots.

As a result, the agency has initiated enforcement action against the airmen involved in two such incidents that occurred on June 1—one near Chicago's O'Hare Airport and one near Seattle-Tacoma Airport.

Other flight crew members who have engaged in such harassment also have been identified by the equipment, which is being used throughout the ATC system, and additional enforcement actions are expected.

Administrator Engen has warned that he will not tolerate misuse of the air traffic control frequencies because of the grave

Relocation Assistance To Help FAAers

Employees who relocated and reported to their new duty station on or after Nov. 14, 1983, soon will be able to take advantage of a relocation services contract, if need be, to help sell their homes. In fact, the contractor will purchase the property for the appraised value and, in most cases, begin making payments within five days. The contractors are Homequity and Chemical Executive Relocations, Inc.

The contract effort was initiated by Administrator Engen with the Office of Accounting and the Acquisition and Materiel Service teaming up to secure a short-term contract for FAA by July 1. They worked out a "piggy-back" arrangement with the FBI's relocation contractors and devised a solution that covered all DOT civilian employees.

Each FAA region and center, as well as Washington headquarters, is now appointing relocation services coordinators who will contact relocated employees and offer help. Meanwhile, the AAA-led task group is continuing its work to arrange a long-term contract. This will become effective October 1, when the FBI "piggyback" arrangement expires.

threat it poses to safety and reminded airmen that it could lead to suspension or revocation of their licenses.

The equipment involved is a tracking device that helps pinpoint the source of otherwise unidentified radio transmissions.

More than 50 such incidents—either jamming a frequency by pressing a mike button or verbal abuse of the non-striking pilots—occurred during the first two weeks of the strike which began May 17.

Headquarters News



DOT/FAA Sponsors PA. Disaster Relief

The (DOT) Secretary's Voluntarism Committee is sponsoring a relief drive to assist the family and friends of DOT/FAA employees who were hard hit by a devastating series of tornados that swept through western Pennsylvania recently.

The volunteers are accepting money, non-perishable food, clothing and household items. Collection boxes will be placed in the lobbies of the Nassif and FAA buildings.

Checks may be made out to the following: the Albion-Cranesville Disaster Fund; the Atlantic Congregational Church; Tornado Relief, American Red Cross (Pittsburgh); or the Wheatland Borough Reconstruction Fund.

Checks or cash donations may be given to Peggy Spina, OST, Rm. 10211a, (426-0337), or Carol Ratcliffe, OST, 10205, (426-4277). John Hanks, APA-6, (426-3485), is the volunteer coordinator for FAA on this effort. Atlas Van Lines has just donated the use of a moving van to transport goods to those in need. Let's fill it.

"Open Season" is on

The Federal Employees Group Life Insurance (FEGLI) "open season" is underway and since the normal eligibility requirements are waived during this time, almost anyone can apply for initial coverage or change their present coverage. If you missed out on the early FEGLI enrollment drive, additional information packets, as well as the Life Insurance Election form, SF-2817, are available in AHR-140, rm. 514.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Arthur Hayes, AWS; and William Freeman, APT;

Special Achievement Awards Based on Special Acts or Services:

Anna Person, ATR; Gabriel Bruno, Ida Cronauer, Elizabeth Brothers, Brenda Courtney, Dixie Dean, and Brenda Hayes, APR; Linda Booth, APP; Mamie Gerald, AAS;

Quality Increases:

Walter Korsgaard, ACS; John Horrocks, APM; Sharon Price, ATO.

New NAS Books Available

For those of you looking for something to read on the beach this summer, the Program Management Staff (AES-10) reports that the April 1985 edition of the National Airspace System (NAS) Plan is now on sale. The asking price for this weighty tome is a reasonable \$15. Copies are available from AES-10. Stop by room 720A or call 426-3507. The Government Printing Office also carries the new NAS Plan book (stock no. 050-007-00701-9), and the number is 275-3327.

FA Club Sale Planned

In yet another effort to bring the latest in high tech and luxury wares to FAA headquarters, the FA Club is planning a sale of art and electronic goods to be held in the FOB-10A lobby. The sale will take place June 18-19 from 10-2 p.m.



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The News in Brief

* The litigation growing out of the grounding of the DC-10 following the American Airlines crash in Chicago on May 25, 1979, is over. The end came in a ruling by the U.S. Court of Appeals of the District of Columbia that Balair, a Swiss charter and cargo carrier, was not entitled to damages resulting from the FAA's issuance of Special Federal Air Regulation (SFAR) 40. The SFAR prohibited foreign carriers from taking off or landing in this country as long as the U.S. DC-10s were grounded. Many of them, including Balair, sued for damages.

