



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

* Administrator Engen has named Ronald Smith, the Dean of the Georgetown University School of Business, to audit the agency's data collection system for near midair collision reports. "I want to make certain that all such reports are forwarded to the proper place in Washington on a timely basis, that all reports (See Page 2)

FAA and PASS Adopt Labor-Management Program

On June 6, the Professional Airway Systems Specialists (PASS) and FAA agreed to the first joint labor-management employee involvement program in the agency's history. PASS is the bargaining agent for Airway Facilities employees.

A national steering committee of five representatives from PASS and five from FAA agreed on an 18 month trial of a new approach known as E-I (Employee Involvement) that stresses cooperative efforts to solve operational problems that affect employees' work lives. Three

sites will be involved.

According to Howard Johannssen, PASS national president, PASS studied the program carefully for months before the agreement, visiting E-I sites in the private sector and interviewing union leaders on its impact.

"We learned that it has been dramatically successful in improving both relationships and quality of work-life," said Johannssen. "It's a win-win kind of program. We were sufficiently encouraged to agree to try it experimentally in a few locations, with the understanding that these trials don't alter our overall position on employee (See page 2)

L.A. CASFO Wins Top Honor



Administrator Engen presents the 1984 National Civil Aviation Security Award to Milton J. Ferris, Manager of the Los Angeles Civil Aviation Security Field Office. Also present at the ceremony were (from left) Associate Administrator for Aviation Standards Anthony Broderick, John Robitaille, Western-Pacific (AWP) Civil Aviation Security Division, and AWP Director Homer McClure. See the story on page 3.

Briefs (From page 1)

are thoroughly investigated and that our data base properly and completely reflects all information and is quickly accessible," Engen said in announcing Smith's appointment.

* Rancho Murieta, Calif., is the latest location selected as an automated flight service station (AFSS) site. The building will be erected by the local airport corporation and leased to FAA. This is the 57th of the 61 AFSS sites to be chosen in the flight service station modernization program.

Pass (From page 1)

participation."

Gene Weithoner, Associate Administrator for Human Resource Management, confirmed that while the test program doesn't affect standing FAA policy on bargaining unit participation, it has the solid endorsement of FAA top management, including Administrator Engen.

"We have high hopes for this," Weithoner said. "If it works, PASS and FAA will consider extending the program. But there's a lot of ground to be covered before we get to that point. We have to change some long-standing attitudes about union-management relationships and employee-supervisor relationships. Still, the very fact that we were able to enter this partnership with PASS, even on a limited basis, is encouraging."

The experimental program will be undertaken with the assistance of W.P. Dolan and Associates, a labor-management consulting firm that has developed successful E-I programs for dozens of major companies including Ford, John Deere, and Goodyear. "Wherever it takes hold, E-I gives employees a greater sense of dignity

and job satisfaction. It establishes better communication between supervisors and employees and it taps the underutilized creativity and knowledge of the organization," Weithoner said.

Dolan and his associates are widely acknowledged to be leaders in the field, partly because of their success in forging partnerships between unions and management, employees and supervisors. "The focus is on collaborative problem solving," Weithoner added, "but it involves deep changes throughout the organization."

A number of sites have been identified as possible locations for the trials. They will be announced as soon as final selection is made.

Two full-time coordinators, Michael Fanfalone and Al Sciscione, are assigned to the program. They will serve as a link between local site steering committees and the national steering committee.

The FAA members of the national steering committee are:

Administrator Engen; Gene Weithoner; Ed Kelly, Maintenance Engineering Division Manager (APM-100); Joe Del Balzo, Eastern Region Director; and Arnold Aquilano, Manager of Airway Facilities Division in the Eastern Region.

The PASS members are: President Howard E. Johannssen; Mark Schneider, Executive Vice President; Warren Zents, Region I Vice President; Gordon Henry, President Local 131; and Michael Rock, National Coordinator.

The coordinators are Albert Sciscione, SFO Manager at Dulles Airport, and Michael Fanfalone, President of PASS Local 125, Capitol Sector.

L.A. Named Top CASFO

Unfortunately, the Los Angeles Civil Aviation Security Field Office (LAX CASFO) couldn't be awarded a gold medal for its outstanding efforts during the Olympic Games. But it has won the next best thing--the FAA's 1984 National Civil Aviation Security Award.

LAX CASFO personnel were deeply involved in all aspects of security planning for the Olympics from January through August of last year, including special inspections, coordinating with federal and local enforcement agencies, and operating the FAA Olympic Security Service. Even with these consuming duties, the office managed to meet or exceed their various other goals for the year in their 15-airport jurisdiction.

Says LAX CASFO Manager Milton Ferris, "The Olympics consumed about 60 percent of our time and staff, but we were able to complete 100 percent of our other program requirements."

New Wind Shear System Installed at Denver

The most advanced Low-Level Wind Shear Alert System (LLWAS) in the country has been installed at Denver's Stapleton Airport. The system is designed to monitor sharp changes in wind speed and direction and to detect microbursts, which are violent downward rushes of air. Like the enhanced system installed at the New Orleans Moisant Airport last year, the Denver system will have ten boundary sensors for measuring wind speed and direction. Readings from these sensors are compared to data taken from a sensor located in the center of the field to detect wind shear and microbursts.

At Denver, a Doppler radar sys-

tem will give agency engineers an independent check of the system's performance. By comparing data from the two, engineers will be able to make a detailed analysis of the system improvements and apply this knowledge in the development of future enhancements.

Planning for ATC 50th Already Underway

FAA will mark 49 years in the air traffic control business on July 6 with plans for next year's big 50th year celebration already well underway.

The Golden Anniversary celebration will feature "grass roots" speakers, briefings, and open house tours. Field managers will play a key role in organizing these events and also will be asked to develop static displays for airports and speaker programs for community organizations. Regional offices also will provide speaker programs.

FSSs Consolidate

The Automated Flight Service Station (AFSS) program is scheduled to pass another major milestone this summer. FSSs at Terre Haute and Lafayette, Ind., will be consolidated into the new automated station at Terre Haute. And stations at Green Bay and Milwaukee, Wis., will be consolidated into the new Green Bay AFSS.

The new stations will go into operation with leased "Service A" equipment and are scheduled to convert to the new automated system with Model 1 equipment in December. This is the second group of FSSs to be combined. The first was united into the Bridgeport, Conn., AFSS in 1984.

Headquarters News



Day Care Center To Open This Fall

The Department of Transportation will open the DOT Day Care Center September 3, on the second floor of the FAA building.

The hours of operation will be from 7:15 a.m. to 5:45 p.m. and the center will be open to DOT employees' children, ages 2 to 4.

Initial enrollment will be limited to 20 children chosen by lottery on July 19. Forms for the lottery will be available at the personnel office on July 15. FAAers should return the form to Room 907F by Wednesday, July 17. Details on the time and place of the lottery will be announced later in INTERCOM.

Enrollment at the center will increase in January. Application procedures for that increase will be announced well in advance, but registrants not chosen in the July 19 lottery will be retained.

Tuition is \$60 per week per child. A \$15 registration fee and two weeks tuition are due in advance upon enrollment confirmation. Financial assistance may be available through other agencies.

The week of July 15 through 19 has been designated as DOT Child Care Week. To raise money for the center, contributions will be appreciated and will help the center meet its financial commitments. Checks should be made out to: DOT Day Care, Inc., and delivered to John Hanks in room 907F.

Those seeking more information can pick up a registration packet at the personnel office after July 15 or visit the future center location on Monday and Tuesday, July 15th and 16th, at 11:30 a.m. and 1:00 p.m.

Awards and Rewards

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

Special Achievement Awards Based on Sustained Superior Performance:

Linda Walker and Jeanne Hinton, AWS; Regina Vicic, ATR;

Special Achievement Awards Based on Special Acts or Services:

Aubrey Ellis, AFO; Craig Lindsay and Beatrice Cox, AIA; Clyde Miller, APM;

Letters of Commendation:

Harold Alexander, AOE;

Quality Increases:

Major Myles, ADA; George Bell, APM.

Hollywood on the Potomac

Headquarters employees who travel to work via Capitol Hill ran into some early morning commuting problems June 20 thanks to a film crew shooting on location in front of the Health and Human Services building at 4th and Independence, S.W.

Assuming the day's shooting doesn't end up on the cutting room floor, the results will be on TV screens later this year as part of a new mini-series entitled "Bridges to Cross." It will star Suzanne Pleshette, Eva Gabor, and Roddy McDowell.

This six-episode drama is set in Washington, D.C., and revolves around the activities of a fictitious weekly news magazine. The film crew also shot on location at Dulles Airport earlier in the week and praised FAA airport officials for their cooperation and support.

Look for FAAer Seymour Horowitz, AES-220, headquarters' working actor, who landed a bit part in the mini-series.



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Safety Hotline Goes Operational

On July 1, the agency activated a toll-free "Safety Hotline," intended primarily for use by those in the aviation community with specific knowledge of alleged violations of the Federal Aviation Regulations. Callers' identities will be held confidential by FAA, protected from disclosure under provisions of the Freedom of Information Act.

The Safety Hotline (800-255-1111; District of Columbia callers use 426-9365) will be staffed by volunteers from FAA headquarters from 8 a.m. to 5:30 p.m. EDT on Federal workdays. Answering

machines will record calls at all other times.

Office of Aviation Safety (ASF) personnel will coordinate hotline calls and complete a preliminary evaluation of each call within one day of its receipt. Depending on the nature of the call, FAA field (See page 2)

Survey Follow-up Results Released



Employees from CAMI's Aviation Psychology Laboratory sift through the returns of the Employee Attitude Survey last year to prepare the summaries that were mailed out to employees in January. For an overview of the results of special follow-up interviews that were conducted to gauge the perceptions of individual FAAers about their work lives, see the report on pages 3 and 4.

News in Brief

* Air traffic delays for June were down 44 percent when compared with the same month last year. The average number of daily delays of 15 minutes or more last month was 760 as compared with 1,361 in June 1984. Also, average daily delays were down 25 percent in the first six months of 1985. They fell

from 1,045 in the Jan.--June period in 1984 to 789 in the same period in 1985. * At the recent Air Traffic Supervisors Committee (SUPCOM) meeting at FAA hq., Pat Cates of the Great Falls, Mont.,

FSS, became the first female national officer named to the committee. She was elected by her peers as the SUPCOM FSS representative. * Controllers and other (See page 2)

Hotline (From page 1)

facilities may be alerted to conduct immediate investigations of the alleged violations. Summaries of all calls will be submitted to Administrator Engen periodically. Also, formal, written reports of all findings will be submitted regularly to ASF Director William Fromme.

Briefs (From page 1)

staff members at the Montgomery, Calif., Tower are planning a "Controllers for Africa Day" on July 13. On that day, the 12 members of the tower staff will donate 10 cents for famine victims in Africa for each tower operation. The money will be distributed by the Red Cross through the African Relief Fund. Anyone wishing to participate can contact Jesse Cookson of the tower on 619-277-5601.

* Veteran FAAer Clem Monge has been selected as the New England Region's top civil rights officer. Monge, a 1985 winner of the Administrator's Award for Excellence in EEO, previously was the Southern Region's Hispanic Employment Program Manager.

Contest Winners Named

The national winners of FAA's Second Annual Aviation Education Essay Contest on the value of airports to their communities are: Nancy A. Reimers, 17, of Minot, N.D. (senior high school); Abel Jordan of Demming, Wash., and Jonathan Ward of Huntington, Ind., who tied for first place in the junior high category, and Tracey Revellino of Howard Beach, N.Y. (elementary school).

Reimers received a check for \$1,500 for her essay and the other three were awarded \$500 apiece. In addition, four teachers received recognition

with checks for \$250 each. The students' checks were donated by the Air Traffic Control Assoc., and awards to the teacher were a gift from the National Aeronautic Assoc.

Dole Outlines Airport Security Measures ¹⁹⁸⁵

At a June 27 meeting of the International Civil Aviation Organization (ICAO) in Montreal, Secretary Dole outlined a number of steps FAA will take to strengthen security at U.S. airports and aboard U.S. carriers. During the session, convened to focus international attention on the threat of terrorism against civil aviation, Secretary Dole announced these actions:

- * FAA will expand its force of Federal Air Marshals;
- * Flight and cabin crews on U.S. carriers will be required to take enhanced security training, and an airline employee will be designated as security coordinator on each flight;
- * Surveillance of aircraft will be increased while they are being serviced on the ground;
- * FAA will require the elimination of curbside check-in for international flights and propose a system for matching passengers to baggage. Also, there will be increased physical inspection of carry-on items after X-ray checks;
- * On passenger carrying flights to certain designated areas, carriers will be required to hold for 24 hours or perform X-ray or physical inspections of all freight, cargo and mail.

FAA already has announced its intention to require action on the new baggage and freight procedures and asked the carriers to cooperate on a voluntary basis in the interim.

Survey Follow-up Results Released

After the results of the FAA Employee Attitude Survey, culled from almost 26,000 completed questionnaires, were released last November, Secretary Dole requested that follow-up interviews be conducted to provide employees a chance to comment directly on their perceptions of the agency. A group of three OST and 11 FAA managers formed three teams which interviewed more than 800 employees, supervisors and non-supervisors, in 46 offices and facilities in the Southwest, Northwest Mountain and Southern regions. The interviewing teams made a concerted effort to question FAAers of varied occupations, facility sizes, ages, sex, and minority status.

Experts from the Civil Aero-medical Institute who helped compile the data from this follow-up process note that it confirms

nearly every finding of the employee survey, including these positive responses: FAA employees generally like the tasks they perform; most employees like their association with the aviation industry and the safety record achieved by FAA; and, generally, employees regard their pay and benefits as good. Such overall positive findings, the experts say, are not often found in large organizations to the degree they were found in FAA.

What follows is an overview of the major areas in need of improvement as cited in the interviews as well as the management groups' recommendations for changes. FAAers who would like copies of the full five-page report by the OST/FAA teams may obtain copies from their Human Resource Management Division.

PLANNING

FAA employees at all levels believe that planning for human resource matters is not done effectively. Nonsupervisory employees and lower level supervisors report that they do not have an adequate means for commenting on implementation of plans or equipment acquisition. They also report an inability to find readily accessible sources of information on technical and systems issues.

RECOMMENDATIONS:

- * Make HRM an integral part of all significant planning efforts at national, regional, and local levels.
- * Establish focal points to provide information on major system changes.
- * New equipment plans or systems designs should include input from nonsupervisory employees.

EMPLOYEE PARTICIPATION GROUPS

FAA has established a variety of employee participation groups (EPGs), including Facility Advisory Boards, Human Relations Committees, and Quality Circles. These groups report a wide range of performance from apathy to substantial success but there is obviously room for much improvement in the performance of and support to EPGs.

RECOMMENDATIONS:

- * Allow more flexibility at the facility level to determine techniques for employee involvement.
- * Hold managers responsible for sustaining meaningful employee input in the decision making process.
- * Provide EPG training and recognition to employees for EPG accomplishments.

Survey Follow-up

SELECTION OF SUPERVISORS AND MANAGERS

Promotions to supervisory positions have often been based heavily on technical skills at the expense of emphasis on human resource management skills.

RECOMMENDATIONS:

- * Develop more objective systems for selecting supervisors and managers.
- * Experiment with new selection techniques such as subordinate and peer assessment.
- * Increase importance of "people skills" in selection and promotion processes.

SUPERVISORY AND MANAGERIAL DEVELOPMENT:

Nonsupervisors and, to a considerable extent supervisors and managers, believe that FAA supervisors and managers lack skills and training in dealing with employees and managing their human resources most effectively.

RECOMMENDATIONS:

- * Provide more comprehensive training in the management of people to newly selected supervisors.
- * Include maximum use of local educational institutions in reemphasized management training.
- * Training should be done with groups of supervisors who will, if possible, be working together after the training ends.
- * Supervisory training should include training in such general government processes as budget, procurement, and personnel.

PERFORMANCE APPRAISALS

Both nonsupervisors and those in management positions are virtually unanimous in expressing a need for improvement in performance appraisal systems for FAA employees. These systems are seen as overly bureaucratic,

time-consuming, ineffective, and not vigorously enforced.

RECOMMENDATIONS:

- * Simplify the paperwork.
- * Require HR/HRM as a critical element for all supervisors and managers.
- * Test the concept of peer and subordinate input to performance evaluation.
- * Tighten controls to assure appraisals are accomplished in a meaningful way.
- * Include HR as an element in the appraisal of all nonsupervisory employees to the extent practicable.

AWARDS AND RECOGNITION

The formal awards system appears to employees to be excessively cumbersome. Employees also believe that awards are inequitably distributed, either to certain employees or occupational groups.

RECOMMENDATIONS:

- * Simplify paperwork and reduce review levels.
- * Monitor awards for equity among types and levels of employees and among organizations and communicate the results.

Three other items covered in the report were burnout, government-wide issues, and excessive workloads.

Action plans have been developed and timeframes established for acting on these recommendations. While actions on some recommendations such as experimentation with new selection techniques and providing greater flexibility in the use of EPGs already are underway, other recommendations will require several months to implement.



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Office of the Administrator

July 15, 1985

MEMORANDUM TO ALL FAA EMPLOYEES

SUBJECT: Open Communication

Several recent events remind me that I should reemphasize my commitment to open communication within the FAA.

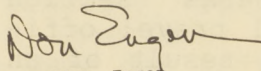
As you know, I believe everyone should have the opportunity to report a problem, raise a question, or make a suggestion. Almost all of these matters are best taken up first with immediate supervisors. However, I know that does not always work out to be the best course of action and I want employees to feel free to communicate, especially on safety matters, without the fear of retaliation.

We have established many channels for upward communication. We publish questions and answers in FAA WORLD and INTERCOM. We have suggestion systems and systems for reporting unsatisfactory conditions. Employee participation groups such as human relations committees and facility advisory boards provide forums for discussion. Official grievance systems and discrimination complaint systems have been established by agency directives and through union contracts. The Administrator's Hotline provides employees a direct line of communication to my immediate office. A direct Safety Hotline has been established so that any individual can report violations of FAA safety regulations.

I want FAA employees to use established supervisory channels whenever possible. That is the only way a large, complex organization can function effectively. But, if normal supervisory reporting procedures do not work, I want you to use one of the other systems. I will rely on your good judgment to insure that your reports are factual and as precise as possible.

Each employee, at every level, should know that his or her actions in raising issues will not jeopardize his or her career. I will not tolerate retaliation against any employee who raises a legitimate issue. Appropriate action will be taken swiftly and surely against anyone who retaliates against an employee for reporting a problem the employee reasonably believes to be true.

I ask that managers and supervisors throughout the system discuss this memorandum with their subordinates and that we as a family work toward improvement within the FAA.


Donald D. Engen
Administrator

FAA Considering Limit For Carry-On Luggage

FAA wants to limit the amount and size of baggage that can be carried on board a commercial airliner. Such baggage would have to fit in the space available under the average passenger seat. Also permitted would be one garment bag or other soft-sided bag that must fit into the overhead storage areas if available.

The agency's position was announced by Administrator Engen at a carry-on baggage forum at FAA headquarters July 11. Asking for comments on the agency's proposal, Engen said, "On both safety and security grounds, my instincts are to control excessive amounts of carry-on baggage."

New Travel Rules Adopted

FAAers required to travel since October 12, 1984, may be in for a small sum of back pay because of a recent change in Title 5 of the U.S. Code. The change allows employees to count as employment hours the time they spend returning from trips, usually of emergency nature, resulting from events that could not be scheduled or administratively controlled.

This change does not cover Federal Wage System employees since their travel rules are outlined in a different section of Title 5.

Employees who believe they may qualify for back pay must have their supervisor's approval. Amended time and attendance reports with option number six circled should be submitted through normal channels. Additionally, the remarks section must state, "Initial travel officially ordered as a result of an event which could not be scheduled or administratively controlled."

FAAers Convicted Three Others Await Trial

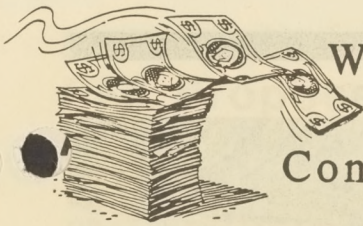
Eugene Metz, former manager of the Eastern Region's Airways Facility Interfacility/Frequency Management Section, was convicted July 3 on one count of conspiracy and 16 counts of fraud for his part in a false billing scheme that included three other Eastern Region officials. Metz was acquitted of four fraud counts and one bribery charge. He will be sentenced July 30.

The four FAAers allegedly defrauded the government of \$1.3 million by issuing false invoices for services never rendered. Allen Moserowitz, former manager of the radar data unit of the region's electronics section, has pleaded guilty and will be sentenced sometime in the near future.