* In another ruling, the U.S. District Court for the District of Puerto Rico has cleared FAA in a suit that arose from the crash of an overloaded PA-23 at Isla Grande Airport on Feb. 11, 1983. Allegations against the FAA were that a controller had failed to alert the fire and rescue crews (See page 2)

Agency Plans NMAC Audit

Plans to appoint an outside management consultant to review FAA's near midair collision (NMAC) reporting system were announced by Administrator Engen at a Washington headquarters press briefing on June 7. Engen said he expects to select an independent person or organization very shortly "to audit FAA's method of reporting NMACs and assessing those reports."

The Administrator conceded that some NMAC reports in the past had fallen through "cracks" in the system and, consequently, were not included in statistical summaries. However, he noted that the agency already has changed its reporting system to channel the flow of reports to one point in Washington headquarters.

"There will be one data base instead of about three data bases," he continued. "I've found that (See page 2)

Top AF Sector Honored



Sector Chief Vincent Laurentino of the New York Air Route Traffic Control Center's Airway Facilities Sector (left) accepts the coveted Sector of the Year Award from Administrator Engen at a recent ceremony. The sector's 224 employees received the award for exemplary safety achievements and for achieving the top maintenance record during 1984. The New York center, one of the nation's busiest, handled nearly two million en route operations in 1984.

Benefits Statement Issued

The Office of Human Resource Management has issued the 1985 Personalized Employee Benefits Statement and most FAAers should receive their copy this week.

This summary of benefits, presented in a convenient fold-out format, is designed to help employees and their families understand their coverage and explain which benefits take effect during such events as ill health, disability and retirement. It also should be used to make sure that employees records and the agency's are the same. If they are not, employees should contact their local human resource management office. After the first statement issued last year proved such a success, Administrator Engen decided to make the summary an annual publication.

Briefs (From page 1)

quickly enough, and that there had been a negligent inspection of the rescue equipment.

* The Hastings Construction Co. has been awarded a \$1.7 million contract to build a tower at the Kansas City Downtown Airport. The 75 ft. tower is scheduled to be completed by the fall of 1986.

* The National Business Aircraft Association's Fly Around Saturated Sectors (FASST) telephone lines have logged over 10,000 calls since they were established six months ago. The toll-free service collects daily traffic information from the FAA's central flow control facility and then passes it on to users looking to make congestion-free flight plans.

Shea Off to North Dakota

FAA's Associate Administrator for Airports William (Bill) Shea never has been one to stand on the formality of titles.

But, just for the record, he's about to trade in his Associate's title for that of Professor and Chairman of the Aviation Department of the University of North Dakota's Center for Aerospace Sciences.

His new job will permit Shea to combine his love of aviation with his long-time interest in education. A pilot with more than 6,500 hours in his log book, he also is a former teacher and holds a Master's degree in Education. He was Chancellor of Hawthorne College in New Hampshire from 1962 to 1968.

Shea has been the FAA airports chief since joining the agency in May 1981. He previously served as the Director of Aviation for the Port of Portland in Oregon. His last day at FAA will be July 31.

NMAC (From page 1)

part of the misunderstanding on near midair collisions has been the fact that we had different data bases. That's stopped."

Expressing his concern about the continuing problem of NMACs, Engen cited a number of FAA programs underway to reduce the potential for airspace conflicts. These include implementation of the Airport Radar Service Area (ARSA) concept and final action on a proposed rule to require that transponders be activated at all times in controlled airspace.

A complete audit of NMAC reports for 1983, the Administrator said, shows a total of 478; the figure for 1984 is 592. During the first five months of 1985, there were 242 reported NMACs, up 20 percent over the same period last year.

Miami Controllers Charged With Off-Duty Drug Use

FAA has reassigned six employees at the Miami en route center to administrative duties pending completion of an investigation into their alleged drug use during off-duty hours.

Miami center manager William Abernathy said the reassignments were made June 10 and 12 as a result of information provided by "sources within the FAA." He noted that the action was in accordance with "my responsibility to preserve the integrity of the air traffic control system."

Abernathy described the individuals involved as five controllers and one air traffic assistant but declined to provide further details while the investigation is in progress. "As of this time," he added, "none of the employees has been charged with any crime nor have the allegations been proven."