The other two Eastern Region employees charged with fraud are now awaiting trial.

Special Programs Work

Graduates of FAA's special emphasis programs, which were designed to attract more minorities and women to the air traffic control profession, are coming up with high marks at the Academy. This year 100 percent of the graduates of the Air Traffic Cooperative Education program passed the en route and terminal screening exams. During the same period, all Air Traffic Predevelopment program grads passed the en route screening test and 63 percent passed the terminal test.



Where the
Pay
Comes From

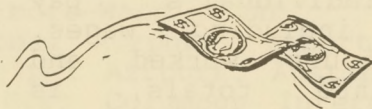
Headquarters Intercom



Computer Room Supervisor Ruth Gilpin prints the Earnings and Leave Statements.

When the life-sustaining checks arrive in our mailboxes or bank accounts each pay day, most of us don't consider how they get to the right place in the right amount week after week.

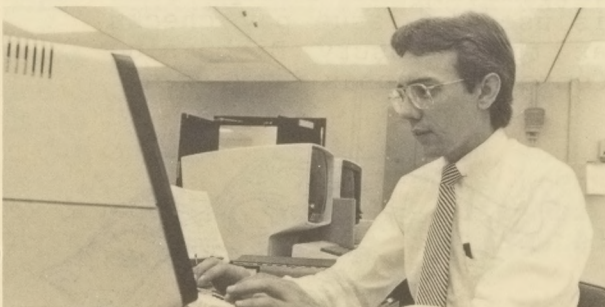
The lion's share of that considerable task is carried out at the Southern Region Payroll Processing Center, where some 60 specialists help administer the DOT/FAA payroll



system, the government's most intricate. The center is composed of two branches. One oversees the payroll needs of seven DOT modal administrations and the other is responsible for approximately 19,000 FAAers at Washington



The technicians who maintain the payroll accounts for the Technical Center, Washington Headquarters and Metropolitan Washington Airports are (from left): Rachel Bowman (MA), Serena Metzler (WA), and Mary Ball (WA).

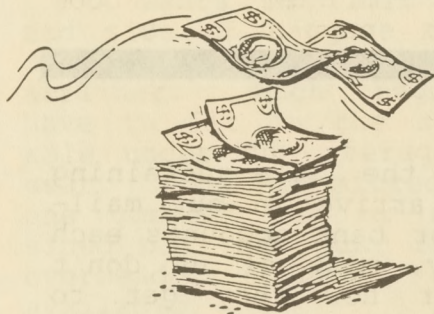


Don Stricklin, Computer Operator, monitors the payroll process.

Headquarters, Metropolitan Washington Airports, the Technical Center, and the Southern and Southwest Regions.

Actually, it is the time and attendance (T&A) clerk in your own office who gets your paycheck ball rolling.

On the last work day of



Joe Morlan, Computer Operator, pulls a tape from the library.



Also helping with Hq., Tech Center, and Metropolitan Washington Airports payroll are (left to right): Angela Gerald (WA), Carolyn Williams (CT), Gloria Godwin (CT), and Bernice Garrett (Lead Technician).

each pay period he or she sends your T&A sheets to the ASO Payroll Processing Center. At the center this information is entered into the payroll system. As each individual's pay record, including wages, leave, hours worked and year-to-date totals, is keyed into a computer, the information is checked and rechecked before being logged into the Employee Master Record.

From the payroll center, the corrected pay information is sent electronically to FAA's Consolidated Uniform Payroll System computer in Oklahoma City.

The computer at the Aeronautical Center then transfers all the essential pay information to a tape that is used to issue pay checks at the Treasury Disbursing Center in Kansas City, Kan.



Myron Walker and Molly Williams, Computer Operators, prepare payroll data for electronic transmission to the host computer in Oklahoma City.



FAA Proposes ARSAs At 14 Airports

FAA is seeking public comment on the Airport Radar Service Area (ARSA) concept with the issuance of a proposed rule that would establish ARSAs at 14 locations across the country.

The agency expects to propose new ARSAs at a total of 66 locations by fall and address additional candidates in 1986.

ARSA is a two-tiered block of airspace, generally circular in shape, with the upper tier having a radius of 10 miles and a ceiling of 4,000 or more feet. All pilots entering these areas must be in contact with the local radar approach control, eliminating the mix of known and unknown traffic which can lead to airspace conflicts.

FAA already has implemented ARSAs at three locations: Baltimore-Washington International Airport, Robert Mueller Municipal Airport, Austin, Texas, and Port Columbus International, Columbus, Ohio.

The proposed new sites are: Albany County Airport, Islip MacArthur Airport, Syracuse Hancock International Airport, N.Y.; Anchorage International Airport, Alaska; Bradley International Airport, Windsor Locks, Conn.; Harrisburg International and Capital City Airports, Harrisburg, Pa.; Corpus Christi International Airport, San Antonio International Airport, Texas; Pensacola Regional Airport, Whiting and Pensacola Naval Air Stations, Fla.; Theodore Green Airport, Providence, R.I.; and Tulsa International Airport, Okla.

The agency has scheduled local meetings in each of these areas to discuss the proposal with user groups and other interested parties.

Recreational Certificate Proposed by Agency

The agency has moved to accommodate people who want to fly "just for fun" by proposing a new Recreational Pilot category. The proposal, which is aimed primarily at individuals who fly homebuilt, experimental, and other simple aircraft types, also would establish a Student Recreational Pilot category.

Under the proposed rule, training for a Recreational Pilot's Certificate would focus on flight basics such as takeoffs and landings, directional control and go-around procedures that would equip applicants to fly safely within a limited operational environment. Since recreational pilots would be restricted to daylight flights in good weather and banned from airports with operating control towers, no training in night flying, instrument operations or radio communications would be required.

The agency said it has not decided yet on the medical requirements for the new pilot categories. It could require a third class medical certificate or simply accept a certificate from applicants declaring that they have no known medical defects that would interfere with their ability to operate an aircraft safely.

Recreational pilots would be limited to flying single-engine, fixed gear aircraft of not more than 180 horsepower that are certificated for not more than four occupants.

Headquarters News



AWS Employees Treated To First-Class Send Off



Hugo Hofmann and Barbara Jesse, AWS-330, prepare to leave for their farewell luncheon in style.

When two of the Aircraft Maintenance Division's finest decided to leave the office for new pursuits, their colleagues were left looking for a new twist on the usual farewell luncheon. The results were on hand July 3 in front of FOB-10A when Barbara Jesse and Hugo Hofmann, AWS-330, were whisked away to their luncheon at the Arlington Hall Officer's Club in a silver gray stretch limo complete with chauffeur and chilled champagne.

Jesse, formerly "First Lady of the Air Transportation Branch," is taking a position with the Aviation Standards National Field Office. Hofmann, a retiree who returned to help out his old outfit in a pinch, is retiring for a second time.

Six Retire in June

The following Washington headquarters employees retired during June:

Irene Martinez, ACR; Alan Read, ACS; Aubrey Ellis, AFO; Frederick Horn and Leo Craddock, APM; and Truman Tillman, ABU.

Awards and Rewards

During the past two weeks, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Norma Hussey, ASF; Carolyn Ryan, AAP; Vivian Grissinger, AOE; Patricia Lyons, APO; Paula Hodge, Emma Bochy-Tucker, and Geraldine Evans, APM; Robert Kopp and Robin Hamilton, ALG; Linda Brown, AAA; Louise Dille, Elizabeth Martin, Doretha Mattox, and Barbara Watson, AAM;

Special Achievement Awards Based on Special Acts or Services:

Daniel Telfer, Philip Fitzhugh, Jacqueline Williams, Albert Diaz, and Bill Conway, ALG; John McGrath, AWS; Chester Longman, AFO; Raymond Thoman and Carolyn Nero, ALR; John Fugett, James Heinen, Euna Edwards, Thomas O'Neal, Richard Soderquist, James Noyes, Robert Mason, Vincent Chu, Valdis Krumins, and Richard Bair, AES; Barbara Turner, APO; Carey Weigel, APM; Jim Fox, AAT;

Letters of Commendation:

Patricia Partee, James Terry, and Jacqueline Myers, ALG;

Quality Increases:

Eleanor D'Agostino, ALG; Roger Baker, AFO; Robert Mason,, AES; Chrisann Fay, Donald Brooks, William Reytar, and Gary Downing, APM; Laurie Ford, AAM.

Bond Campaign Wrapped Up

The headquarters Savings Bond Campaign is now over, having racked up a 43 percent participation rate. Three offices—Assoc. Administrator for Administration, the Rotorcraft Program Office, and the Office of Labor and Employee Relations—achieved 100 percent participation.

Certificates soon will be sent to all the participating offices.



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Headquarters Intercom

News in Brief

* Edmund Pinto, Assistant Administrator for Public Affairs, has announced that he will leave FAA at the end of August to become the Senior Vice President for Public Affairs of the Aircraft Owners and Pilots Association. A former newsman, Pinto earned his pilot's license while at FAA and established a STOL world record. His replacement has not yet been named.

* The National Transportation Safety Board (NTSB) public meeting on the Dec. 6, 1984, Provincetown-Boston Airlines (PBA) fatal crash at Jacksonville, Fla., will be held August 6 at Marco Island, Fla. All 13 occupants in the Brazilian-built Embraer Bandeirante-110 died when the plane crashed on takeoff after losing its horizontal stabilizer. The Board's investigation already has resulted in safety recommendations that were acted on by FAA.

* So far, the appeal to FAAers to contribute to a fund for paralyzed controller (See page 2)

Flight Time Rule Adopted

One of the longest running rulemaking projects in FAA history came to an end July 17 with the publication of a new flight time rule for airline pilots.

The new rule permits more flexibility in scheduling flight crews and, at the same time, insures adequate rest between assignments. Also, for the first time, it prescribes long-term flight time limitations for commuter and on-demand air taxi pilots who presently are restricted only as to the amount of time they can fly in a 24-hour period. (See page 2)

B-17s Celebrate 50th



To celebrate the 50th anniversary of the first flight of the famous Flying Fortress, Army Air Corps groups who flew the "Forts" and some Boeing factory workers who built as many as 16 B-17s a day, as illustrated above, are holding reunions in Seattle, Wash., this week. In all, over 12,000 of these rugged bombers were built in the World War II era.

Briefs (From page 1)

Mike LaJuene of the Milwaukee/Mitchell tower has raised \$17,500 with 90 percent of FAA facilities responding. The funds will be used to purchase a specially equipped van. The fund address is: Mike LaJuene Trust Fund, St. Francis Savings & Loan, Acct. No. 0301045593, 2360 N. 124th St., Wauwatosa, Wisc. 53226.

* FAA is one of the agencies being looked at by the General Accounting Office in their review of the implementation of the new Performance Management and Recognition System. This is the system that Congress developed to replace the Merit Pay System. The review will seek to determine how successful pay-for-performance systems are in government. The review is currently underway and will run through August.

Flight Time (From page 1)

In developing the new rule, FAA used a process known as "regulatory negotiation," which means it was drafted with the help of an advisory group representing all affected parties. FAA decided on this approach after previous attempts to update and simplify the 30-year old flight time rule failed to win anything approaching an industry consensus.

Implementation of the new rule is scheduled for Oct. 1, 1986.

Accidents Up in 1985

Through the first six months of 1985, the air carriers and general aviation operators are finding last year's outstanding safety record hard to match. The number of accidents was up in both categories and so was the number of fatalities. According to preliminary figures compiled

by FAA's Office of Aviation Safety, air carriers -- which includes the airlines, commuters and air taxis -- had 20 fatal accidents and 152 fatalities in the January - June period as compared with 16 fatal crashes and 36 deaths in the same six months last year.

General aviation reflected a similar trend with fatal accidents increasing from 219 to 234 and fatalities from 391 to 424.

One bright spot in the first half statistics was a drop in the number of midair collisions. They were down from 15 in the first six months last year to 10 this year. Five of these involved fatalities, the same number as last year.

Engen Shares Know-How

Running a large organization, like FAA, is a lot like flying an airplane, Administrator Engen told a group of prospective DOT women managers recently.

Speaking at the DOT-sponsored training session in Cherry Hill, N.J., Engen said his personal management philosophy has been strongly influenced by his experiences as a pilot. "For example," he said, "running beyond your budget is comparable to running out of fuel. In either case, unless adjustments are made early, neither the pilot nor the organization can reach its goals."

The seminars are held periodically to help prepare upwardly mobile women from FAA and other DOT elements for top level management positions. The Administrator summed up the position of the participants by noting that: "You have mastered single-engine VFR flying and are ready to tackle multi-engine and, perhaps, instrument ratings."

Potts Named New Western-Pacific Deputy

B. Keith Potts is the new Western-Pacific Deputy Director. Formerly the Deputy Director of the Office of Aviation Safety, he assumed his new post July 21.

Potts joined the agency in 1957 as a controller, working first at the Kansas City Center and then the Chicago Center. In 1968, he moved to the old Chicago Area Office for a two-year tour and then on to the regional office and Washington headquarters.

A commercial pilot with an instrument rating, he is a graduate of the University of Nebraska and attended both the FAA Management and Executive schools.

Engen Calls For Formal Presentation Ceremonies

FAA award winners are going to get a little more pomp and circumstance during presentation ceremonies in the future. The reason is that Administrator Engen has requested all Associate Administrators to set up quarterly formal ceremonies so that award winners will know how much their accomplishments are appreciated. Regional directors and other field managers were asked to arrange similar award ceremonies.

Engen specified that presentations be made in the presence of as many of the recipients' co-workers as possible. He also suggested that, where practical, photos be taken for publication and other uses.

A recent ceremony held by Associate Administrator for Human Resource Management Gene Weithoner in the Administrator's conference room was typical of what the Administrator has requested. Some 21 award winners were honored before a "standing room only" crowd of co-workers.

Reduced Separation Study Underway

As part of its ongoing effort to improve system performance, the agency is collecting data on the potential effects of reduced longitudinal separation between aircraft in terminal areas.

Phase I of the program got underway in March with data collection on dry runway operations at Newark and Los Angeles International Airports. Phase II, which includes data collection on wet runway operations, began June 24 at Atlanta Hartsfield and Dallas-Fort Worth.

Data collection and analysis will continue through the summer. The agency expects to make a final decision near the end of the year on whether to implement a reduced separation standard.

FAA Rule to Require Security Coordinators

The agency has issued an emergency rule that will require air carriers to designate flight captains and ground personnel as in-flight and ground security coordinators for every domestic and international flight in accordance with their FAA approved security programs.

The carriers are also being required to provide eight hours of initial security training for their flight crews as well as annual recurrent training.

The duties of the in-flight security coordinator will be briefing the crew before flights and reporting any incidents to the carrier. The ground security coordinator will be responsible for screening flights, access to aircraft, fueling and catering, air operations area security, and baggage and cargo.

Headquarters News



Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Dianna Simpson, AGC; Dorothy Rhatican, AIA; Russell Robertson AMS; Truman Tillman, ABU;

Special Achievement Awards Based on Special Acts or Services:

Jane Caldwell, AES; Fred Horne APM; Shirley Murphy and Loretta Rollins, APT; Alice Payne, APR; Clifford Vogel, ALG;

Letters of Commendation:

Fred Phillips, APT; Patricia Kenan, AHP; Holly West, Cynthia Banks, Marie Austin, Stuart Heironimus, Sherrie Angel, and Joseph Proctor, AHR;

Quality Increases:

Edward Berkowitz, APM; Willis Nelson, ATO; Joan Hannan, AAP; Karen Bitterman, AOE; Katherine Shaffer, AWS;

HHRC Structure Revised

Deputy Administrator Jones recently approved a revision to the Headquarters Human Relations Committee (HHRC) structure that will substantially change the way the HHRC does business. The change was proposed by the Committee to allow it to focus more attention on major issues affecting the headquarters complex and to provide a regular channel for bringing those issues to the attention of top management. Committee members felt they were getting bogged down by a host of minor irritants, rather than key issues affecting a majority of headquarters employees.

The major change involves the way the Committee will conduct its meetings. From now on, the first two monthly meetings in each quarter will be devoted to identifying and ranking

problems brought to the Committee by employee participation group representatives serving on the HHRC. The third meeting of the quarter will be a problem-solving session, with a trained facilitator provided by AHR-100. Towards the end of this session, top management will be briefed on the committee's findings and recommendations. Your HHRC representatives may be coming around asking for your ideas and recommendations. If they don't, go see them before August 13, the next regularly scheduled meeting of the HHRC. Susan Reyes, AOA-3, is serving as Chairperson of the HHRC for next year.

Funds Needed for Day Care

Administrator Engen has declared the week of July 22-26 "FAA Day Care Week" to help raise money for the startup of the DOT Day Care Center, to be located in the FAA building. In order for the Center to open, DOT Day Care, Inc., the non-profit corporation operating the Center, must raise approximately \$8900 above and beyond the tuition of the enrollees.

Direct government money cannot be used for this purpose, but voluntary contributions of one dollar per DOT employee (total is 8,924 employees) would be sufficient to open the Center. FAA's total goal is \$2,128 for the 2,128 headquarters employees.

FAAers can give contributions at one of the three collection points in the headquarters building during the week, or to their office Day Care representative, FAA's Day Care Coordinator, Donna Eaton, ATR-120, or Voluntarism Coordinator John Hanks, APA-8.



U.S. Department
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Headquarters Intercom

ASW Helicopter Branch Named Top 1985 Certification Office

The Helicopter Certification Branch of the Southwest Region has beaten out a strong field of competitors to win the 1985 National Aircraft Certification Office Award.

The Helicopter Branch, located in Fort Worth, was the unanimous choice of the award selection panel because of its outstanding work on several fronts, including: jointly certifying Bell helicopters with the Canadian Air Transportation Administration; working closely with the Coast Guard and the Aerospatiale Helicopter Corporation to certify new Coast Guard (See page 2)

News in Brief

*The Airport Operators Council has announced that in 1984 the world's five busiest airports in terms of passengers all were in the U.S. They are: Chicago O'Hare with 45.7 million passengers; Atlanta Hartsfield with 39 million; Los Angeles International with 34.3 million; Dallas/Fort Worth with 32.3 million; and New York's Kennedy International with 29.9 million.

*The Merit Systems Protection Board has upheld the strike-related removals of 73 former Chicago Center controllers. The former FAA employees had argued that the agency falsified or improperly altered their time and attendance records. However, the full Board affirmed the initial decision and rejected the former controllers' arguments while sustaining their removals for participating in the strike.

*In conjunction with next year's (See page 2)



Jim Arnold, a flight test pilot in the Southwest Region's Helicopter Certification Branch, checks the rotor assembly atop a Bell 212 helicopter during a recent inspection. The branch is the winner of the 1985 National Aircraft Certification Office Award.

Helicopter (From page 1)

helicopters; volunteering to assist Flight Standards in conducting a flight test to see if various types of radar could be used in the Gulf of Mexico as obstacle avoidance devices; participating in aviation education activities at the university and high school level; and conducting Designated Engineering Representative seminars to inform on-site engineers of the latest certification procedures.

Don Watson, manager of the ASW Aircraft Certification Division, attributes this success to the branch employees' sense of cooperation: "They're very much into teamwork; they're not just a bunch of individuals working towards their own goals."

Briefs (From page 1)

50th ATC anniversary, a reunion is being planned for members of the old Detroit Center, which has been out of business for more than 20 years now. Those interested should contact Lloyd Duncan, FTS 784-5239, or Jim Holtsclaw, FTS 983-2019.

ATC Delays Drop

"I Love New York" signs are taking on new meaning this summer as the drop in air traffic delays has removed some of the hassle out of flying into and out of the "Big Apple." In fact, during the first six months of the year, delays were down 44 percent at the city's three major airports compared with the same period in 1984.

Administrator Engen took note of this fact in a speech to the Port Authority of New York and New Jersey on July 23, observing that New York reflects the nationwide trend with total

delays down 25 percent across the country from the 1984 figure.

Engen pointed out that New York airports accounted for 69,928 delays of 15 minutes or more in the first six months of 1984. That was 37 percent of all delays in the air traffic control system during that period.

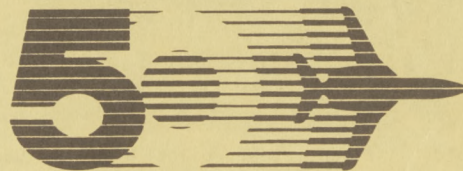
"This year," he added, "New York has been a major participant in the solution to these (delay) problems. In the first six months of 1985, New York airports experienced 39,634 delays, which is only 28 percent of the delays in the overall system."

Weather continues to be the single biggest culprit, causing about 60 percent of all delays.

Centers Report Success With Asbestos Removal

The asbestos removal work being done in en route centers in conjunction with the expansion for the new host computers has now been successfully completed at the Seattle and Boston centers. No significant evidence of asbestos particles in the atmosphere of adjacent areas was found by special monitoring equipment.

Because of the successful results at Boston and Seattle, the same process to assure clean air will be used at remaining centers. The work has already begun at several centers and is expected to be completed over the next six to eight months.



50 Years of Air Traffic Control Excellence
— A Standard for the World —

Windecker Eagle In Air and Space Museum

At recent ceremonies turning over the first all-composite aircraft to the National Air and Space Museum, FAA was commended for supporting the development of composite technology and presented with an award by the Dow Chemical Corp. The Windecker Eagle, now to be displayed permanently in the museum, was the first such plane to be certificated by the agency.

The seven experimental, all-plastic planes built to date have flown thousands of trouble-free hours since the first was completed in 1969. Tests run by the University of Texas found that after ten years of use the composite materials were as strong or stronger than when the planes were first built.

The 3400 pound, four-place planes cruise at 190 m.p.h. and have a top speed of more than 230 m.p.h.

GA Audit "Encouraging"

Preliminary results of the first 11 months of the agency's General Aviation Safety Audit (GASA) show that most private and business flying is being done safely and by the book. Administrator Engen called these results encouraging but added that FAA is working hard to correct deficiencies.

The GASA began in July 1984 and will continue through the end of the year. The survey is General Aviation's counterpart to last year's National Air Transportation Inspection (NATI).

As of the end of June, agency inspectors had filed a total of 23,093 reports on GA operations and had spent more than 23,000 hours making the inspections involved.

The audit covered all pertinent areas including: Part 125 operators; operators of old four-engine jet aircraft now required to meet FAR Part 36 noise standards; flight schools; flight instructors; pilot examiners; repair stations and mechanics; and on-demand air taxi operators. The data from all segments of the audit are being entered into computers for a detailed analysis, which is expected to be available after the first of the year.

Automated Terminal Radar Upgrade Contract Signed

Controllers at 120 airports across the country will soon have additional warning systems built into their automated systems. At these sites the agency is upgrading the Automated Radar Terminal Systems under a contract with Burroughs System Development Corp. Altogether 87 ARTS II systems will be upgraded and 33 TPX-42 systems replaced with the enhanced ARTS IIAs.

The new equipment, among other features, will provide controllers with automated Conflict Alert and Minimum Safe Altitude Warning. These systems trigger aural and visual alarms when planes are below their safe altitude or in a conflict situation. Also, the new equipment will include a tracking function that will give controllers ground speed data on transponder-equipped aircraft.

Deliveries of the new equipment will begin September 1986 with scheduled completion in November 1987.



**Buy U.S.
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A Headquarters Veteran Moves On

If you've ever needed to arrange a parking space, get a typewriter fixed or a phone hooked up, make more office space or order furniture, then chances are you've dealt with the ubiquitous Dorothy Bailey, Supervisor of the Building Services Section, ALG-235.



As Bailey notes, "I've always felt the job we do is essential because in order for headquarters people to get their jobs done, we have to provide the support services."

One of the most respected employees in headquarters, and one of its true mainstays, Bailey will be leaving the agency August 2 after 26 years of FAA service, 22 of them spent here in FOB-10A.

Bailey joined the FAA as a GS-2 mail clerk in December 1959, when the agency was headquartered in the T-5 building at 16th and Constitution. After the 1963 headquarters move, Bailey worked as a lobby receptionist,

a schedule and control clerk, a secretary, and an office services assistant, growing as surely as headquarters itself did by taking on positions of increasing responsibility.

In 1981 she became head of ALG-235 and put to work her years of experience in seeing how things run in headquarters. Her final post calls for the graces of a diplomat and the savvy of a politician, requiring as it does someone to marshal scarce resources and meet the needs of a wide array of offices. Bailey credits her "first-rate" staff with helping her keep up with the office's hectic schedule.

In her time with FAA Bailey has seen many changes at headquarters, but she says one thing remains constant: "I've always been happy to be a part of this agency; there is such a professionalism here, and I don't think that will ever change."

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:

Terry Harris, AEU; Russell Powell, Royndal Jones, and Sloan Knecht, Jr., MWA;

Special Achievement Awards Based on Special Acts or Services:

Aubrey King, Jr., MWA;

Letters of Commendation:

Nathaniel Stokes, AHR; Wilfred Fredette and Michael Weikert, MWA;

Quality Increases:

Janet Gibson, ADL; William Nicholls, MWA.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

IBM Wins Host Computer Competition

The first of the new host computers is scheduled to be delivered to the Seattle Air Route Traffic Control Center next May under a \$432 million contract awarded to IBM on July 26.

The second host will go to the Houston Center in July with subsequent deliveries to the other 18 centers at the rate of two a month until completed in the spring of 1987. Additional units will go to the FAA Technical Center and the Aeronautical Center.

IBM was selected to provide the host computers following a 21-month design competition with the Sperry Corporation.

Selection was based on a number of cost and performance factors, including the results (See page 2)



This IBM Host computer, here undergoing tests at the FAA Tech Center, was selected over the system produced by the Sperry Corporation.

News in Brief

* The United States, the Soviet Union, and Japan have reached preliminary agreement on cooperative measures to increase the safety of civil aircraft flying on Northern Pacific routes. The agreement, drafted in Tokyo, will provide for a new communications network link-

ing air traffic control centers in Anchorage, Tokyo, and Khabarovsk in the U.S.S.R. The network would be used when a civil aircraft assigned to a North Pacific route is in difficulty.

* The second Automated Flight Service Station (AFSS) "family" was

brought together recently when Model 1 AFSS equipment was delivered to the Indianapolis Center and the Green Bay and Terre Haute AFSSs. An AFSS family consists of a central processor at an en route center and two or more AFSSs.

* The airline fleet is (See page 2)

IBM (From page 1)

of a "compute-off" between the two candidate systems at the FAA Technical Center. A key factor in this side-by-side evaluation was the capability of each computer system to "host"--that is, run--the software package in the IBM 9020s that have been used in the centers since the early 1970s.

The new computer will be faster, more reliable and have greater storage capacity than the current equipment. It also will have the capacity to assume added functions such as conflict detection and resolution.

Concurrent with the host program, FAA is proceeding with the development of the Advanced Automation System. Two companies--IBM and Hughes Aircraft -- currently are involved in a three-year design competition to produce this future system under FAA contracts awarded in Aug. 1984.

The host computer system is expected to meet traffic demands into the mid 1990s and provide a stable transition vehicle to the Advanced Automation System.

Briefs (From page 1)

getting quieter, FAA recently noted. The agency reported that as of July 1, 88.7 percent of the U.S. airliners comply with Part 36 noise rules. This is up from the 72.4 compliance rate of Jan. 1, 1983. Aircraft not complying are either operating under "small community service" exemptions which will expire Jan. 1, 1988, or under exemptions that will expire on the scheduled date of hush kit installations.

Engen Boosts GA

"What can be done to get general aviation pilots back in the air" was the question that Administrator Engen posed during his July 29 speech at the Experimental Aircraft Association's annual Fly-In at Oshkosh, Wisc. He assured his audience that FAA is doing its part to keep general aviation healthy by coming up with such innovations as the recreational pilot rule and regulations allowing the use of auto gas in certain planes.

He cited figures showing that new aircraft sales are down drastically from 17,811 units in 1978 to only 2,438 in 1984, and that between 1980 and 1984 the number of student pilots dropped from 210,000 to 147,200.

While noting the ratio of declining new GA plane sales to rising prices, Engen pointed out that the ultralight business is flourishing. In the early 1980s an average of 7,000 ultralights was sold each year, but today over 25,000 people, many of them licensed pilots, are flying these aircraft.

Runway Vigilance Urged

Administrator Engen arranged two giant teleconferences July 24 and 25 to get the word directly to controllers on the need to take special care in avoiding runway incursions. While addressing controllers at more than 400 towers, Engen outlined a number of steps being taken to curb runway incursions, including the development of operational position standards for ground and local controllers.

Engen also called on managers to review operational practices and to provide an extra person in the tower during busy periods to increase coordination and "provide an extra set of eyes" to scan runways.

FAA to Fund Airway Science Improvements

As part of its program to help develop a cadre of college graduates qualified in aviation occupations, FAA has announced it will solicit competitive proposals for airway science program grants.

The grants will be awarded to accredited, four-year colleges with airway science curricula for the construction of airway science facilities. These may include such things as classrooms, computer labs, and technical and administrative support equipment.

The agency expects to distribute most, if not all, of the \$4 million available. The formal solicitation for the proposals is scheduled to be published in the Federal Register in September.

Athens Meets Standards

Acting on the positive report of an FAA security team, the State Department has lifted a travel advisory that warned U.S. citizens about possible security deficiencies at the Athens International Airport in Greece. The FAA team was led by the Acting Deputy Director of the Civil Aviation Security Office, Richard Noble, and included Charles Carrington and Warner "Dusty" Rhodes of the European Region and Gordon Richardson of the Southern Region.

Update Mailing Address

If your copy of FAA World hasn't followed you to your new address, it means two things.

First of all, it means you missed or will miss such articles as the impact of the NAS Plan's

Systems Engineering and Integration contract on FAA employees (June), how the Aviation Safety Analysis System is improving the efficiency of Aviation Standards personnel (July), what Administrator Engen saw on his recent trip to China (August), and what Deputy Administrator Dick Jones thinks about FAA and its people (September).

It also means you haven't taken the simple step needed to change your World mailing address.

Actually, the address used to mail World is the same one used to mail the W-2 income tax forms in December, so it's doubly important to make the change. Simply ask your time and attendance clerk for FAA Form 2730-18, "Payroll Address Information." After you complete items 1 & 2, your T&A clerk will forward the form to payroll for processing.

ARSA Sites Proposed

FAA has proposed an additional 22 locations for establishing Airport Radar Service Areas. This would bring the total of proposed and actual sites to 39. The newly announced sites are: Burbank-Glendale-Pasadena Airport, El Toro Marine Corps Air Station, Ontario International Airport, and March and Norton AFBs, Calif; Daytona Beach Regional Airport, Ft. Lauderdale-Hollywood, Jacksonville, Orlando, and Palm Beach International Airports Fla.; Dayton International Airport, Ohio; Portland International Airport, Ore.; Tinker AFB and Will Rogers World Airport, Okla; Offutt AFB and Eppley Airfield, Neb.; Greensboro-High Point-Winston-Salem Regional Airport, N.C. Des Moines Municipal Airport, Iowa; El Paso and Lubbock International Airports, Texas; and Byrd and Norfolk International Airports, Va.

Headquarters News



Flavio DeRosa Dies

Flavio DeRosa, an engineer in the Systems Engineering Service, AES-10, died July 25 at Alexandria Hospital from kidney failure. DeRosa, who spent most of his FAA career in the Airway Facilities Service, had been with the agency for nearly a decade. Condolences may be sent to DeRosa's family at the following address: 5277 Bradgen Court, Springfield, Va.

Pa. Town Says, "Thanks"

When headquarters FAAers and DOT employees learned of the devastation caused by a series of tornados that swept through western Pennsylvania in June, they put on a show of long-distance neighborliness. Working through the Secretary's Voluntarism Committee, and with the help of Atlas Van Lines, employees sent a moving van full of furniture and other goods to the tornado area. Recently, a letter signed, "Atlantic, Pa.," arrived in Secretary Dole's office:

"We, the people of Atlantic, sincerely appreciate all of the material goods you sent to our town. The material items as well as the time, effort, and planning that was necessary in making the collection are truly appreciated. You can be assured that the goods will all be used by tornado victims in the Atlantic area."

New Phone Books Coming

A new DOT telephone book is set to be issued August 30 with full distribution early in September. The new edition will feature an updated alphabetical listing and the usual revised office listing.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Fernando Montes, Joe Long, and Jaurvon Johnson, APM; Claudette McDaniel, AMS; Osvaldo Espada, Richard Clough, and Frederick Mozingo, AAA;

Special Achievement Awards Based on Special Acts or Services:

Rosemary Tuinman, ALG; Walter Felton, ADL;

Quality Increases:

Anastasia Thorne, ALG; Allan Cunningham, APM; Suzanne Holloway, APA;

Certificates of Achievement:

Larry Bedore, William Brennan, David Catey, and David Harrington, AFO; Richard Beitel, Edward Faberman, and John Cassady, AGC; John Smith, APO; Brenda Courtney and Ida Cronauer, APR.

Engen Chips In



Administrator Engen, shown here with FAA's DOT Day Care Center Coordinator, Donna Eaton, ATR 120, lends his support to the Center's fund drive with a contribution. A good number of FAAers have been doing the same: the FAA has raised over \$900 towards its goal of \$2,128 (that's one dollar from each headquarters FAAer). The fund drive is still collecting contributions in room 1016D for the Center, which is slated to open in early September on the second floor of FOB 10A.



U.S. Department
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Headquarters Intercom

FAA Sends 10-Year Airport Plan to Congress



The men behind the plan: Airport's National Planning Division members are, from left, Larry Kiernan, George Bolduc, Manager James Mottley, and Harold Smetana. Not pictured is Wrensey Gill.

FAA has sent Congress the "National Plan of Integrated Airport Systems," which estimates that Federal, state and local agencies must invest \$18.3 billion in airport development over the next decade to keep pace with the projected growth of air traffic.

The document identifies development needs at 3,668 existing airports or proposed airport locations in the U.S., ranging from rural airfields to large commercial hub airports.

The plan gives top priority to expanding airport capacity which is already approaching saturation levels in some metropolitan areas. Roughly 68 percent of the total amount, or \$12.5 billion, is earmarked for this purpose. (See p. 2)

News in Brief

* Palwaukee Airport Tower controller Carol Behning was instrumental in saving the life of a student pilot distraught over marital problems. The man stole a Cessna 150 July 5 from Palwaukee Airport outside Chicago and went for a three-hour flight. He told Behning at one point he planned to fly the plane into

a restaurant where his wife worked. Behning was able to dissuade the pilot from his suicide mission and keep him calm until his wife and police arrived and talked him down to a safe landing using the tower radio. * A U.S. District Court in Michigan has ruled in favor of the FAA in the case of Gaddis v. United

States, which involved a midair collision near the Oakland-Pontiac Airport. The plaintiffs contended that the second aircraft should not have been cleared for visual approach. The court declared that in very busy VFR airport environments the FAA must balance safety against efficiency and, that (See p. 2)

NPIAS (From page 1)

In addition to capacity enhancement, the other major points in the plan call for upgrading airports to recommended standards, which carries a \$3.4 billion price tag, and launching airport maintenance projects, like rehabilitation of pavements and lighting systems, which accounts for the remaining \$2.3 billion.

Only about 13 percent of the \$18.3 billion would go to the construction of new airports, reflecting a trend toward expanding and making more efficient existing airports. The plan cites only a few major airport projects as promising over the next decade and notes that the construction of 66 "reliever" airports could provide an alternative means of reducing congestion at major airports. Also called for in the plan are 371 general aviation airports for small communities that do not have adequate facilities at present.

The new plan replaces the previous National Airport System Plan and will be revised and updated every two years.

Briefs (From page 1)

In such cases, the pilots have the primary responsibility for separation.

* FAA is standing by its 1983 approval of an eight-exit configuration of 747s for fewer than 440 passengers, but will conduct a public hearing in Seattle Sept. 3-6, to reassess regulations on evacuation systems. Announcing the hearing at an Aug. 6 headquarters meeting, Craig Beard, Director of the Airworthiness Office, said, "The letters and testimony (on the overwing exits) raise challenges to the regulations, and the FAA is anxious

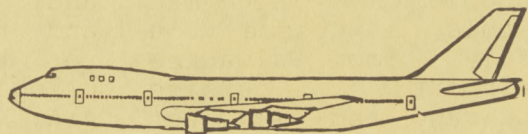
to address these issues." He stressed, however, that U.S. operators would not be removing exits from any of their 747 fleet in accordance with the Administrator's recent Congressional testimony and personal correspondence with airline CEO's.


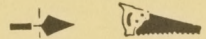
Traffic Delays Down in July

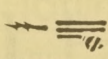
This year's downward trend in air traffic delays continued in July with a 19 percent decrease from the same month in 1984. And the drop would have been even more substantial had it not been for an unusually large number of delays caused by bad weather late in the month.

The average number of daily delays of 15 minutes or more was 1,020 last month, compared with 1,262 in July of last year. For the first seven months of the year, the average daily delay rate was 823, compared with 1,073 for January through July of 1984.

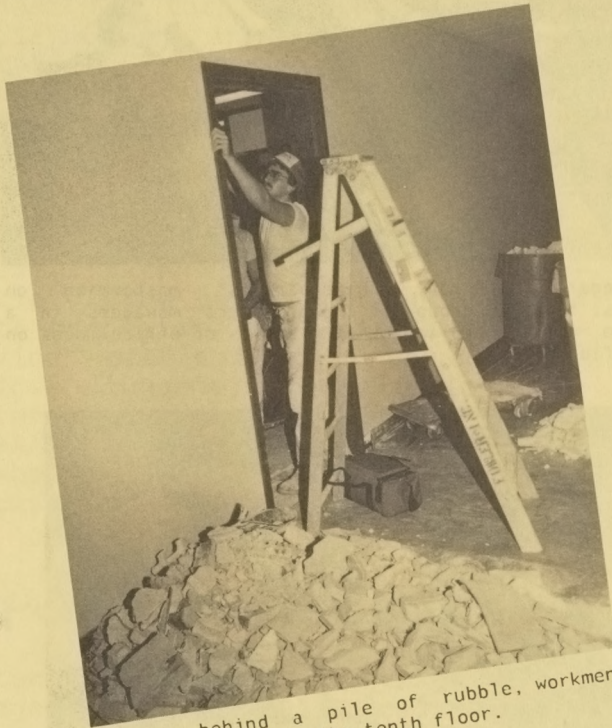
This year's drop in average daily delays, which climbed as high as 1,600 in October of last year, is attributable mainly to three factors: the establishment of advanced traffic management techniques to expedite traffic flows during busy periods; the continuing increases in the experience level of the controller workforce; and scheduling adjustments made voluntarily by the airlines late last year to avoid peaking.



Movers
 and 
Shakers

Headquarters Intercom



Working behind a pile of rubble, workmen hang a new door on the tenth floor.



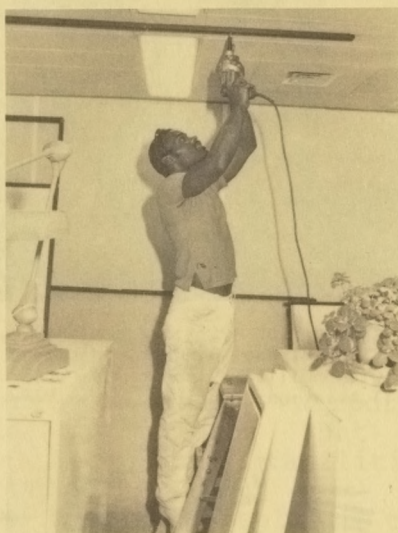
The acting director of AVS's Program and Regulation Management Office, Irene Barnett, discusses space requirements with Billie Vincent, Director of the Office of Civil Aviation Security.



Jerome Cohen, Manager, Emergency Operations Staff, ADA, somehow finds a phone in the chaos that once was his office.

Whatever you may think of FOB-10A's aesthetic and architectural merits, the building is surely a mover's paradise. Most walls and partitions are moveable so that office space can be reconfigured quickly and easily. Only the suites at the end of each floor and most of the offices on the tenth and second floors are permanently moored.

Since the beginning of the year there have been roughly 100 moves in the headquarters building that have involved some kind of construction. Some of these involved moving several wall panels or even tearing out a plaster wall while others merely required relocating a telephone outlet. Most of the moves were



A contractor drills in the mounting for a new panel wall.



Ron Kroeger, ALG-230, headquarters' mastermind on relocations, leads a group of headquarters managers in a meeting to discuss the impact of a series of office moves on the ninth floor.



Work goes on as the walls come tumbling down in a third floor office area.

small scale internal reshufflings involving a handful of FAAers, but several reflected major organizational shifts in the headquarters hierarchy, including the creation of the new ASF and AHR offices and the automation division in Air Traffic. The revamped Telecommunications Center on the first floor also made for a considerable construction project.

No matter the scale of the relocations, the "movers and shakers," usually outside contractors, were there to abolish old spaces, create new ones and pick up the pieces. INTERCOM here brings you a few scenes of the chaos from which a new headquarters order is emerging.



Phyllis Duncan of the General Aviation News staff rescues some desk drawers during a recent move.