Additionally, he emphasized that there were "no allegations of use of illegal substances on the job," and he added, "we have no indication of any adverse effect on performance."

If the drug allegations are sustained by the investigation, Abernathy said the agency has several options for dealing with the six employees. These range from firing to rehabilitation.

FAA Finds Continental Safe

FAA has determined after a six-week comprehensive investigation that Continental Airlines continues to operate in basic accordance with the Federal Air Regulations.

This evaluation is the second in-depth FAA study of the carrier since Continental's reorganization in September 1983.

The FAA inspectors, under the direction of the Western-Pacific Region, did uncover deficiencies in some of the airline's operational and maintenance procedures, including recordkeeping, pilot training and performing maintenance. The agency has initiated 19 enforcement actions against the carrier for violations primarily in these areas.

FAA described the deficiencies as the kind that have been found occasionally during inspections of other carriers and added that it has moved to ensure that Continental take immediate corrective action.

The special inspection, which ran from March 18 through April 26, 1985, required 10,000 man hours and covered 38 Continental facilities and six training simulators. Safety inspectors conducted 77 en route inspections and 14 cabin inspections and all relevant manuals and records were reviewed.

FEGLI Open Season Continues

Time is running out for employees to enroll in the Federal Employees Group Life Insurance (FEGLI) program or add to their existing coverage. The current "open season," which allows enrollments and expanded coverage without a physical, ends July 1.

Eligible employees include those carried on FAA rolls in leave without pay status, individuals on sick or annual leave,

reemployed annuitants, and certain recipients of Office of Workers Compensations Program benefits. However, coverage chosen during the open enrollment period cannot become effective until the employee has met the requirement of being on actual pay and duty status for at least 32 hours within a pay period. (Annual or sick leave represents a pay status only.)

Headquarters News



Careless Spills Lead to Bad Spills

Last week, a secretary in the Rotorcraft Program Office slipped in a puddle of coffee in the hallway outside of the auditorium and broke her kneecap. Her boss, Jerry Chavkin, director of the office, rightly points out that this very serious accident would never have happened had the offending coffee drinker taken the time to cover the spill with paper towels and then called maintenance to mop it up. Chavkin recommends this more thoughtful course of action whenever liquid is spilled, especially in or near the stairwells, and we agree.

Clinic Offers Hearing and Other Screenings

The audiogram machine in the third floor medical clinic has been recommissioned and is open for business. This painless, 7-minute procedure uses a variety of tonal pitches to gauge levels of hearing and detect hearing loss at its earliest stages.

The clinic also continues to offer regular screenings for diabetes and glaucoma.

Just call the clinic at 426-3250 to make an appointment for the audiogram or one of the other screenings.



Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Margaret Wilson, APM;

Special Achievement Awards Based on Special Acts or Services:

Cecelia English, AOE;

Letters of Commendation:

Cecelia English, AOE; Dale Ruoff, AFO; Richard Heironimus, ALG;

Quality Increases:

Carol Ann Stone, AAM; Gordon Bateman, AAP; Carol Williams, AAT.

FAAers Move on in May

During the month of May several FAAers heard the call to move on to other challenges in retirement. We wish the following people good luck in their new endeavors.

Walter Felton, ADL; Mary Louise Hoppe, ALG; Robert Throne, AAT; Edward Aikman, ARP; John McGee, AWS; and Raymond Van Vuren, AAT.

Club Announces Openings

The FAA Flying Club now has several openings for club membership. All those interested, inside the agency and out, pilots and non-pilots alike, are welcome to join. The club is non-profit and dues and aircraft rental are prorated to cover expenses and to reserve funds for major overhaul. - The club currently has five aircraft: a Cessna 152, and 152-II; a Cessna Cardinal (RG) 177; a Beech Sundowner; and a Beech Sierra. For more information contact Joe Long, 426-9324 or 323-0258.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

* The Federal Labor Relations Authority (FLRA) has agreed to FAA's request to review a lower level FLRA decision that would permit air traffic controllers to organize within a regionwide unit. The FAA believes a nationwide unit is the appropriate one. The Authority has given the parties involved until July 2 to file additional briefs and has granted FAA's request not to allow any elections until the matter is resolved.

* Mary Jo Knouff of the Public Affairs Office, has been awarded the Frank G. Brewer Trophy by the National Aeronautics Association for significant contributions to aerospace education in the U.S. Knouff is an experienced pilot and was active in private industry before she joined FAA in 1971.

* Administrator Engen will help dedicate the new tower at the Greater Pittsburgh International Airport July 2. The major activity (See Page 2)

Asbestos Removal Completed At Seattle, Boston Centers

FAA's contractors have now completed asbestos removal projects at the Seattle and Boston en route centers and soon will begin removal at most other centers. The material was initially installed for fire protection and is being removed as part of the Advanced Automation Program center building expansion project. It will be replaced with a non-asbestos fireproofing substance.

To protect employees during the removal period, the removal work areas are being sealed off by barriers which will protect employees from asbestos particles. In addition, (See page 2)

On the Hijack Watch



As a clock behind them marks Beirut time, Administrator Engen and Office of Civil Aviation Security members Ric Casucci (left) and Donnie Blazer monitor a global information network set up in the tenth floor FAA Aviation Command Center for the hijacking of TWA Flight #847. See the story on page 4.

O'Hare Is "Mega-Tower"

The O'Hare TRACON has set a new record for instrument operations, racking up more than one million from March 1984 to March 1985. Great Lakes Regional Director Paul K. Bohr hailed the achievement in a ceremony in the tower lobby recently, calling O'Hare the first "Mega-Tower."

O'Hare has been the world's busiest airport since it opened for business in the early 1960's. In addition to O'Hare traffic, the TRACON also handles instrument departures and approaches at 23 satellite airports.

Briefs (From Page 1)

level tower was completed several months ago and 120 air traffic employees have since moved in. The new structure replaces an old tower which was located atop the terminal building.

* Tom Thomas, an Oklahoma pilot who recently flew 65 airplanes in one day, probably set a record according to Oklahoman City FSDO Inspector Gary Taylor. Taylor said he spent most of the day at the Frederick, Okla., airport to insure that the marathon flying exhibition was conducted safely.

* The General Aviation and Commercial Branch of the Office of Airworthiness recently completed a series of two-day workshops in 10 cities across the country for FAA inspectors and aviation technician school representative on various facets of Part 147 of the Federal Air Regulations. Part 147 covers the certification and administration of aviation maintenance technician schools. The workshops sought to promote more liberal curricula and operating flexibility for the schools and to adopt changes that will help them keep pace with advancing technology.

TMU Officers Meet at Hq.

The agency's foremost authorities on keeping the nation's air traffic moving swiftly and smoothly gathered at headquarters June 18-20 for the second annual Traffic Management Unit (TMU) Officers Conference.

Twenty-one TMU officers, representing all of the domestic air route traffic control centers and the New York TRACON, came together to compare notes on the progress of their units. The TMUs were instituted in 1982 to assist controllers in balancing traffic flows and developing local traffic management programs. The 21 TMUs form a network with the Headquarters Central Flow Facility and together they manage the national flow of air traffic through 22 "pacing" airports.

The conference's agenda covered such topics as the rapid changes wrought by automation, training and staffing logistics, and modern traffic management techniques like en route spacing and arrival/departure metering.

Deputy Administrator Richard Jones addressed the meeting and credited the TMUs with contributing to the recent substantial drop in flight delays.

Asbestos (From page 1)

the asbestos will be dampened to keep particles from drifting in the air. The only part of the operation visible to employees will be the the sampling pumps which will monitor the control rooms to detect asbestos fibers.

At centers where removal is now underway, briefings for employees are being held on the asbestos work and other aspects of the construction projects. Also, safety and health engineers will be on hand to answer center employees' questions.

Alaska's "Springback" Reduces Accidents

The Alaskan Region has successfully completed "Operation Springback," its special emphasis safety program designed to counter the traditional spring-time surge in aviation accidents in the nation's "flyingest state."

During April and May, when the program was in effect, there were 25 accidents and three fatalities in Alaska as compared with 28 and two during the same period in 1984.

Moreover, regional officials believe this year's statistics could have been considerably worse if FAA safety inspectors had not presented such a high profile at airports around the state.

Overall, FAA staffers surveyed some 1,800 pilots and more than 1,290 aircraft at 63 airports. They provided direct assistance to over 688 pilots, uncovered 36 aviation discrepancies, and investigated nine violations of the Federal Aviation Regulations.

"We are very pleased with the results of this special safety program," said Alaskan Region Director Franklin Cunningham. "An analysis will be made to determine the success and cost of the program to see if we can repeat it again in the fall when the accident rate normally goes up again."