Consumer Hotline Working

FAA has begun testing a toll-free Consumer Hotline in the eight-state Southern Region. The hotline (800-FAA-SURE) is designed for citizens with complaints or inquiries about such matters as airport security procedures, child safety seats, or FAA user services, like examinations, aircraft certification, and facility operations.

Callers using the Consumer Hotline will receive prompt return calls from appropriate FAA officials. The hotline cannot respond to complaints about airline "service" problems, such as smoking, lost luggage, cancellations or refunds, which are not within FAA's jurisdiction. Such calls should go to the airlines' customer relations offices.

Houston FAAers Lend a Hand

Several employees of the Houston Center recently put the agency's "One FAA" credo to the test by aiding an ailing colleague from the Western-Pacific Region and making him feel at home in a strange city.

Merle Clure, manager of the Honolulu Center and a man with a history of cardiac trouble, was on temporary detail in Los Angeles when he experienced grave problems with his heart. After being admitted to an L.A. hospital, doctors there recommended that he be transported immediately to Houston's Methodist Hospital where he could undergo very complex surgery.

Arrangements were made and Clure's wife and daughter flew with him to Houston, a city where they had no friends or relatives to lend support in this critical time. The Western-Pacific Air Traffic Division contacted Arnie Price, Air Traffic Manager at the Houston Center, and asked for

help. The outpouring of assistance provided by Price and several others, principally Jim Eastham, Automation Supervisor, and Hans Vogel, Automation Specialist, both of whom were taught by Clure at the FAA Academy, made all the difference for Clure and his family.

The Houston FAAers met the Clures at the airport, provided transportation to the hospital, and found lodging for the family within walking distance of the hospital. Also, Vogel, who is trained in counseling families of coronary patients, was able to lend his expert help.

Clure is now recuperating in California. Price says there have been many volunteer efforts in the center's past: "It's so characteristic of this center; I'm very proud of all our people."

Miami Drug Probe Concluded

The agency has completed its investigation into alleged drug use by employees at the Miami Center. Six employees were cited initially in this investigation, which was announced June 13. As the probe progressed, six more employees were implicated.

Results of the investigation exonerated three employees, two air traffic controllers and one air traffic assistant, and they have been returned to duty.

Six employees were found to have used drugs during non-duty hours and have entered rehabilitation programs. The treatment programs range from six to 24 months with an additional 24-month monitoring period. The six currently are performing administrative duties and are not controlling traffic.

Three employees were removed from Federal service on August 2 for sales or possession of drugs on government property.

Headquarters News



Women's Task Force Corner

The Federal Women's Task Force will present two programs to commemorate Women's Equality Week, Aug. 26-30. The first will be an Individual Development Program workshop on Aug. 29 at noon in conference rooms 5AB&C. The speaker will be Chuck Hicks of the Technical Training Division. The workshop will assist FAAers in developing strategies to meet personal goals for career advancement.

The second activity is an OPM Women's Executive Leadership Program/DOT Professional Exchange Program panel discussion. The OPM leadership program is designed to provide women in the GS 9-12 range with exceptional managerial potential with training for supervisory and executive positions. The DOT exchange program provides managers with a pool of skilled professional men and women, GS 11-14, for short-term assignments. Contact Tina Mallory on 426-8058 for further details.

Miami ARTCC to Hold FAA Golf Tournament

The 7500 Club, a charitable organization at the Miami Center, is sponsoring the 1985 FAA National Golf Championship at the Rolling Hills Golf Resort and Country Club, Ft. Lauderdale, October 31 through November 2.

The tournament package entry fee is \$165, which includes prize money, three days of golf with carts and two nights of lodging with meals. For more information, contact Dean Stromwall, Tournament Chairman, Miami Center, 305/592-9770.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Lottie Perro, AAT;

Special Achievement Awards Based on Special Acts or Services:

James Lahey, ALG; Paulette Lutgens and Charles Kent, ABU; Nadine Young, APT; Sylvia Woodcock, Dorothy Smith, Lester Prosser, APM; Joe Proctor, AHR;

Letters of Commendation:

Lucien Benjamin, ALG; John Brown and Pete Verdin, AAA; Sue Huber, APT;

Quality Increases:

Howard Hess, AFO; John S. Newman, AEE; and James Loos, AAT.

FAA Bowling Season Begins

The FAA Bowling League 84-85 season rolled to a successful close last May with the Rum-Dum team coming in first place. The league now is getting their pins lined up for the new season, which starts Sept. 5, at 6 p.m. at the Seminary Fairlanes in Alexandria. An organizational meeting will be held Aug. 14 at noon in room 5C. Anyone wishing to join the league should drop by or call Darlene Hickox on 426-3854.

Van Vuren Bash Rescheduled

The retirement dinner for Ray Van Vuren, retired Assoc. Admin. for Air Traffic, has been rescheduled for Sept. 26, at the Ft. Myers Officer's Club. Cocktails are at 6:30 with dinner at 7:30. The all-inclusive price is \$20. Call 426-3666/3022 or 3540 no later than Sept. 23.



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The News in Brief

* The pilot of a corporate Lear jet that buzzed Detroit's Tiger Stadium during a recent game between the Tigers and the Kansas City Royals has had both his flight instructor's and pilot's licenses revoked. The pilot violated three Federal Air Regulations, including one that planes flying over congested areas must stay 1,000 feet above the highest obstacle within 2,000 feet of either side of the plane. The jet, which one (See page 2)

FAA Announces New Policy On Drug/Alcohol Abuse

The agency has adopted a new policy for dealing with drug and alcohol abuse by FAA employees. In announcing the action, Administrator Engen said the agency has no evidence of widespread drug or alcohol abuse but noted that because of the "special trust in aviation, we must take extra precautions to ensure the safety of the flying public."

The new policy involves the use of urine drug screening tests for controllers, pilots and others in safety-related jobs on initial entry and subsequently as part of their annual physicals. Employees found to be using drugs off duty will be given an opportunity to participate in a rehabilitation program; if they refuse rehabilitation, they will be removed. Also, a second offense would result in removal. Certain offenses, such as sale or use or possession of drugs on duty, remain as removable offenses.

In a special memo to all employees Engen said that "once an employee in a safety-related job is enrolled in an appropriate program, return to safety duties will be contingent upon FAA medical clearance. After successful completion of the rehabilitation program, the employee will be subject to random screening tests for a one-year period."

Chicago Computers KO'd



Controllers at the Chicago Center (above) had their hands full recently when a freak accident caused a shutdown of the facility's primary air traffic control computers. See the story on p. 2.

Briefs (From page 1)

fan estimated flew only 150 feet over the stadium's light towers, caused many of the players and spectators to flinch and duck.

* David Carmichael, previously Manager of Administrative Systems at the Aeronautical Center, has been named Manager of the FAA Depot. Carmichael began his FAA career as a controller and subsequently served in various personnel positions in the Southern, Alaskan, and Southwest regions.

* FAA-operated Dulles airport continues to pick up new airline clients. The latest is Presidential Airlines, which will use Dulles as the hub of its operation. The fledgling carrier will be serving east coast and midwest locations with Boeing 737-200 aircraft. They expect their start-up flights to occur sometime in October.

Chicago Center Computers Temporarily Knocked Out

It was a particularly difficult time, but Chicago Center controllers proved their mettle by handling 6,200 operations during an accidental shutdown of the center's main computers Aug. 1. During scheduled renovation a minor construction mishap caused a main computer shutdown which in turn led to hundreds of delays during O'Hare Airport's morning departure period and snarled air traffic in other cities across the country because of the back-up of O'Hare-bound traffic.

The power outage lasted only 12 minutes, but the center's back-up DARC computers were in use from the time the main computers went down, 9:15 a.m., until almost noon.

The day's chain of events was touched off by a construction worker in the center's basement, who inadvertently sliced through a cable supplying power to the cooling system for the main traffic control computers. When they began to heat up, the computers automatically shut down.

Because the DARC computer system is less sophisticated than the primary system, delays in flight operations were ordered to ensure safety.

Controller to Change Station by Bike

Wayne Waltrip of the Oakland Bay, Calif., TRACON will set off for his new duty station at the Central Flow Control Facility in Washington on August 28. However, he won't have to worry about putting gas in his car or getting an airline ticket because he's going to make the trip on a bike.

He expects to cover an average of 170 miles a day and estimates the trip will take 20 days. Although he will be accompanied by a van driven by retired controller Joe Wilgis, he plans to sleep in motels.

Besides moving to his new station Waltrip hopes to make some money for the Multiple Sclerosis Fund. He plans to collect one cent a mile with a maximum of \$33 from as many FAAers as possible to donate to the Multiple Sclerosis fund.

If you want to chip in, by yourself or in a pool, you can get more information from Ron Robinson, FAA Bay TRACON, P.O. Box 2367, Airport Station, Oakland, Calif. 94614.

Full Court Rules On Retirement Issue

On August 1, the full ten-member U.S. Court of Appeals for the Federal Circuit reversed the ruling of a partial panel of the court and held that under a federal statute military service involving air traffic controller duties is not creditable as "years of service" toward early retirement for civilian controllers.

The case originated with the 1981 PATCO strike when three controllers were fired for striking instead of being allowed to take early retirement based in part on their time as military air traffic controllers. The Office of Personnel Management (OPM) refused to credit the controllers' military service in figuring their eligibility for an early retirement annuity. The controllers appealed that decision to the Merit Systems Protection Board (MSPB), which upheld OPM's denial. However, under judicial review, a three-judge panel of the Federal Circuit reversed the MSPB decision.

In affirming denial of the controller's claim, the full court found that the terms of the statute require service in a civilian position and that no military position meets the requirements for "service as an air traffic controller" under the statute.

"It's Very Hard to See"

The pilot was coming in loud and clear on the radio emergency frequency and reporting a severe oil leak. "My windshield is covered with oil," he said, "and it is getting very hard to see."

That's when Muscle Shoals, Ala., Flight Service Station specialists Harold Greer, Joe

Davis, and Norma Martin got into the act. They immediately gave the pilot vectors to the nearest airport, which was only ten miles from the plane's position.

The specialists then monitored the pilot's descent, and shortly before he landed, they heard him report that he had lost his engine.

Fortunately, he then was close enough to the airport to glide in for a safe landing.

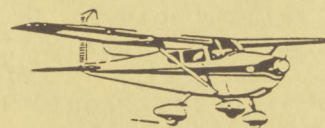
During the month of July, 103 flight assists were reported. Flight service stations were responsible for 45 of these assists, while terminal facilities accounted for 42, and centers handled 16. There were 145 persons on board the aircraft involved.

New Deputy Named At Technical Center

New Jersey's Director of Aeronautics Arlene Feldman has been named Deputy Director of the FAA Technical Center.

As aeronautics director, Feldman bolstered the New Jersey network of airports by creating legislation that set up a state airport trust fund.

A Temple University Law School graduate, she is a licensed pilot and has published a number of articles on aviation law. These have appeared in such publications as the Lawyer/Pilot Bar Association Journal, the Annals of Air and Space Law, and the Ninety-Nine News.



Headquarters News



“MS Feds” Bag a 4-8 Season



The Management Systems softball team members, the “MS Feds,” are holding their heads high, albeit covered, after logging a less than dazzling 4-8 record in the DOT CO-ED Softball League 1985 season.

Christian Group to Meet

For the month of September the Federal Aviation Christian Fellowship is scheduled to meet in conference rooms 5AB. The Tuesday Bible study, the Wednesday guest minister meeting, and the Friday prayer session all will run from noon to 1 p.m. during the month. All those interested are invited. Call Donna Warren on 426-3396 for more information.

Throne Send-Off Set

A retirement dinner for Robert Throne, former manager of the Quality Assurance Staff of Air Traffic, will be held Aug. 29 at the Fort Myer Officer's Club. Cocktails will begin at 6:30 p.m. with dinner at 7 p.m. The \$15 fee includes tips and gift donations. Checks should be made payable to John Callahan. Make reservations with Carol Williams on 426-8781 no later than Aug. 23.

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:

Hisao Tomita, Aston McLaughlin, and Sharon Boland, APM; James Hardy and Fernando Montes, ATO; Yvette Sappington, ALG; Billy Sullivan and Evelyn Baldwin, MWA;

Special Achievement Awards Based on Special Acts or Services:

Hilda Weisbrod, AGC; Lawrence Bedore, AFO; Michele Trump, AAA; Janine Lazar, MWA;

Quality Increases:

Janice Peters, Sandra Allen, and Kathy Ponchock, APM; Wilma Zapata, ADL; Stephens Lucchesi and Bonnie Richards, ATO; Walter Hood, Jr., Helen Kulle, and Vera Miles, MWA.

Hotline Turns “1”



Administrator Engen, Hotline operator Kristi Totten, and Hotline manager Joe Stevens do some socializing at the Aug. 9 “birthday party” in the Round Room for the first anniversary of the Administrator's Hotline. The Hotline has done a healthy business in its first year: more than 3,000 calls have come in and 1,161 of these have received formal responses. The Hotline number again is FTS-472-2585.



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FAA Major Objectives Announced by Engen

* President Reagan has signed a \$20.1 million supplement to the agency's FY 1985 budget with most of the money targeted for the expanded Federal Air Marshal Program and employee pay raises. The Office of Civil Aviation Security will receive \$2 million to help recruit and train Air Marshals and bolster other security measures. Another \$3.1M will fund last January's pay raise. (The original \$22 million pay raise supplemental was reduced by \$18.9 million through savings garnered under the Deficit Reduction Act.) The remaining \$15 million is a "program supplement" to compensate for deficiencies in air traffic pay allocations created by the accelerated hiring and training of controllers.

* August 18-25 was Louisiana's Aviation Safety Week. At FAA's request, Louisiana Governor Edwin Edwards announced that the week's slogan would be "For a Sky of (See p. 2)

Improving aviation safety and security are two of FAA's major objectives for Fiscal Year 1986.

In announcing the six objectives Administrator Engen said, "It is my sincere hope that each and every FAA employee will find ways to contribute to achieving these objectives. It matters not whether you are in Washington or the field, whether you are a manager, a secretary, a controller, a warehouse person; each one of us can contribute."

Developed by the Administrator's Management Team (AMT) during several months of deliberation, the objectives include a two percent improvement in general aviation safety, as measured by the General Aviation Performance Index and other indicators.

A second objective calls for initiation of a program to create international standards for screening passengers boarding commercial aircraft. (See p. 2)

Forerunner of D.C. Airports



The Washington Airport, located where the Pentagon now stands, was one of the city's earliest airports. See story on page 4.

Objectives (From page 1)

Third on the list is an improved FAA culture through completing the airway science program actions; establishing an employee assistance program to support drug and alcohol abuse rehabilitation efforts; and increasing the representation of minorities by one half percent and women by one percent above FY-85 levels.

The fourth objective is for each organization represented in AMT to implement at least one program that places special emphasis on reducing the administrative time to act and react to internal and external requests and improving the quality of service to the public.

Number five is to improve system performance so that operational errors and delays of more than 15 minutes are decreased by ten percent from FY-85 levels.

And the sixth objective is to develop, implement, and revise FY-86 goals and achieve 90 percent of the published schedules for the following plans: National Airspace System Plan; National Plan of Integrated Airport Systems; National Airspace Review; Information Resources Management; International Aviation Strategic Plan; Aviation Education Program; Employee Attitude Survey Action Plans; and Airport Capacity Enhancement Plan.

Briefs (From page 1)

Safety." Among the events held during the week were 43 safety seminars and a "listening session" chaired by Southwest Regional Director C.R. "Tex" Melugin, Jr.

* This year's reunion for FAA Academy ATC instructors will be held October 11-12 at the Oklahoma City Hilton Inn. The

main event of the get-together will be a buffet and social on Oct. 12. For more information contact Ms. Laurie Tester, 112 Chickasaw Lane, Yukon, Okla., (405) 354-2216.

* Vina Showers, previously acting manager of the FAA Depot, has been named Manager of Administrative Systems at the Aeronautical Center. Showers began her career in 1967 as an inventory specialist at the depot and subsequently took various special assignments in logistics at Washington headquarters. She earned a law degree from Oklahoma City University in 1972.

RE & D Plan Unveiled

Some 300 members of the aviation community, from such far-flung locales as Germany and Japan, came together August 14-15 at headquarters to get a first look at a draft of the visionary FAA Plan for Research, Engineering and Development. The plan covers a broad spectrum of research and development activities that will support the NAS Plan in the short term and also charts the evolution of the National Airspace System through the year 2015.

Presiding over the conference were some of the RE&D plan's principal architects, including Neal Blake, Deputy Associate Administrator for Engineering, Leland Page, Director of the System Engineering Service and Dr. Clyde Miller, Manager, Systems Studies/Advanced Concepts Division. During the two-day conference, the participants discussed R&D efforts in such areas as aviation security, aircraft safety, weather, aviation medicine, and airports.

Final Rule on Lost Leave Published

The final rule concerning leave lost as a result of the 1981 air traffic controllers' strike has been published by the Office of Personnel Management. Those who lost leave during the "exigency of the public business" period that followed the walkout now have until 1998 to use that leave.

According to the rule, the time period for use of restored annual leave following an extended exigency is now two years for each year that the emergency situation existed. The FAA exigency began in August 1981 and is expected to run into 1986.

Administrator Approves New Directive Method

Administrator Engen has given trial approval to a new procedure for expediting the issuance of important administrative directives. During the trial period, new directives can be preceded by the issuance of an action notice. The action notice will be prepared in the same format as a correspondence memorandum but will carry a directive identification number and will expire in six months. This will allow organizations in charge of national programs a more expedient means of issuing program direction and guidance.

When appropriate, the instructions in the action notice will be incorporated in the permanent directive. The Office of Management Systems will monitor the program for 13 months to determine if issuing these notices expedites directives. Training sessions are scheduled for Washington officials in September.

For further information see Notice 1320.106, or contact Diane Ables on FTS 426-8052.

More Center Expansion Contracts Are Signed

FAA has awarded four more contracts in its en route centers expansion program. The contracts cover the Minneapolis, Los Angeles, Atlanta, and Miami Centers.

The agency now has expansion work underway at 15 of the 20 domestic centers with the Indianapolis Center next in line for a contract.

The expansion program involves enlarging the control wings at the centers to house the new IBM host computers and initial sector suites. This work is the first step in transforming the en route centers into area control facilities.

Construction at all centers is scheduled to be finished in January 1987. Work at the Seattle and Houston Centers is already almost 75 percent finished with a November completion date. This will be followed by the delivery of the first host computer system to Seattle in May 1986.

"Operation Fallback" On

After the success of its special spring inspections, dubbed "Operation Springback," the Alaskan Region has started "Operation Fallback." This autumnal counterpart program is aimed at reducing the traditional rise in GA accidents during the fall months in the 50th state. The state's accident rate reaches an annual high point in late September and then declines gradually to an annual low in January. During "Operation Fallback," FAA inspections will place special emphasis on air taxi pilots and aircraft used for the hunting season.

Headquarters News



Women's Task Force Corner

With the global village shrinking all the time, the Federal Women's Program Task Force is betting FAAers are interested in learning a second language. To that end, the task force has arranged with the Berlitz School of Languages to offer sizable discounts on their courses for FAA employees. For a reduced tuition of \$199.88, FAAers may take a 10-week course (one two-and-a-quarter hour evening class) or a 5-week course (two evening classes per week). Direct all queries to John Bennett, Berlitz District Director, at 331-1160. Joni Spellman, APA-400, is the project officer.

Briton Teaches DCA History

Forty-four years ago, on June 16, Washington National Airport began serving the nation's capital. But National was not the first airport in the Washington, D.C., area.

MWA employees got a reminder of this in some recent correspondence to Dulles Manager Dexter Davis from a resident of Great Britain who sent several photographs of the old Washington Airport, which was located close to where the Pentagon now stands. Mr. W. W. Snailum of Turnip Wood, England, sent photographs of the Washington Airport terminal behind a Ford Tri-motor aircraft that he took with a small box camera in 1930.

The first airport to serve the nation's capital was Hoover Field, which opened in 1926. The following year, Washington Airport started operating next to Hoover Field. The two airports were merged in 1930 under the name Washington-Hoover Airport.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Christy Holcombe, ASF; Audrey Linehan, ARP; Gonzalo Tornell, ALG; Dorrie Foster and John Hanks, APA; Gene Barnett, ATO; Richard Koch and John Nigro, APM; Janet Glivings, AAT;

Special Achievement Awards Based on Special Acts or Services:

Michon Morgan, APM; Julie Beard, ATO; Barrie Britton, ASF; Elizabeth Yoest, AOE; Eugene Lanzillo, AHR; Patrick McCurnin, ALG; Magrissa Johnson, AOA;

Quality Increases:

Susan Reyes, AOA; William Chin and Gene Wong, APM; Thomas O'Neal and Charles Pilgrim, AES.