PWC Officers Announced

The Professional Women Controller (PWC) organization has once again elected Kate Beebe from the FAA Academy as President. Other officers chosen at the group's recent convention in Denver were: Vice President, Debbie Canter, Cleveland ARTCC; Secretary, Sally Weed, Albuquerque ARTCC; Treasurer, Nancy Shelton, Southwest Regional Office.

The regional officers are:

Alaskan, Susan House, Anchorage FSS; Central, Libby Wallis, Kansas City ARTCC; Eastern, Janette Sroka, Erie Tower; Great Lakes, Kathryn Higgins, Quad City Tower; New England, Carol Cidlevicz, Boston ARTCC; Northwest, Mountain, Rocky Wisniewski, Seattle ARTCC; Southern, Janet Ellis, Atlanta ARTCC; Southwest, Jackie Miner, Dallas FSS; and Western/Pacific, Francie Prijatel, Regional Office.

FAAer Saves Diving Jet

One minute the two-engine business jet was flying normally at 39,000 feet about 35 miles west of Denver and maintaining regular communications with Denver Center controller John Shisler. Then the pilot was squawking the emergency beacon code and the aircraft data block showed the jet was climbing rapidly.

That was the beginning of an 18-minute drama for Shisler, who had to overcome a severe communication problem to guide the aircraft to safety. The jet, destined for Salt Lake City, had experienced a "primary pitch trim runaway," which caused it to climb almost vertically until both engines flamed out. Decompression followed, necessitating the use of oxygen masks which turned out to have defective microphones.

Since Shisler was unable to establish two-way radio communication, he asked the pilot to activate the "Ident" button on the plane's transponder to acknowledge receipt of transmissions. He did and with rudimentary means of communication, Shisler established that the pilot wanted to be diverted to an alternate airport. So, Shisler provided the pilot with the necessary vectors to nearby Kremmling Airport where he landed safely a short time later.

Headquarters News



FAA Officials Maintain 24-Hour Hijacking Vigil

EDITOR'S NOTE: This story was set June 21. It is written in the past tense in the hope that the TWA Flight #847 hostage situation will be resolved by the time of the INTERCOM's publication and distribution.

Following the hijacking of TWA Flight #847 by Muslim Shiite terrorists shortly after take-off from the Athens Airport last Friday, June 14, Americans everywhere anxiously followed news accounts for each new development in the hostages' tortuous odyssey. Nowhere was this vigil more constant or detailed than in the FAA Aviation Command Center on the tenth floor of the headquarters building.

Not long after 2:59 a.m. EST that Friday, when FAA duty officers in the center first alerted the 24 federal and civil elements concerned with the hijacking, members of the Office of Civil Aviation Security began manning the global command and control network established by the duty officers. Active participants in this audio network included TWA offices in New York, London, and Paris, the National Military Command Center and military commands throughout Europe, the Middle East, and the Western Hemisphere, the State Department, FAA offices in Europe, and other interested organizations.

Starting 5 p.m. Friday the security employees began pairing up for regular twelve hour monitoring shifts. Some twelve FAAers from the headquarters security office and several more from regional security offices maintained a 24-hour watch and served as a major link in the communications chain.

Awards and Rewards

During the past week, the following headquarters and Metropolitan Washington Airports employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Eileen Stickley, ACS; Glenna Guido, ASF; Annette Lyles, AAM; Joseph Gwiazdowski, AWS; Arthur Dahmer, AMS; Barbara Herber, AFO; Harry Coates, Bruce Copley, Charles Harrison, Rick Marinelli, Glen Richman, and James Call AMA;

Special Achievement Awards Based on Special Acts or Services:

Lucretia Jones and Donnie Blazer, ACS; Beverly Collins, AFO;

Quality Increases:

Richard Birnbach, AFO; Terry Brown, ATR; Darrell Carlson and Judy Jenkinson, APM; Linda East, Donald Hines, John Litzenberger, Jr., Joseph Norris, AMA.

Do You Copy ?

The Office of Management Systems has contracted with GSA's Office of Information Resources Management to survey copy machine needs for Washington headquarters. Information will be collected for a 7-day period in July from survey logs placed on each copier in FOB-10A.

Van Vuren Party Postponed

Former Associate Administrator for Air Traffic Ray Van Vuren's farewell party, scheduled for June 20 at the Bolling AFB Officer's Club, will be rescheduled for August or September because of a three-alarm fire that damaged the club. Those who paid to attend may receive a refund or apply the money to the rescheduled party.