Seven Retire in July

The following headquarters employees chose July to begin new pursuits in retirement and we wish them the best:

Rose Hochstein, Frank Hughes, Jr., Jack Spanknebell, and Ronald Thimmons, ALG; Max Robinson, APM; Phillip Swatek, AEU; and Raynard Weisgerber, ADA.

New Imprest Fund Hours

New hours of operation for the Imprest Fund throughout the Department are 8:30 a.m. to 11:30 a.m. and 12:30 p.m. to 2:30 p.m. The operating hours were reduced because of additional administrative work associated with the new travelers checks program adopted by DOT.



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The News in Brief

* The numbers told the story at the 34th annual Experimental Aircraft Association Fly-In, held the weekend of July 26 at Oshkosh, Wisc. By some counts, the audience reached half a million on Friday for the landing of the British Concorde. The FAA Oshkosh Tower that day logged 11,125 operations, making Oshkosh, as usual during the Fly-In, the world's busiest airport. And Sunday brought one of the largest mass departures ever--in two-and-a-half hours on three runways 1,500 pilots took off for home while 600 more landed. Tower manager Larry Barnes kept the tower open around the clock and augmented his nine-controller staff with 36 controllers from other facilities.

* As a result of recently signed legislation, Ruidoso, N.M., will be getting a new and safer airport. The current airport, built in a box canyon in 1940, had (See pg. 2)

DOT Recommends Improvements In FAA Safety Programs

The Department of Transportation has released a report recommending improvements in the FAA's flight standards safety programs.

The Safety Review Task Force, created by Secretary Dole in December 1983 to examine the Department's safety programs across all modes, identified four problem areas within FAA where improvements should be made. The four areas are: (1) difficulty in formulating and carrying out actions in a timely manner; (2) lack of uniformity in the interpretation and implementation of FAA regulations and policies; (3) sometimes ineffective communication within the FAA and with the aviation community and the general public; and (4) expanded autonomy at FAA regional offices and some headquarters offices that has inhibited the accomplishment of program objectives.

After reviewing the report, (See pg. 2)



At least part of the Controlled Impact Demonstration Boeing 720 is back at the Aeronautical Center. The cockpit portion will be used in accident investigation courses according to Burt Chestfield, manager of the Aviation Safety Program at the Transportation Safety Institute, who spearheaded the drive to get the burned out cockpit back.

Briefs (From page 1)

been named by FAA as one of the most unsafe in the country with 28 accidents and nine fatalities since 1970. The law will allow 1,600 acres of Interior Department land to be transferred to the local airport commission. The commission can now apply to FAA for funds to construct a new airport.

* The FAA and the University of Central Florida will co-sponsor a one-day seminar Sept. 5, in the Orlando area, on forecasts of aviation activity to the year 2000. The participants will be gathering information for forecasts on the need for additional airports and improved air traffic control facilities, and for required environmental impact statements.

Safety (From page 1)

Administrator Engen said, "The Task Force recommendations are on the mark. We already have a number of reforms in process that will go a long way toward achieving the goals of many of these recommendations."

Of the areas of concern identified, the report notes that timeliness in identifying and responding to safety issues is most in need of improvement.

The Task Force recommended that the FAA adhere more strictly to a specific timetable for each significant safety rulemaking. In addition, stricter time limits are to be placed on actions in response to recommendations submitted by the National Transportation Safety Board.

Supervisors, Managers Get Merit Pay This Fall

Performance ratings for approximately 6,000 FAA managers and supervisors are due Sept. 13 in Human Resource Management Divisions. Under the Performance Management and Recognition System (PMRS) program recently developed by Congress, a number of pay determinations will be based on these ratings.

Instead of within grade step increases, employees under PMRS will receive increases to base pay called "merit increases." Those rated "fully acceptable" who are not at the top of their rate range will receive a merit increase equal to at least one-third of a step increase each year.

Also, the law provides for one-time cash payments, called "performance awards," based strictly on ratings. Truly top-performers, who are rated "outstanding," will receive a merit increase equivalent to a full step increase and a one-time performance award of at least two percent of base pay.

Awards Program Upgraded

Recent surveys, including the agency-wide employee attitude survey, have indicated some employee discontent with FAA's system of employee recognition for noteworthy performance and beneficial suggestions. In response, the Office of Organizational Effectiveness (AOE) has initiated a project to design an improved program. The office has arranged to collect data from employees in order to identify the successes and failures of the current program, conduct interviews, and suggest options for program improvement. The project is expected to be finished and a redesigned program operational in 1986.

VOR Milestone Marked

FAA will mark a major milestone in the second generation, solid-state VORTAC program Sept. 16 at Lincoln, Neb., with the dedication of the 800th and last system to be installed by the contractors.

Although the contract, with Wilcox Electronics and IT&T Avionics, calls for 950 second generation nav aids, the remaining 150 are being installed by agency technicians. In fact, 60 of these already are operational.

The new nav aids are the first agency systems to have the Remote Maintenance Monitoring (RMM) feature. With this innovation, technicians will be able to do a ground check from any phone in less than five minutes. Without the RMM, visits to the site were required weekly. Now they will be necessary only every three months or so. The new equipment will also save up to \$750 million over the next 20 years by cutting power consumption.

The program to replace the country's radio nav aids with new solid-state equipment was launched with a contract award in 1979. The first of the second generation VORs came on line in August 1982 at the North Philadelphia Airport.

Long Range Radar To Be Upgraded

A contract to upgrade and reduce maintenance on FAA's long range radars has been awarded to Norden Systems, Inc., of Norwalk, Conn. The work to be done under the \$27 million contract will involve installing solid-state digital electronics at 64 dual channel long-range radar sites associated with the 20 domestic en route centers.

Essentially the contractor will replace the radar receivers and the moving target indicators with solid-state equipment. This equipment will replace approximately 600 vacuum tubes at each site, substantially reducing the maintenance workload and facilitating logistical support for these facilities.

According to the contract, the first system is to be delivered in September 1986. The second system is due the following month with a delivery rate of four per month starting in February 1987. The contract should be completed by June 1988.

Former FAA Chiefs Guide Rail Line to Dulles

Former FAA Administrator Najeeb Halaby has been named chief executive officer of Dulles Access Rapid Transit (DART) which has proposed building a \$300 million high-speed rail line to link Washington Dulles International Airport with the Washington Metro system. Halaby was the agency's chief from March 1961 to June 1965 and subsequently was president of Pan American Airways.

Others named to DART's board of directors are former Administrator John L. McLucas (1975-1977) and DOT secretaries Alan S. Boyd (1967 to 1969) and William T. Coleman, Jr., (1975 to 1977).

According to Halaby, money to go ahead with planning and feasibility studies for the rail line has been raised from private sources. He predicts that the line to Washington's only international airport will be completed in the 1990 to 1992 period.

Headquarters News



Flying Club Has Vacancies

The FAA Flying Club has several openings for club membership. The flying club is non-profit and dues and aircraft rental are prorated to cover expenses and to reserve funds for major overhauls. The club currently has five aircraft, including a Cessna 152 and 152-II a Beech Sundowner and Sierra, and a Cessna Cardinal (RG) 177. If you are interested in taking advantage of the club's considerable resources, contact one of the following: Joseph Headlee (453-8594); Joe Long (426-9324); or Bill Shepard (426-3434). Watch for announcements of the club's private pilot ground school coming up in October.

Where Were You When the Lights Went Out?

On August 23, a power failure of unprecedented size knocked out electrical service in nearly half of FOB-10A. The failure came late on a Friday afternoon.

The cause of the failure was a malfunctioning switching mechanism in the penthouse electrical vault which overloaded the transformers. Beyond pitch-black restrooms and stalled elevators, no major problems were reported. GSA specialists were dispatched quickly to the scene, the damaged switches were repaired over the weekend, and all power was restored in time for normal business hours on Monday morning.

However, over the weekend, FAA stalwarts in the Operations Center, the Command Center, the Telecommunications Center, and the National Flight Data Center worked in temperatures that soared into the 90s without air conditioning.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Gretchen Fisher, ADA; Lewis Clark, AEU;

Special Achievement Awards Based on Special Acts or Services:

John Saledas, APM; Tina Winkler, ATO;

Quality Increases:

Vernell Neal, APM; Blanche Mader, AES.

FAA Tennis Team Wins Western Division Title

The FAA tennis team recently clinched the Western Division title of the DOT Tennis League with a win over arch rivals, OST. The 7-5, 6-3 victory match was played by FAAers Jim Etgen (AES-2) and Dick Bair (AES-200). FAA Team Captain Akira Kondo (APO-130) now must assemble a playoff team to challenge the Eastern Division champs, NHTSA, for the league title Sept. 12.

The regular season rankings ended up like this: (East)--NHTSA; MARAD and USCG (tied), and FHWA; (West)--FAA; OST; UMTA; and FRA/NTSB.

DOT to Survey Hispanic Program

A team from the DOT Office of Civil Rights will conduct a review of the FAA headquarters Hispanic Employment Program on Wednesday, September 11. Employees who wish to talk to members of the team about the program should contact the FAA Civil Rights Office on 755-9353 to arrange private interviews. The interviews will be conducted between 1 and 2 p.m. on Sept. 11.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

News in Brief

* FAA has decided not to proceed with rulemaking to require U.S. airlines to use antimisting kerosene (AMK) because of its failure to control post-crash fires, as demonstrated in last December's Controlled Impact Demonstration. In letters to Congress announcing the decision, Administrator Engen said "the failure mode of the (CID) and other technical issues not yet resolved lead me to conclude that the concept is not practical for day-to-day airline operation in the foreseeable future."

* Peter Salmon, Operations Branch Manager for the Great Lakes Region, AGL-540, made a big splash Aug. 27 when he saved a boy from drowning off a Lake Michigan beach on Chicago's North Side. Salmon dove off a pier, pulled the eight-year old above the water by his hair, and sidestroke the 20 feet back to the pier where both he and the boy were treated for shock. The local park district has nominated Salmon for an award as has AGL, which nominated him for the Secretary's Award for Valor. (See page 2)

Engen Recommends Against FSS Privatization

A recommendation by Administrator Engen against the "privatization" of FAA's Flight Service Station system has gone to Secretary Dole who will make the final decision in this matter.

FSS specialists were informed of the Administrator's position in a GENOT (General Notice) that was sent out to all facilities on Sept. 3. The National Association of Air Traffic Specialists, which represents FSS employees, was notified directly.

Engen's recommendation was based on an independent study of the privatization concept. The study analyzed five possible configurations of a flight service system in relation to safety, personnel, economic, legal, and technical considerations.

In his GENOT, the Administrator noted that "the only viable option (See page 2)



The Washington Automated Flight Service Station, located in Leesburg, Va., was commissioned in late August and is now fully operational.

Briefs (From page 1)

The first of the agency's host computers was delivered by IBM to the Aeronautical Center August 23. Additional units are scheduled for delivery this month to the two contractors working under competitive contracts to design the Advanced Automation System.

The first field delivery will go to the Seattle Air Route Traffic Control Center next May. The Houston center will follow in July and the Denver center in August. Then systems will be delivered on a two-per-month basis.

NMACs Up This Year

Preliminary figures indicate that the number of near midair collision (NMAC) reports filed through July have increased this year when compared with the same period last year. However, the number of incidents involving air carriers remained virtually unchanged.

A total of 439 incidents were reported in the first seven months of this year while 313 were reported during this period last year.

Administrator Engen attributed much of the increase to renewed emphasis on pilot reporting and on improved FAA procedures for auditing the reports. "We now are getting a more complete and accurate picture of what is going on in the airspace system than at any time in the past," he said.

Engen also noted that FAA is continuing its efforts to reduce the number of these incidents through a pilot education program called "Back to Basics," which is being received enthusiastically by the aviation community.

FSSs (From page 1)

is for FAA to continue to provide flight services to the public and to continue with consolidation and automation of flight service stations."

Engen said he will suggest private firms be allowed access to the FAA system to file IFR flight plans when necessary requirements are met and the National Airspace Data Interchange Network is operational.

In the meantime, various FAA offices have been directed by the Administrator to continue to investigate the feasibility of using existing private sector equipment and know-how, through contract arrangements, to speed the development of the FSS automation system.

Copies of the study will be distributed to the regional and field facilities as soon as printing is completed.

Hayes Named APA-1

Stephen Hayes has been named FAA's new Assistant Administrator for Public Affairs. He comes to FAA from the Internal Revenue Service where he was Assistant to the Commissioner for Public Affairs and Director of the Public Affairs Division.

Before taking the IRS post in July 1984, Hayes served for 10 years in the Office of the Secretary of the Treasury as an international project officer and senior public affairs officer and speechwriter. Previous experience included service as a naval officer in Vietnam, and a legislative assistant to Senator William Roth.

Hayes has a B.A. in philosophy from Dartmouth College and a master's in international politics from Georgetown University.

Seminar Marks MLS Turning Point

The recent International Seminar on the Microwave Landing System (MLS) sponsored by the Canadian government and FAA marked what Associate Administrator for Aviation Standards Anthony Broderick terms "a significant milestone in MLS's transition from promise to product."

According to Broderick, the mood at the seminar, as well as the subjects of papers given there, point to a shift in the way the world views MLS technology. Rather than the terms of bright promise used since the mid-1970s, the talk at the meeting focused on the technical realities of MLS implementation and operation.

The seminar, which drew seven international professional organizations and more than 300 representatives from 43 countries, was held Sept. 2-3 at the International Civil Aviation Organization's (ICAO) Montreal headquarters. It was timed to coincide with ICAO's Communications/Operations Divisional Meeting. The Montreal sessions were chaired by John Kern, Acting Director of Flight Operations. On Sept. 7, the participants met at Ottawa International Airport to view a series of MLS ground and avionic equipment flight demonstrations.

Much of the considerable job of organizing the seminar on FAA's part was done by Chester "Chick" Longman of the Flight Technical Programs Branch, AFO-210. Longman was supported by Denise Cashmere, AFO-200, and teams from from the offices of Development and Logistics and International Aviation.

Regional Deputies Picked

The agency has a trio of new regional deputy directors: William Pollard in the Southern Region; Jerold Chavkin in the Central Region; and Clyde DeHart in the New England Region.

Pollard, who has been acting Deputy Director of the Central Region since April, began his FAA career in 1964 as a controller in the Memphis Center. In the years since, he has had tours as Assistant to the Director of Air Traffic in Washington headquarters, Manager of the Las Vegas Tower, Assistant Manager of AGL's Air Traffic Division, and Manager of the ACE's Air Traffic Division.

Chavkin, formerly Director of the Rotorcraft Program Office, started with the agency in 1963. He has held a number of high posts in the engineering field, including Special Assistant to the Associate Administrator for Engineering and Development, Deputy Director of the Quiet Short Haul Air Transportation Systems Office, Acting Director/Deputy Director of the Systems Engineering Division, and Manager of the Aircraft Engineering Division.

DeHart, who comes to ANE from his post as Manager of the AWP Flight Standards Division, has been with FAA since 1969. Starting as a GA Operations Inspector, he has worked in a variety of positions, including chief of the Oklahoma City GADO, head of the Flight Standards Branch, FAA Academy, and Manager of the AWP General Aviation Branch.

Headquarters News



Club Plans Ground School

The FAA Flying Club is planning a private pilot ground school to start Oct. 1 for a period of seven weeks. The classes will be conducted on Tuesday and Thursday evenings, from 6:30 to 9:30 p.m. The course contains all information necessary to take the FAA Private Pilot Examination, including the following: Principles of Flight, Airplanes and Engines, Flight Instruments, Airplane Performance, Weather, Flight Computer and Plotter, Pilotage and Radio Navigation, Federal Aviation Regulations, Medical Factors for Aviation, and Flight Information (FARs, AIMS, Charts, etc.)

For more information call Joseph Headlee, 453-8594, Joe Long, 426-9324, or Bill Shepherd, 426-3434.

Volunteers Needed

The call is going out for volunteers to help stage a unique sporting and cultural event on the Mall Saturday, Sept. 21. Inspire '85: An International Forum and Festival on Leisure, Sports and Cultural Arts for Disabled Persons will offer everything from scuba diving to puppeteering.

Volunteers are needed to fill a wide range of jobs: equestrian, soccer, gym, and 10K race assistants; stage crews; hosts and hostesses; press assistants; escorts and ushers, etc. Training will be provided.

Also, runners in open, team, and wheelchair categories are needed for the 10K race.

For more information, call the FAA Inspire '85 contacts, J. Aul, AHR-150, on 426-8018, or Jo Officer, APT-400, on 426-8811.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Frank V. Day, API; Patricia P. Carlton and Carol Montgomery, AHR;

Special Achievement Awards Based on Special Acts or Services:

Sergio Chambliss, AAP;

Quality Increases:

Thomas Thompson, APM; Donald Schlosser, ATO; Ronald Myres, AFO; Darlene Hickox, AAS;

Certificates of Achievement:

Deborah Osipchak, Raymond Morris, Stephen Newborn, Donald Hansen, John Brown, Jr., Richard Sloan, Eugene Helfer, Christine Kent, and Nuboko Koop, AAA.

Alcoholism Session Set

The Employee Assistance Program will sponsor an information session on Alcohol and Job Performance on Friday, Sept. 20 in the auditorium from 10 a.m. to 11:30 a.m. The session will be conducted by Lloyd Jackson and Edward Hendrickson of Urban Resource Consultants and Margruetta Hall, formerly of the National Institute of Alcohol and Drug Abuse.

Women's Task Force Corner

The annual meeting of the Women's Transportation Seminar, working under the banner of "Transportation -- History to High Tech," will be held September 18-20 at Boston's Copley Plaza Hotel. The registration fee is \$265. Brochures on the conference are available from administrative officers or the Women's Transportation Seminar executive secretary on (703) 256-5258.



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The News in Brief

* FAA has grounded South-east Air, Inc., a small charter air service operating out of New Bedford, Mass. The company's certificate was revoked Aug. 30 after inspections found discrepancies in aircraft maintenance, operational practices and record-keeping that threatened safety. The 22-employee airline flies three small planes for charter throughout the Northeast.

* The National Transportation Safety Board has ruled (See page 2)

FAA Goes Lightning Hunting



The agency's turboprop Convair 580 has been specially equipped to study the effects of lightning in conjunction with the FAA's "Fly by Wire" research project. Story on page 3.

DOT Proposes Raises In Civil Aviation Penalties

The Department of Transportation has submitted proposed legislation to Congress that aims to increase the civil penalty limit for safety violations by air carriers and commercial operators from \$1,000 to \$10,000 per violation.

The proposal is designed to shore up the eroding deterrent effect of the existing \$1,000 limit, which has been in effect since 1938. The proposed higher limits would not apply to operators of private and business aircraft.

In addition to raising civil penalties for operators involved

in the "carriage of persons or property for compensation or hire," the proposed legislation also would authorize, for the first time, a civil penalty of \$1,000 for failure to notify FAA of proposed construction of structures that could pose a hazard to air navigation. At present, criminal sanctions are authorized, but the drafters of the proposed law believe that civil penalties would provide a more effective means of assuring compliance with the construction notification requirements of the Federal Aviation Act.

Briefs (From Page 1)

that last summer's midair collision near the San Luis Obispo, Calif., airport between a Wings West Airlines Beech C-99 and a Rockwell Commander, was caused by the failure of both pilots to follow recommended communications and traffic practices for uncontrolled airports. The head-on collision killed all 17 persons aboard the two planes. The Board recommended to FAA, among other things, that it require air carriers to comply with the Airman's Information Manual traffic advisory practices for uncontrolled airports.

* Secretary Dole's August visit to China has produced several developments in the budding U.S.-Sino aviation relationship, including further discussions on an aviation technical cooperative agreement and the possible establishment of air cargo operations between the two countries. While meeting in Beijing with her counterparts, the Secretary also discussed a request by Northwest Orient airlines to open an office in China and obtain a permanent license.

* The all new FAA Correspondence Manual is ready for distribution to agency secretaries. It will be packaged in a three-ring binder and tabbed for easy reference. The new version replaces the DOT manual which has been in use since 1980.



New Marshalls on Board

The agency has closed out its initial recruitment effort for persons to be trained as Federal Air Marshals. The first class began a five-week training course on Sept. 9 and is expected to be ready for flight duties by the first of November. Additional classes will follow at two-week intervals until the training program is completed Dec. 20.

However, Dave Leach of the Office of Civil Aviation Security noted that the agency will continue to recruit and train Air Marshals at a rate of one or two classes a year for the indefinite future. This will insure the continued availability of Air Marshals to handle critical security assignments.

"Employee Participation" A Must, Engen Says

Administrator Engen has signed a directive to strengthen the requirement that managers insure continued employee participation in the agency's decision-making process. At the same time, the Administrator gave managers more flexibility in determining the method or type of participation. He recommended facility advisory boards, human relations committees, quality circles or other less formal groups.

Essentially, the directive formalizes the Administrator's personal philosophy of participative management. The directive itself is a product of participative management, reflecting the attitude of employees as determined by the recent employee survey and subsequent oversight visits. All have underscored employee determination to have a voice in the agency's managerial processes.

Summer Delays Down

The good news for air travelers this summer was that airport and airborne delays were down almost 30 percent from a year ago. During the June-July-August peak travel period, the average number of daily delays of 15 minutes or more in the air traffic control system was 960, which was below the 1,000 per day target established by FAA at the beginning of the summer. The 960 figure compares with a daily average of 1,351 during the summer of 1984. In all, delays were down almost 24 percent during the first eight months of 1985. The average daily delay over 15 minutes this year was 857, compared with a figure of 1,119 during the January-August period in 1984.

Commenting on the good news, DOT Secretary Dole pointed out that these gains have been achieved despite an almost three percent increase in air traffic this year. She added, "I think FAA and its controllers deserve a lot of credit for developing and implementing new procedures that have allowed it to handle more traffic safely with fewer delays. I also want to commend the aviation industry for continuing voluntary measures to avoid peak-hour bunching of flights that was such a major contributor to last summer's delay situation."

AFSS Sites Picked

Sites for three more of the projected 61 AFSSs have now been selected, bringing the total to 60. They are Raleigh, N. C., Oakland, Calif., and Great Falls, Mont. Selection of the 61st and final site in Puerto Rico has been put on indefinite hold.

At the Great Falls site, the

facility will be built by the community and leased to FAA for \$1 a year. At the other two sites the structure will be built by FAA.

Deputy Flies With Lightning Study Group

Deputy Administrator Dick Jones recently described his flight on a Convair-580 with the FAA Technical Center based "Lightning Study Group."

Jones, who most recently completed a long career as an Eastern Airlines captain, was on board the FAA's specially equipped Convair to learn first-hand about "one of FAA's real-time research programs." Deputy Administrator Jones explained that the lightning study flights are an essential part of "Fly by Wire" new technology research. He noted that throughout the flight the FAA research aircraft was in contact with the Washington Center. "This was good to know," he said, "because we were near one of the busiest East Coast corridors during an extremely violent thunderstorm. It was dark and turbulent in the clouds, but now and then we would break out into the most magnificent sunshine under a brilliant blue sky."

The FAA Convair has taken almost 40 lightning strikes over the course of the past year and a half, and a significant amount of valuable data has been collected. Flying the plane was test pilot, Jesse Terry, and co-pilot was Al Bazer. Mike Glynn was the project engineer. All three men are assigned to the Technical Center at Atlantic City.

Headquarters News



FAA to Host Closing To Hispanic Heritage Week

The FAA Hispanic Employment Program will close DOT's observance of National Hispanic Heritage Week this Friday, Sept. 20, at 2 p.m. with an open house and food tasting in the Administrator's Round Room. All employees are invited to attend this function and sample both fine company and the best of Hispanic cuisine.

Secretary Dole's proclamation for the week, which carries the theme "A Salute to Youth," reads in part: "When it comes to the basic building blocks of character, no group of citizens should be prouder than Americans of Hispanic descent ... Americans of Hispanic descent play a key role in every aspect of the Department — from the General Counsel's office to the control towers of the Federal Aviation Administration."

ADL Honors Their Own

The Development and Logistics complex gathered Sept. 6 in the auditorium to honor the best and brightest of ADL. The service directors presented 15-year pins to their employees and ADL Associate Administrator A.P. Albrecht awarded 25/30-year pins. Certificates were given to all ADL employees who received awards in the April-Sept. period. Walter Felton, recently retired from ADL-32, won a special plaque for 26 years of service. Also receiving special recognition were Maj. Otis Cleveland, USAF, and Brenda Willingham and Dennis Cooper, general manager and coach of the ADL softball team.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Elizabeth Brothers and Patricia Myers, APR; Kathleen Mook, APM;

Special Achievement Awards Based on Special Acts or Services:

Annette Hall, APR; Cheryl Schauer, ALG; Charles Whitfield, ABU;

Letters of Commendation:

Richard Cullen, APT; Renee Anderson, AHR;

Quality Increases:

Nobuko Koop, AAA; and Thomas Gillette, APA.

Eight Retire in August

Eight headquarters employees took their cue from the departing summer and decided to retire in August. We wish the following all the best: Edmund Kennedy and Ray Fowler, APM; Dorothy Bailey, ALG; Samuel Pendleton and Charles Allison, AMS; Dorothy Wells, AIA; Earl Shaum, ATO; and Irene O'Leary, AES.

Luffsey to Address Aero Club

Associate Administrator for Air Traffic Walt Luffsey will address a luncheon meeting of the Washington Aero Club on Sept. 24. Luffsey's topics will be 1985 improvements in the air traffic control system and staffing. The reservation deadline is Sept. 20. For more information, call the Aero Club at 293-5910.



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Wind Shear Pilot Training Program on the Way

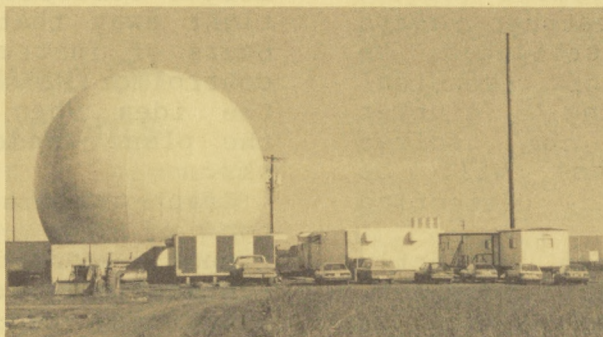
FAA plans to award a contract to a consortium of aircraft manufacturers and airlines for the development of a standardized wind shear training program for pilots.

The announcement was made by Deputy Associate Administrator for Engineering Neal Blake in Congressional testimony on Sept. 18. Blake said the contract effort will run approximately two years with the final product a training program that can be used by both airline pilots and gen-

eral aviation jet operators.

In his testimony Blake also noted that the NEXRAD program--the acronym for the next generation weather radar--will move into the prototype testing stage in December. This phase will run through July 1986 with the selection of a production contractor from among the two competitors, Sperry and Raytheon, in mid-summer.

Blake also explained that the agency is pushing ahead on a terminal Doppler (See page 2)



Terminal Doppler radar is being researched at this test-bed facility near Memphis, Tenn.

The News in Brief

* Transportation Secretary Dole has announced that up to 500 aviation inspectors will be added to the agency's force in the next three years. The Department already has sent a request to the Office of Management and Budget to add funds for at least 150 additional inspectors in the 1986 fiscal

year's budget. In another action, the House of Representatives has approved money to increase the number of aviation inspectors by 200.

*The Secretary also announced that air traffic controllers will be added to FAA's roster at the rate of 40 a month

for the next two years. This will bring the base of the controller work force up from approximately 14,000 to about 15,000.

* The Alaskan Region's special fall inspection program, "Operation Fallback," as of mid-September, had reduced the aircraft (See page 2)

Wind Shear (From Page 1)

radar system specifically designed to detect wind shear conditions at airports. At a test bed facility near Memphis, Tenn., alternative designs for the terminal-Doppler are being initiated.

In addition, he told the lawmakers that research results were already improving the FAA weather system. He cited several projects including the planned enhancement of the Low Level Wind Shear Alert System (LLWAS) which would increase the number of sensors and provide wind related information in a more meaningful form for pilots. Expanded sensor systems, designed on the basis of preliminary research data, have now been installed at the New Orleans and Denver airports and are undergoing tests.

Airborne Doppler weather radars also are being investigated, he noted. However, major technical problems, including clutter elimination, must be solved before these systems will be effective in detecting microbursts.

To tie the system currently being researched all together, Blake told Congress that a Central Weather Processor is being planned. This master computer will process data from all radar sources and prepare it for display to meteorologists at central weather facilities and to controllers and pilots via Mode S data links.

Briefs (From Page 1)

accident rate in the state by 17 percent. The program started Aug. 16. It is aimed primarily toward Alaskan air taxi operators. Inspectors have contacted

43 of the 225 air taxi-commuters in the state and 17 of these have instituted special safety programs.

* The Twin Bridges Marriott in Arlington, Va. will be the site of an October 10-14 national meeting of retired flight standards employees. All retired flight standards types, including inspectors, pilots, and secretaries, are encouraged to attend. For details, contact Andy Prokop at 703/938-7795.

On Radar, the Plane Was All Over the Sky

The pilot called the Cedar Rapids, Iowa, Tower to report that he had flown into instrument flight conditions. He didn't say right away that he had only four hours of instrument training, but controller Mark Grant quickly got the idea when his radar showed the plane wandering all over the sky.

Grant tried to get the plane on top of the cloud cover into visual conditions and gave instructions to climb, but the pilot then reported that his oil pressure was erratic.

This time Grant responded by talking calmly to the pilot and suggesting an immediate, monitored instrument approach to Cedar Rapids Municipal Airport. At the same time the FAAer drew on his own flying experience to help the troubled pilot maintain his headings and altitude.

As a result of the controller's continuous attention and outstanding patience, the pilot made a successful instrument approach to the airport and landed safely.

Health Costs Down

Most government workers will pay less for their health benefits next year. That word comes directly from the Office of Personnel Management which has announced that there will be a five-week Federal Employees Benefits open season starting Nov. 4 and running through Dec. 6.

Under open season regulations, any eligible employee who is not currently registered in a health benefits plan may enroll, and an enrolled employee may change from one plan or option to another. Also he or she may change from self-only to self and family.

This year several new plans have been added to the list of already existing benefits packages from which employees can choose.

Cash May Be Saved On Military Time Payments

The Office of Personnel Management has good news for those individuals who wish to pay a deposit into the retirement fund in order to receive credit for post-1956 military service. Now, OPM will compute interest on the balance owed only once a year. This will be done on the Interest Accrual Date (IAD). As a result, if the full balance is paid before that date, no interest will be charged for the pay-off year.

For those individuals hired before October 1, 1982, the IAD is October 1986, and for those hired after October 1982, the IAD is the third anniversary of their first Federal employment.

For further information, contact your local Human Resources Management Office.

Rule to Install Mode S Proposed

The agency has issued a proposed regulation to require that all newly installed transponders installed in aircraft after Jan. 1, 1992, be compatible with the Mode S ground stations ordered by the agency last October. The first of these are scheduled to be delivered to the field in 1988 and FAA wants to promote the installation of the airborne component of the system.

Mode S has a "selective" address capability, which gives the equipment its name. This provides a channel for automatically transmitting weather and other data between air traffic control facilities and aircraft in flight. The information can be presented directly in the cockpit to keep pilots constantly up-to-date on changing weather and traffic conditions.

The proposed rule would not require the replacement of current transponders. Pilots may continue to fly with this equipment after Jan. 1, 1992, and for the life of the equipment.

Comments on the proposed rule should be sent to the Rules Docket (AGC-204) in Washington.

Gold Pleads Guilty

Donald Gold, the last of four Eastern Region FAA officials accused of defrauding the agency of more than \$1 million, has pleaded guilty to eight counts of bribery and one count each of conspiracy to defraud the Government and income tax evasion.

He is scheduled to be sentenced Nov. 15 and faces a maximum sentence of 15 years in prison on each bribe count.

Headquarters News



HHRC Briefs Top Management

The Headquarters Human Relations Committee held its first quarterly briefing for top management, Sept. 13, under the revised HHRC organization reported earlier in INTERCOM. Main topics were the physical appearance of the building and the lengthy time for repairs and other maintenance requests. On hand for the briefing were Deputy Administrator Jones; Gene Weithoner, AHR-1; Brooks Goldman, AAD-1; Fred Gilmore, ALG-1; Dick Golrick, ALG-2; and Larry Kotzker, ADA-2.

The key issue cited by Committee spokesperson, Jim Rood, ATO-320, was the lack of a systematic process for registering complaints and the need for a procedure to track progress in responding to complaints. To help remedy this situation, the Committee recommended that a central FAA contact be designated in the AAD complex with responsibility for handling requests and that an automated monthly reporting system be developed for tracking complaints. The Committee also called for a long-term modernization program to enhance the appearance of the building, improve utilization of space and increase productivity. Deputy Administrator Jones agreed to follow up on the first two recommendations, but said that any large-scale modernization program would be difficult to achieve because of the current budgetary situation. For this briefing, the Committee purposely focused on tangible items that are relatively easy to identify. Later meetings will attempt to focus on less tangible issues that are also of great concern to employees.

Women's Task Force Corner

DOT Federal Women's Week will be observed Oct. 7-11 under the theme "Success: Your Choice." The centerpiece of the week will be an Oct. 8 breakfast meeting with Secretary Dole at 8:30 at the Holiday Inn, 550 C Street, S.W., in the Lewis and Clark Room. Tickets for the morning gathering are available through Olivia Erickson, ACR-3, 426-3785. The cost is \$9 and the reservation deadline is Sept. 30.

Controller, MS Fund Raiser Bikes Toward Washington

Controller Wayne Waltrip's unique method of changing station from the Oakland Bay, Calif., TRACON to his new assignment at the headquarters Central Flow Control Facility, a 20-day cross-country biking and fund-raising odyssey, is moving along smoothly. INTERCOM's last status report (at press time on Sept. 19) found the intrepid Waltrip in Vincennes, Indiana, with an expected Washington arrival date of Sept. 27.

Besides seeing America from sea to shining sea and changing stations, Waltrip is biking to raise a big donation for Multiple Sclerosis research. So far, the agency-wide tally is \$8,300, with the headquarters share at \$300. Employees who would like to chip in may send a check made out to Multiple Sclerosis to Lou Grilo, ATO-440, or make contributions to volunteers in the lobby.

Plans are on to stage a ceremony for Waltrip's arrival on the morning of Sept. 27, so make plans to turn out and welcome this unique FAAer to headquarters.



U.S. Department
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News in Brief

* FAA has launched a special two-month drive to recruit applicants for air traffic control positions in an opening response to Secretary Dole's directive to boost the size of the controller workforce from the current level of 14,000 to almost 15,000. The agency normally recruits controllers twice a year -- during the months of April and October -- to maintain a pool of qualified applicants to fill vacancies created by retirements, attrition, transfers, and other personnel actions. The current drive has been extended through Nov. 30.

*The Council of the (See page 2)

Authority Reverses Regional Unit Decision

The Federal Labor Relations Authority (FLRA) on Sept. 20 issued a decision upholding the agency's position that only a nationwide unit of air traffic control specialists is appropriate for collective bargaining. This decision reverses an earlier ruling issued by an FLRA regional director.

As a result of the full Authority's decision, the petition filed by the American Federation of Government Employees to represent controllers in the New England Region has been dismissed. (See page 2)

FSS Privatization Study Team Honored



Under the direction of the Office of Aviation Safety, a private contractor was chosen last March to conduct an independent study of the safety, personnel, economic, legal and technical ramifications of privatizing all or part of the flight service station system. Based on the results of that study, Administrator Ergen has recommended to Secretary Dole that FAA continue to provide flight services to the public. A crack FAA team convened to provide technical input to the contractor's study was honored Sept. 23 for their work. Present at the headquarters ceremony were (from left): Ken Chin, ASF, Vince Einsmann, ALG, Don Williams, ALG, Cecilia English, AHP, Hal Becker, ASF, Theron Gray, AGC, Manny Weiss, AEA, Barbara Hertan, AAT, Mike Sacrey, AFO, John Rodgers, AFO, Frank Raposa, TSC, Lessie Dorse, AMS, Ann Tucker, AMS, Dennis DeGaitano, AFM, John Canniff, TSC, and Jerry Ball, AAT. Not pictured: Carey Weigal, AFM.

New Air Traffic Training Programs Announced

Starting in October, a new method will be used to place developmental controllers in en route and terminal options.

Under the new system, students will not be placed in an option or a facility until they have successfully completed the Academy Screening Program.

Following the screening, regions will make option and facility placement assignments based on operational needs, data on student performance in the screening, and students' personal preference. After the placement, students will enter an Academy training course which will be designed to prepare them for field classroom and on-the-job training in their assigned option.

Currently, en route and terminal developmental ATC controllers are placed in an option and facility before attending the Academy.

Briefs (From page 1)

International Civil Aviation Organization, composed of 33 national representatives from the U.N. group's 156 member nations, has recommended a series of tightened airport security measures in response to recent incidents of international airline terrorism. They are: a resolution that each nation include a security clause in its bilateral air service agreements with other nations; expanded pre-flight checks; procedures for screening baggage not belonging to boarding passengers; screening cargo consigned to passenger flights; and enhanced safeguards at international airports and ground facilities.

* The agency has scheduled a meeting Oct. 28-30 in Arlington, Va., to discuss "fly-by-wire" and

other advanced aircraft control systems. The meeting could help FAA determine the criteria to be used in certificating aircraft with control systems dependent on electronic technology.

FLRA (From page 1)

In addition, the Authority's decision precludes any additional petitions to represent controllers below the national level.

In making his decision to allow regional units the FLRA regional director found that controllers shared a community of interest on the regional level. But, in reversing that decision, the Authority pointed out that this community of interest is national in scope and that the air traffic control system operates as a single, nationwide unit.

Good News for Some Reemployed Annuitants

Sometimes, timing is everything. Passage of the Supplemental Appropriations Act of 1985 was generally good news for all concerned. It was particularly good for 132 FAA air traffic controller reemployed annuitants who retired after Aug. 3, 1981, and before April 1, 1985.

This group will no longer have their full annuity subtracted from their salary, although their basic salary and annuity will be capped at \$2,633.60 per pay period, computed at an hourly rate of \$32.92.

However, for the group who retired before Aug. 3, 1981, whose annuity was not being subtracted, the news was not all good. Now, their basic salary and annuity also will be capped at the \$2,633.60 level. Previously, it had been excepted from this cap.

Salary adjustments will show up in October paychecks.

GASA Phase Two Reveals High Compliance Rate

The second phase of the agency's General Aviation Safety Audit (GASA), which covered 29 older transport aircraft currently being flown by corporate operators under temporary exemptions from FAA noise rules, has found a better than 90 percent rate of compliance with safety standards.

The aircraft involved include the BAC-111, B-707, and DC-8, many of which may be phased out or replaced in the near future because of the time limitations on their exemptions. This has raised concerns that operators might cut back on maintenance to hold down costs, thus creating possible safety problems. The GASA findings should ease these concerns.

The first phase of GASA dealt with Part 125 non-airline operators of large aircraft, such as travel clubs, corporations, and contract cargo outfits. It also found a high rate of compliance with FAA regulations.

In another phase of the study, FAA is looking into flight schools, instructors, repair stations, and mechanics. A separate phase will cover on-demand air taxis.

HIWAS Coming of Age

The Houston en route center became the third air traffic facility to go operational with Hazardous Inflight Weather Advisory Service (HIWAS) on Sept. 20.

HIWAS, which has been operational in the Jacksonville and Miami center areas since July 1983, broadcasts significant hazardous weather information on a continuing basis over selected radio navigation aid (VOR) frequencies. FAA plans to expand the program on a center-by-center basis.

In areas where HIWAS is operational, controllers and specialists will not routinely broadcast hazardous weather reports. Instead they will give pilots appropriate HIWAS frequencies.

Withholding Taxes, An IRS Concern

Recent misunderstandings about the amount of taxes withheld from paychecks, which have led to several lawsuits against FAA payroll employees, has prompted a reminder from the Office of Accounting (AAA) that tax withholding is an IRS concern.

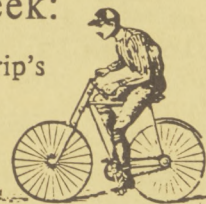
AAA also reminds employees that they themselves determine the amount of withholding when they claim exemptions on the Employee's Withholding Allowance Certificate (IRS Form W-4).

The FAA payroll office is then required by IRS to submit copies of all certificates on which employees claimed more than 14 dependents or on which employees claim to be exempt from withholding. IRS then contacts the employee if there is a problem and works directly with him or her. In this case, if IRS finds the certificate to be improper, the payroll office will be directed to withhold on the basis of the IRS statement.

Employees who feel there is something wrong with the IRS directed withholdings should contact IRS directly.

Coming Next Week:

The Saga of Wayne Waltrip's
Coast-to-Coast Bike Trek



Headquarters News



Inspire '85 Draws FAAers

Some 15 plucky FAAers turned up the week of Sept. 16 as volunteers for Inspire '85, a festival held on the Mall to focus attention on the accomplishments of disabled Americans. Led by FAA's Volunteer Coordinator, Jo Officer, APT-400, the versatile FAA contingent helped with registration and exhibits, escorted the handicapped, and served in a variety of other jobs, such as handing out water in the 10 kilometer race on Sept. 21. The field for the race included at least seven FAA runners.

Volunteers included Raphael Glower, AHR-100; Barbara Hufford and Henry Gregory, API-20; Irene Miels, AGC-100; Ron Montague, ATO-240; Sue Huber, APT-200; and Tina Mallory, APA-400. FAA entered a five-person 10K race team composed of Linda Brown, AAM-230, Jim Adler, AHR-100, Robbye Langenfeld, AHR-160, Nat Stokes, AHR-160, and Jerry Lavey, APA-100. Other race participants were Dan Long, AGC-520, and Ray Thoman, ALR-2.

Employ the Handicapped

National Employ the Handicapped Week will be observed Oct. 6-12 and FAA will do its part by holding on Oct. 9 an open house for administrative types to review applications from handicapped job applicants. The event is being sponsored by the Employment Branch, AHR-150, which also is seeking non-handicapped volunteers to spend a day in a wheelchair. Look for a full schedule of events now making the rounds.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Tina McClure, AAT; Mary Thomas, API; Paul Przedpelski, ALG; Dorothy Black, AFO; Willard Sinclair, AEU; Mary Ann Cassano, AEU; Brenda Brown, ADL;

Special Achievement Awards Based on Special Acts or Services:

Hank Skalski and Gerald Gillis, APT; Bill Howland and Terry Ford, APM;

Letters of Commendation:

Cliff Vogel, Joyce Salden, Phillip Fitzhugh, William Cotliar, Charles Williams, David Vaughan, James Igoe, Grover Russman, Allen Kann, Kathy Henck, W. Wayne Wilson, and Algie Guy, ALG;

Quality Increases:

Bessie Sherrod, Kenneth Kraus, and John Reilly, APM; Nancy Watson, ATO; William Brodie, ATR; Laurise Baylor, AES; Duane Van Etten, APO; Roxanne Kneisley, ASF; Joyce Hall, AFO; Denise Howe, AOA.

Team Nets Championship

FAA Tennis Team Captain Akira Kondo led his players to its third DOT championship in the past five years with a clean sweep over a strong NHTSA team. Members of the victorious team include Jim Etgen (AES-2), Jim Norton (ATR-120), Fred Gilmore (ALG-1), Bob Bernard (APM-620), Dick Bair (AES-120), and Ed Van Duyne (APM-440).



U.S. Department
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Administration**

Headquarters Intercom

News in Brief

* American Airlines agreed Sept. 25 to pay \$1.5 million in full settlement of enforcement actions associated with maintenance-related violations of the Federal Aviation Regulations. The settlement was the largest in FAA history and was based on alleged violations involving maintenance performance, improper postponement of maintenance, and faulty monitoring and quality control. Most of the alleged violations were identified this summer in a special inspection and evaluation of American's maintenance practices.

* A U.S. District Court has ruled that airline policies barring blind passengers from seats near emergency exits are safety measures that do not violate federal antidiscrimination laws. The court's opinion noted that rules prohibiting blind and other handicapped passengers from seats near emergency exits had been approved by the Civil Aeronautics (See page 2)

Waltrip Welcomed to Washington



Secretary Elizabeth Dole joined a crowd of appreciative FAAers who welcomed Wayne Waltrip to headquarters after his cross-country bike trek. (See page 4)

FAA Buys Updated Surface Detection Radar

FAA has contracted to purchase 30 new Airport Surface Detection Equipment (ASDE) units from Norden Systems of Melville, N.Y. The \$55 million contract covers delivery of 17 units with options for 13 more.

Designated the ASDE-3, the new solid-state equipment will replace ASDE-2s at 13 airports and, if the options are picked up, will be installed at 16 additional airports with another unit to be used for training at the FAA Academy.

The new equipment will have a greater capability to penetrate heavy precipitation and present a clearer and sharper radar picture under all light (See page 2)

Relocation Guide Set

Now there is help for employees who are moving from one community to another as a result of a transfer of function, reorganization, or personal preference. The agency has issued a guide for movers, entitled "What If?," that is packed with practical suggestions for scheduling a move, from the first house hunting trip to transferring insurance when the move is finally made. The publication also contains information on various Federal programs—financial and otherwise—designed to help support an employee's move.

"What If?" is available from employment offices for all employees thinking about a move.

Briefs (From page 1)

Board as part of a regulation that also permits airlines to keep children, the elderly and others who might impede the swift evacuation of a plane from seats near emergency exits.

* The Great Lakes Region has joined the Southern Region in testing a toll-free Consumer Hotline (800-FAA-SURE). The hotline is provided for citizens with complaints or inquiries on such matters as carry-on baggage, airport security procedures and child safety seats. It also takes complaints concerning user services provided by FAA, including examinations, aircraft certification and facility operations. Individuals calling the hotline can expect a return call from an appropriate FAA official.

* Some 65 representatives from colleges and universities eager to qualify for grant money under the Airways Science Program attended a Sept. 19 conference in Washington, D.C. The conference was organized to explain FAA's requirements for schools that wish to compete for the \$3 mil-

lion in Airway Science appropriations from FY 85. The gathering was hosted by Virginia Hancock Krohn, Airway Science Grant Program Manager.

Radar (From page 1)

conditions than the ASDE-2. In addition, the solid-state construction and other advanced features insure greater reliability and reduce maintenance time and costs.

Associate Administrator for Air Traffic Walter Luffsey pointed out that the equipment will enhance airport safety by giving controllers a clear, all-weather radar picture of traffic movements on runways and taxiways.

Deliveries of the new radar are scheduled to begin in March 1988.

ATCS Cleared of Rap

Air traffic controllers took a bad rap in the media recently because of a misinterpretation of information in material released by the National Transportation Safety Board on the Aug. 2 Delta Airlines accident at the Dallas/Ft. Worth Airport. A transcript of the cockpit voice recorder tape quoted the captain as saying, "He's sleeping, get him out of bed." It indicated this remark was in response to an ATC call. The phrase was picked up and widely quoted by the news media.

However, a subsequent review of the context of the Delta captain's remarks prompted a clarification from the NTSB. It said, "any suggestion...that the comment constituted an evaluation of the en route controller (at the Ft. Worth ARTCC) was unfortunate, possibly incorrect and, in any event, not related to the accident."

FAA Contracts For Four Airport Towers

As part of the continuing program to keep the air traffic control system up to date, FAA has awarded construction contracts for tower construction at four low and intermediate activity airports.

A new 125-foot tower is being built at the Atlantic City, N.J., Airport. Ontario, Calif., is getting a 109-foot structure and the tower at Eugene, Ore., will reach 93 feet above the airport surface. The low-activity airport tower is being built at the St. Lucis County International Airport in Fort Pierce, Fla.

Wind Shear Tapes Available to Pilots

A video tape called "Wind Shear Factor" was recently released by the Office of Flight Operations. Developed by FAA and the National Center for Atmospheric Research, the tape gives the latest information on severe wind shear and its effect on aircraft flight performance.

Copies are available on a loan basis from FAA regional public affairs offices. It may also be purchased in several languages from the International Civil Aviation Organization's Director of Personnel Training in Montreal, Canada.

Searching for Clues

FAA has joined forces with the National Transportation Safety Board (NTSB) and the U.S. Navy to raise the wreckage of the Air India Boeing 747 that crashed off the Irish coast in June.

The recovery ship assigned to bring up the wreckage was scheduled to arrive on station near the Irish port of Cork by

Oct. 7. The wreckage itself, which is over 6,000 feet below the surface, already has been located, video taped, and mapped on sonar. Also, the essential "black boxes" have been recovered. However, in this case they did not reveal anything abnormal leading the recovery team to believe clues to the cause of the tragedy may be found in the wreckage itself.

Execs Judged by Peers And Top Subordinates

FAA is experimenting with a new method of providing performance feedback to executives with the rating being done by peers and subordinates. It began last July when each member of the Administrator's Management Team picked 10 peers and 20 to 30 first and second level subordinates to rate them in five areas of management effectiveness, including: human resource management, communication skills, personal openness and approach to participative management, ability to handle conflict, and interpersonal skills.

Those doing the rating used a 24-item executive evaluation survey form which was designed by the Office of Human Resource Management.

The survey forms have been analyzed by Drs. William Collins and David Schroeder of the Psychology Branch at the Civil Aeromedical Institute. Summarized information and comments resulting from this analysis now have been returned to the executives for their personal use and to help them improve their management skills.

Headquarters News



Wayne Waltrip: Coast-to-Coast on Two Wheels

Wayne Waltrip's coast-to-coast bicycle trek from San Francisco Bay to Ocean City, Md., was born out of the controller's search for a creative way to change station from the Oakland Bay TRACON to the Central Flow Control Facility here at headquarters.

Before his 3,300 mile journey the longest distance he had traveled by bike was 10 miles.

Working with TRACON colleague Tom Daily, Waltrip decided to use the trip as a means to raise money for the Multiple Sclerosis Society, a group he had been interested in since a friend became a victim of the disease. The funding drive by the Oakland Bay TRACON quickly snowballed into a national network of volunteers who, to date, have collected more than \$13,000 in FAA contributions.

Waltrip then teamed up with Joe Wilgas, a retired Ontario, Calif., tower controller, who accompanied his biking sidekick in a van.

The six-foot-two, 200-pound Waltrip did some training for the trip. But having climbed Mt. Kilimanjaro, rafted down the Colorado, and run five marathons,

he is no stranger to grueling physical contests.

For their coast-to-coast route, Waltrip and Wilgas chose Highway 50, which bisects the nation as it runs through Calif., Nev., Utah, Colo., Kan., Mo., Ill., Ind., Ohio, W.V., Pa., Md. and Va.

Waltrip averaged an impressive 120 miles per day over the 30-day odyssey. Ironically, he racked up his best day, 156 miles, in the oxygen-thin Rockies of Colorado and had his slowest day, a mere 101 miles, on the plains of Kansas. Beyond some strong headwinds and epithet-hurling truckers, Waltrip's only problem was an understandably tender posterior.

Waltrip also reports that the duo was frequently stopped along the way by motorists who wanted to contribute.

The cross-country adventure ended with a triumphant arrival at

the FOB-10A lobby Sept. 27, and a greeting by Secretary Dole and a cheering throng of FAAers.

And after this two-year headquarters tour how does Waltrip plan to make his next change of station? "I'm thinking about taking a balloon."



In the shadow of the Golden Gate Bridge, Waltrip and Wilgas prepare to head east.

No More Operator Transfers, New System Coming

The General Service Administration (GSA) has phased out operator-assisted transfers of phone calls within government agencies. After conducting a cost-benefit analysis, GSA determined that electronic call transfer mechanisms already built

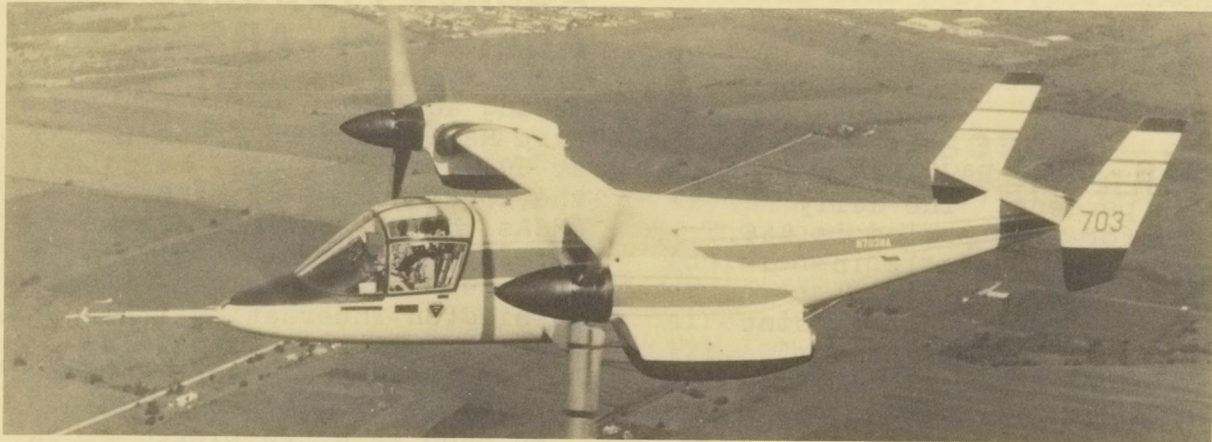
into or easily installed in most government phone systems can do the job far cheaper than full-time operators. The high-tech phone systems coming to FAA next April will come standard with the call transfer feature.



U.S. Department
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Headquarters Intercom

FAA, NASA, DOD To Study Tilt Rotors



Tilt rotor aircraft, like the Bell XV-15 pictured above, are hybrids of the best features of helicopters and fixed-wing aircraft. They are now the subjects of a joint FAA/NASA/DOD study.

FAA, the National Aeronautics and Space Administration (NASA), and the Department of Defense (DOD) have agreed to conduct a joint study of the technical, commercial and military benefits of the continued development of tilt rotor aircraft.

Tilt rotor aircraft combine the best features of helicopters and fixed-wing aircraft. They have the vertical take-off and landing ability of the helicopter together with the relatively higher cruising speed and longer range of fixed-wing planes. For takeoffs and landings, the twin aircraft rotors are tilted to the vertical position so the aircraft acts like a helicopter. Then the rotors are swung to the horizontal position where they act like conventional propellers for cruise flight.

A small proof-of-concept aircraft, the XV-15, has been successfully tested, leading to the DOD production of a larger tilt rotor, the V-22 Osprey. The V-22 is expected to bring the tilt rotor configuration closer to maturity and spawn other versions and sizes, (See page 2)

The News in Brief

* This year's downward trend in airport and airway delays continued in September with a drop of 12 percent from the same month in 1984. During the month, delays of 15 minutes or more averaged 935 a day, which is the lowest figure since June when the daily average was 760. For the first nine months of the year, delays were down more (See page 2)

Tilt Rotors (From page 1)

both military and civilian.

FAA will be responsible for certifying any civil version of a U.S. tilt rotor aircraft and must assess its impact on the National Airspace System, airport and heliport development, and other air service needs. FAA also will chair an executive steering group, consisting of two members appointed by each agency. The group will oversee the conduct of the joint study which will be led by NASA.

Completion of the study is expected within two years.

Briefs (From page 1)

than 22 percent. The daily average for this period is 866, as compared with 1,112 in January-September 1984.

* The first meeting of a joint union/management training advisory committee, established by FAA and the Professional Airway System Specialists as a part of their national labor agreement, took place Sept. 26-27, in Washington. Committee members discussed a wide range of technical training issues and made recommendations on field instructor training and computer-based instruction which will be referred to the agency for consideration. The joint committee will meet again next year to take up new issues.

* The Office of Aviation Policy and Plans will sponsor the 11th Annual FAA Aviation Forecast Conference Feb. 26, 1986, at Washington's Mayflower Hotel. The conference is being organized around the theme, "Structural Changes in Aviation" and will feature three panel discussions. One will examine general aviation, another will look at case studies in commercial aviation, both commuters and scheduled air

carriers, and a third panel will take up the effects of deregulation on U.S. airports.

* Following the October/November air traffic controller recruitment drive, names placed in the register during previous drives will be removed. As a result, applicants must reapply during the current open period to maintain eligibility.

Agency Proposes Additional ARSAs

The agency has initiated rule-making action to establish Airport Radar Service Areas (ARSA) at 30 more locations, bringing the total number of proposed ARSAs to 66. Service areas already have been established at three U.S. airports: Baltimore-Washington International Airport, Robert Mueller Municipal in Austin, Texas, and Port Columbus International, Columbus, Ohio.

An ARSA is a two-tiered block of airspace, generally circular in shape, with a radius of 10 miles at the top tier.

Pilots operating in an ARSA must establish communications with the airport approach control facility and comply with all clearances and instructions. This procedure gives controllers a complete picture of aircraft movements in the area, thereby avoiding the kinds of airspace conflicts that can result when there is a mix of known and unknown traffic.

FAA is holding informal airspace meetings at each proposed location to discuss the new procedures with pilots and other airspace users. Meetings are being publicized in appropriate newspapers and through airport bulletins. Also, individual letters announcing the meetings now are being sent to all pilots.

New Av. Weather Service Available in 24 Cities

General aviation pilots at 24 U.S. cities now can tap into an FAA-sponsored 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 newly 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 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 four other computers in Waltham, which in turn collect and store weather data relayed from 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 weather information from the central computers in a pre-recorded, digitized voice message.

IVRS will supply notification of severe weather watches, convective sigmets, transcribed weather broadcasts, route forecasts, hourly surface observations, terminal forecasts, and winds 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 and recommends that pilots contact their local flight service station (FSS) before takeoff. FAA planners expect, however, that IVRS will

substantially reduce the time required for FSS weather briefings.

IVRS now is operational in these cities: Atlanta, Boston, Chicago, Dallas, Denver, Detroit, Ft. Worth, Harrisburg, Houston, Islip (NY), Kansas City (MO), Los Angeles, Miami, Minneapolis, New Orleans, Oakland, Raleigh, Philadelphia, Portland (OR), Seattle, St. Louis, and Teterboro (NJ). The Washington, D.C., and Columbus IVRS prototypes have been replaced with updated systems.

FAA Proposes New Fire Safety Rule

The agency has proposed that additional protective breathing equipment be carried in airline aircraft operated under FAR Part 121. This is the latest in a series of FAA actions to improve cabin fire safety and is linked to the rule change increasing the number of fire extinguishers required on passenger airplanes. The proposed regulation specifies the type of equipment to be used and would require "hands on" training in using the new type fire extinguishers while wearing the protective breathing equipment.

Under the proposal, the equipment--either a face mask or a mask covering the nose and mouth with goggles--would have to be located within three feet of each hand-held fire extinguisher in the cabin. They would also be required in the cockpit and in any cargo compartments where the crew has access.

The current regulation requires flight crews to be protected from smoke, carbon dioxide, and other harmful gases but does not specify the type of equipment to be used.

Headquarters News



Feldman O.K. After Surgery

Dennis Feldman, National Program Coordinator for the ATC 50th Anniversary Celebration, underwent heart by-pass surgery Oct. 8. His wife, Shirley, reported Oct. 10 that he was out of intensive care with spirits strong. Cards and letters may be sent to: Georgetown Hospital, Room C6205, 3800 Reservoir Rd., N.W., Wash., D.C. 20007.

Seven Retire in September

INTERCOM wishes the following September retirees all the best in their new ventures: Robert Haug and Marcia Brewer, ATO; John Siedsma, AAT; G. Van Standifer and Frederick Bauer, AMS; Harlan Olson ALG; James Nelson, ADL.

Handicapped for a Day



To observe National Employ the Handicapped Week, Oct. 6-12, J. Aul of AHR's Employment Branch arranged to have several FAA volunteers spend a full workday in a wheelchair to learn first-hand the special needs of handicapped employees. Pictured above are those volunteers: (seated) Daniel Beaudette, AFS, Deborah Asipchak, AAA, (standing) Judy Langan, AHR, and Stephen Alvania, AES. (Not pictured: Joe Fee, APM). The volunteers reported that during this unique learning experience the chairs presented no real obstacles to performing their jobs. Aul also arranged an open house for administrative managers to review the applications of handicapped job-seekers.

Awards and Rewards

During the two past weeks, the following headquarters and Metropolitan Washington employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

John Courlas and David Archung, AAP; Patricia Schumann, AOA; Marty Lynn, AAT; Wesley Rowland, ATR; John Foster, Jr., Mary Caston, John Zambanini, Myrtleland Haden, Elmer Lloyd, Mary Jane Pierce, George Kehne, and Ellen Neel, MWA;

Special Achievement Awards Based on Special Acts or Services:

Rodney Leonard, AAM; L. Gayle Reynolds, Richard Bailey, James Link, David Henderson, William Hyland, Charles Beam, Bernard Sulsky, Roger Smith, and James McManus, APM; Joseph Beaudoin, ATO; Jocelyn Nakashima, ATR; Lee Eudy, ALG; Maura Burke, Jill Campbell, Cynthia Burris, Karen Gottfried, Charles Griffin, John Main, and William Earley, MWA;

Quality Increases:

Deborah Herbert and Delbert Weather, AAP; Martha Finger, AIA; Lawrence Bedore, AFO; Johnson Brown, Jr., MWA.

Geisinger Wins Contest

Ken Geisinger, an Operations Research Analyst in APO-120, has taken first prize in the humorous speech category of a local round of speeches sponsored by Toastmasters International. Geisinger's speech, titled "Assert Yourself," topped the witty offerings of speakers from the Department of Agriculture and other nearby federal offices. The next tier of competition is an area-wide contest to be held at Andrews AFB Oct. 27.



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News in Brief

* On Oct. 10, without pomp and circumstance because of the secretive nature of their work, the first class recruited under the recently expanded Federal Air Marshal Program graduated from training. The pioneer class should begin riding flights by the end of the month.

* James Smith, a member of the Civil Aeronautics Board from 1980-84 and veteran of various airport management posts, has been appointed Director of the newly-formed Airport Capacity Program Office. The office, which reports to the Associate Administrator for Airports, will serve as the FAA focal point for all airport capacity and airport access issues. Smith holds a Bachelor of Aviation Management degree from Auburn (See pg. 2)

Accident Prevention Back to Basics

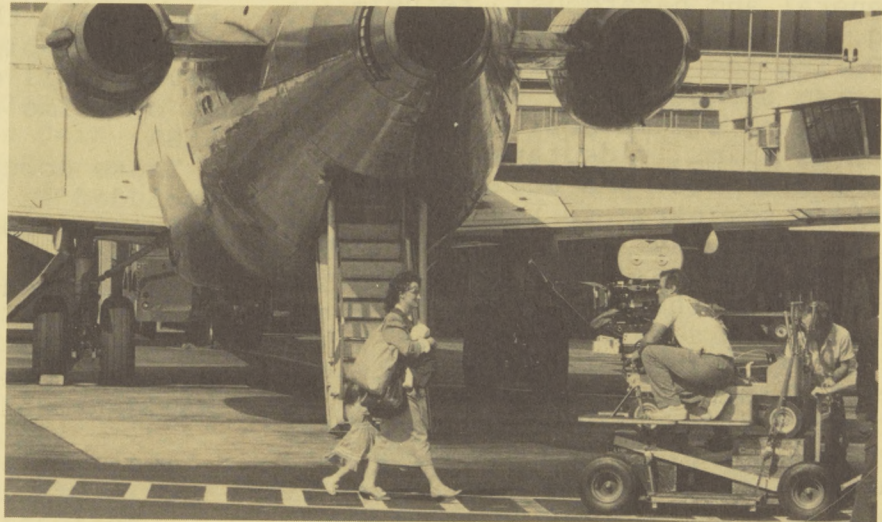
Administrator Engen kicked off FAA's new "Back to Basics" accident prevention program Oct. 10 at the National Air and Space Museum Theatre in Washington, D.C. The event was the premier showing of a new aviation safety film, entitled "On Landings," that will be used in the Back to Basics program.

The brainchild of Western Region Deputy Director Keith Potts, Back to Basics will be a comprehensive three-year effort that will look at the major causal factors associated with aviation accidents. The focus will shift every three months to spotlight a different causal factor.

Back to Basics officially (See page 2)

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National Gets Hollywood "Heartburn"



Actress Meryl Streep and a Hollywood film crew shoot a scene on-location near the Eastern Shuttle gate at FAA-run National Airport for the Paramount production "Heartburn." The Mike Nichols-directed film stars Streep and Jack Nicholson in a screen adaptation of the Nora Ephron novel. Airport Operations Officer Paul Skinner and MWA Public Affairs Officer Dave Hess were the agency liaisons for the Tinsletown types.

* * * * *

Briefs (From page 1)

University and a Master of Transportation Degree from the University of South Carolina.

* A provision passed by Congress in 1982 that called for the trial use of a 2,087-hour rate as the divisor to determine hourly rates of annual base pay for salaried GS and GM employees has expired. As of Oct. 12, the divisor figure reverted to 2,080 hours. This shift in wage measurement will mean a slight increase in the hourly rates for government workers and the modest boost will be reflected in the Nov. 5 paychecks. However, OPM insiders report that Congress is likely to reimpose the 2,087-hour divisor within several months because legislators view it as a money saving device.

Prevention (From page 1)

will get underway in January with the emphasis on reducing the number of landing mishaps, which account for almost half of all general aviation accidents.

Other suggested subjects include runway transgressions, weather (general and hazardous), refueling, and "see and avoid" flying.

During the three-year effort, program sponsors will use a variety of educational tools—such as films, videotapes, magazine articles, and accident prevention seminars—to reach the pilot community. Included is the new "On Landings" film which was produced by the General Aviation Manufacturers Association.

The FAA Flight Standards and Aviation Safety offices will be primarily responsible for the new program. The Air Traffic organization also will play a major role in promoting the program as will the various aviation trade associations and user groups.

Info Article Issued By Human Resource Office

Facts about Medicare that may be essential to employees approaching retirement is the subject of the eighth in the series of 16 informational articles being distributed by the Office of Human Resource Management. The article explains the basic provisions of Medicare, outlining what this program covers and what it doesn't. For instance, the article notes that Medicare medical insurance payments are not based on the doctor's or supplier's actual charges, but rather on a "reasonable charge." The article is being distributed to all employees.

FAA Wants Overtime Pay For Certain Occupations

FAA has asked the Office of Personnel Management (OPM) for an exemption that will enable the agency to continue overtime entitlements under the Fair Labor Standards Act (FLSA) for certain agency employees at the GS-11 level and above. Under an OPM regulation that goes into effect Nov. 1, employees at these grade levels will no longer be covered by overtime stipulations of FLSA.

Those occupation series included in the agency's exemption request are: Engineering Technician, GS-802, Construction Control, GS-809, Electronics Technician, GS-856, Air Traffic Controller, GS-2152, Aircraft Operation, GS-2181, and Navigational Information, GS-1361.

AFSS Commissionings On Schedule

FAA's Automated Flight Service Station (AFSS) program is moving ahead on schedule. A total of 16 AFSS now have been commissioned, eight of which are consolidations of two or more Flight Service Stations (FSS). The others are relocations of single stations to buildings constructed for new automated facilities.

AFSSs commissioned so far this year, with dates, are: Terre Haute, IN, 6/26; Green Bay, WI, 8/6; Columbia, MO, 8/28; Leesburg, VA, 8/25; Conroe, TX, 9/5; Macon, GA, 9/9; Prescott, AZ, 9/16; Reno, NV, 9/23; DeRidder, LA, 9/28; McAlester, OK, 9/28; Ft. Dodge, IA, 9/30; and Hawthorne, CA, 9/30.

Dole Honors FAA's Finest

A number of FAA's finest were singled out by DOT Secretary Dole when she hosted The Secretary's 18th Annual Awards Program October 17 in Washington. The FAA "honor roll" reads as follows: Secretary's Award for Outstanding Achievement (Gold Medal):

James Wilding, MWA-1;

Secretary's Award for Meritorious Achievement (Silver Medal):

William Beavers, AAC-200; Henri Branting, AWS-120; James Cain, AAP-2; Milton Ferris, CASFO-LA; Michael Sarli, ATCT-BWI; Robert Brown, APM-300; Edward Phillips, AGL-400; Eugene Slyman, AAD-20; Quentin Taylor, ARP-2; Vincent Laurentino, AFS, ARTCC-NY;

Secretary's Award for Valor:

Richard Bain,
ARTCC-Jacksonville;

Secretary's Award for EEO:

David Medina, ATCT, Dallas Love Field; Eleanor Williams, ATO-210; David Field, ANM-ADO; Frederick Gilmore, ALG-1; Thomas Olsen, AGL-14;

Secretary's Award for Excellence:

Barbara Chiarolanza, Houston

AFS; Patricia Jennison, AFO-200; Elizabeth Brothers, APR-1; Vivian Grissinger, AOE-1; Barbara Yamada, ARTCC-Honolulu; Nancy Tinney, AFS, ARTCC-Anchorage; Mary Hogan, ANE-7; Linda Smith, ASW-9; Florence Talk, ATCT, Dallas/Ft. Worth; Linda Booth, APP-1; Linda Rogers, ASO-12; Secretary's Award for Volunteer Service:

Duane Thomas, AFO-206.

Alert Controllers Save Slumbering Pilot

Alert Jacksonville Center controllers recently woke up and probably saved the life of a flying physician who had fallen asleep at the controls of his Piper Cheyenne and was headed out over the Gulf of Mexico.

At first controllers in both the Atlanta and Jacksonville centers suspected the aircraft, which was operating on an IFR flight plan to Destin, Fla., had radio problems because they could not get a response from the pilot.

However, Jax Controller Raymond Harper and Area Supervisor Ralph Proctor noted the pilot did not follow standard "no radio" procedures. Instead he overflew his destination and kept going out over the Gulf of Mexico. Harper and Proctor then contacted the pilot of an Air Force plane who reported that the light twin pilot appeared to be asleep.

That's when the controllers contacted the pilots of a near-by airliner and asked them to give the sleeping pilot a blast on the Atlanta frequency, the frequency on which the surgeon/pilot had last spoken.

By then, the Cheyenne was 75 miles out into the Gulf, but the airliner transmission revived the doctor. Two Air Force pilots then escorted their disoriented and thoroughly embarrassed charge back to the Destin Airport.

Headquarters News



D.C. ATCA Members Form Capital Chapter

The Air Traffic Control Association's (ATCA) Board of Directors has approved the petition of ATCA members in the Washington, D.C., area for establishment of a "capital chapter." Founding members of the new chapter are Glen Brammer, Jim Loos, Barbara Ady, Jim Witeck, Walt Kwiateck, Jim McMahan and Robert Bartanowicz.

Membership in this new chapter is open to all members in good standing of ATCA working in the Baltimore, Washington and northern Virginia area. For more information, contact one of the founding members.

Voluntarism Gets New Look

The voluntarism effort in FAA is taking on a new look for FY 1986. Jo Officer, APT-400, has been named FAA Voluntarism Coordinator, replacing John Hanks, APA-8, who has served as coordinator for the past year-and-a-half. The FAA Voluntarism Committee for the new fiscal year also will feature an advisor, Larry Kotzker, ADA-2, to provide liaison between the committee and the Administrator.

These personnel changes cap a year of accomplishment for FAA volunteers, including an award-winning partnership/tutoring program with Washington's Hine Jr. High School, a fund drive for Pennsylvania tornado victims, the continuing Africare drive, raising nearly \$1,300 to help establish the DOT Day Care Center, and providing volunteers to stage INSPIRE '85.

To get involved in such worthwhile ventures, call Jo Officer on 426-8811.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Based on Sustained Superior Performance:

Charles Fuchs, AAP; Judith Spruill, ASF;

Special Achievement Awards Based on Special Acts of Services:

Paul Rosenwald, ATR;

Letters of Commendation:

Alice Wong, AAP; Gary Titsworth and James Heinen, AES; Willie Chin, APM; Penelope Ronnie, ADL.

News From ALG

INTERCOM here passes along two notes of interest and one gentle admonition from the industrious folks in Administrative Services:

* ALG has established a central control point to better respond to employee's complaints about building services. If you have such a complaint, call 426-3918 and ask for Sharon Fletcher or Andy Dechat. They will record the requests and pass them on to the building manager or GSA;

* FOB-10A's air conditioning will be shut off October 25 to allow GSA engineers time to prepare the system for the shift to heating on Nov. 1;

* The government cars dispatched for daily use in headquarters are lent on a continuous basis and should be returned in shape for the next user. Please remove all trash from the cars and make sure the gas tank is at least one quarter full. Also, make sure to report any minor mishaps like broken headlights or rear view mirrors that have gone unrepaired to the Motor Vehicle Manager.



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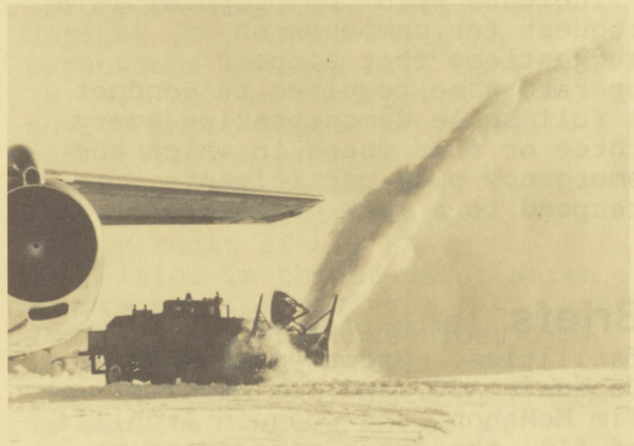
FAA Proposes Overhaul Of Airport Rules

The agency has proposed a comprehensive revision and reorganization of its airport certification rules to make them "more easily understood and, therefore, less burdensome to comply with and enforce."

The proposed revision to FAR Part 139 also would make substantive changes in such areas as firefighting and rescue equipment, fuel handling and storage, emergency plans, ground vehicular traffic, and snow removal requirements.

Under the proposal, for example, specific requirements for firefighting and rescue vehicles would be dropped at some 300 smaller airports ("Index A" facilities), in favor of a system whereby individual requirements would be determined on a case-by-case basis.

In addition, the proposal would



Snow removal, like the operation at Chicago's O'Hare Airport, above, is covered by FAA's proposed revision of airport certification rules.

clarify the respective responsibilities of airport operators and tenant fueling agents for on-site fueling activities. It offers (See page 2)

The News in Brief

* In June 1984 Administrator Engen ordered a revamping of the FAA's strategic planning process with an eye towards applying the "One FAA" concept to the agency's planning goals into the 21st century. As a result, all Associate Administrators now will prepare planning

documents, tied to the annual budget cycle, which will cover their organizations' administrative goals for a minimum of five years. The documents will be updated yearly. The FAA Plan, published every two years, will in turn highlight these Associate-level plans and present a unified

picture of the agency's long-range goals.

* A program jointly sponsored by FAA and the United States Information Service recently brought top civil aviation officials from 14 Latin American nations to the U.S. for a nine-day tour of agency (See page 2)

Rules (From page 1)

two options in this area, one developed by FAA and the other by industry.

The scope of airport emergency plans also would be expanded under the proposal to include additional situations, such as water rescue and care of accident survivors. The proposal also would impose new restrictions on the movement of ground vehicles and require written snow removal plans for airports where snow conditions are likely to exist.

Included with the proposal is a request for comments on suggestions that airport operators be required to conduct a full scale demonstration every three or four years in which the emergency plan participants respond to a mock disaster.

Briefs (From page 1)

facilities. Escorted by Rene Cardona, ASO, and Tom Messier, Jim McMahon, and Joaquin Archilla of AIA, the group made stops at headquarters, the Tech Center, the FAA tower at Philadelphia International Airport, and the Aeronautical Center. The traveling seminar focused on the agency's effort to improve airline safety and apply new technology to air traffic control.

* The agency's third annual National Aviation Awareness Essay Contest will get started Jan. 15. At that time contest information will be sent to public and private schools throughout the U.S. The deadline for submitting entries to the contest, which is open to students in grades 4 through 12, is March 3, 1986.



System to Spot Facilities Developed by APM

The Weather Processor Program Branch of APM has come up with a computer program that will quickly determine which facilities, such as nav aids, radars, and field offices, are located within particular boundaries of ARTCCs, AFSSs, regions, or other arbitrarily defined areas.

The package developed includes software for plotting and listing facility locations, a user's manual, a file of air traffic facility boundaries and a file of various types of radars including ARSR, ASR, NEXRAD, RRDWS, and TDR.

The software program may be copied by FAAers with a 5 1/4-inch floppy disk. For further information contact David Fretz at FAA headquarters on (FTS) 426-4085.

AAC Puts Lid on Costs

The FAA Aeronautical Center has come up with a way to identify and report overpriced items and is now encouraging all employees to participate in the cost-saving plan.

The plan covers all items supplied by the FAA Depot that an employee or organization suspects are overpriced or are priced higher than in the public market place.

The two ways to report overpriced items are: (1) send in FAA Form 4680-1, Depot Customer Service Evaluation Report, to FAA Depot, AAC-400, P.O. Box 25082, Oklahoma City, OK, 71325; or (2) contact Jim Brand on the Aeronautical Center Overpricing Hotline at FTS 749-COST, commercial (405) 686-COST. The telephone reporting hours are 8 a.m. to 4:30 p.m. (CST), Monday through Friday.

Asbestos Removal Update

The first phase of the ARTCC asbestos removal has now been completed safely and without major problems at the Albuquerque, Boston, Chicago, Cleveland, Denver, Memphis, Seattle, and Washington centers. Work currently is underway at 12 other facilities.

Removal of insulation containing asbestos is a preliminary step in the construction of the new ARTCC automation wings. The work is closely monitored by a "third party" industrial hygiene contractor which continually checks air samples to guard against health hazards. Work will be stopped immediately if the samples reveal that airborne fiber concentrations have exceeded established safety levels and corrective action will be taken.

To date, analysis of hundreds of air samples collected at the work sites has not revealed a single problem in this area. Readings have been well within the safety margins established by the Occupational Safety and Health Administration.

Two centers did experience minor odor problems after the insulation was thoroughly wetted to make it more manageable. But no health hazards were involved and action has been taken to prevent a recurrence of these incidents.

The asbestos removal work now underway at the centers is the first phase of a two-phased effort. The second phase will involve the removal of asbestos from the ceilings of the current control rooms but that won't happen until operations shift to the new control wings near the end of the decade.

FAAers Cited for Saving Money and Energy

A Washington branch office and a Great Lakes Region engineer have been cited by the Department of Energy for saving money by saving energy. APM's Structures Program Branch Office and Herbert Johnson of the Dakota AF Sector, AGL, received Federal Energy Efficiency Awards during ceremonies on Oct. 22 in Washington.

The APM unit was recognized for incorporating energy efficient designs into ARTCC building expansions and new ATCT designs, as well as for incorporating energy improvements in facility modernization programs.

Johnson was cited for initiating a comprehensive energy audit of all FAA facilities in the state of North Dakota and for making improvements which resulted in a 15 percent savings over the previous year. In hard cash this is expected to add up to an annual savings of approximately \$35,000 a year.

Planning Conference Set

The agency will host a conference on aviation planning perspectives, Oct. 30-31, at the Departmental Auditorium in Washington, D.C. The conference will focus on what has been accomplished since the passage of the Airport and Airway Improvement Act of 1982 and on future planning efforts for the post-1987 period. Included will be a review of the Aviation Trust Fund and of the conversion from Instrument Landing Systems to Microwave Landing Systems.

Headquarters News



CFC Gets Underway



(Left to right) Jim Loebach and Jim Mitchell, ADL-10, Administrator Engen, Ed Schuppenhauer, a "loaned executive" from the Postal Service, and Al Albrecht, ADL-1, at the signing ceremony for this year's campaign.

The 1985 Combined Federal Campaign at DOT gets underway Oct. 30 with a rally in the Nassif Building plaza at noon. The FAA kick-off will follow shortly after with a 2 p.m. program in the third floor auditorium. Administrator Engen will be the principal speaker. A CFC film, "Give Someone A Chance," featuring boxing champ Sugar Ray Leonard also will be shown.

The FAA Vice Chairman this year is ADL Associate Administrator Al Albrecht and the agency's CFC coordinators are Jim Loebach and Jim Mitchell of ADL. Loebach is asking anyone who has benefitted from CFC and who would be willing to share their experiences at the kick-off to please contact him on 426-3677.

Give
Somebody
a Chance

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

J. Cathy Carroll, ATO; Betty Starnes, AAT; Robert Bowles, APO; Donald Ropiecki, AES; Laureen Bakri, AAA; John Ryan, ACS;

Special Achievement Awards Based on Special Acts or Services:

Lawrence Ackerman, Richard DeBow, Mark Palmer, John Semegen, and Kristi Totten, ALG;

Quality Increases:

Stanley Walus, ADA; Victoria Bland, AAT; Arnold Schwartz, APO; Rose Marra and Margaret Volk, AAP; Patricia Haynes and Sally Reichert, AMS; Thomas Penland, AFS.

Denver Center Arranging Annual Ski Fest

The Denver Center is again sponsoring the annual FAA Ski Fest, to be held at Crested Butte, Colo., from Feb. 24 through Mar. 1, 1986. Last year's fest at Steamboat Springs, Colo., was a rousing success, drawing FAAers from as far away as Alaska and Puerto Rico, and the Denver organizers are promising more of the same for this winter's gathering.

To receive a registration package containing information on the week's activities, lodging and map of the mountain, send a letter noting your address, facility, and whether or not you need ski rentals, along with \$2 for postage and materials, to: Al Dunn, Ski Fest Chairman, Denver Center Ski Club, 2211 17th Ave., Longmont, Colo., 80501 (FTS 323-4350).



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Technical Support Facility Dedicated

The agency's newest major building, called the Technical Support Facility (TSF), was dedicated at the Technical Center in Atlantic City, N.J., on Nov. 1.

Speaking at the dedication, Administrator Engen said, "The research conducted here will contribute to the

development that will make aviation safer and more efficient in the future. That research and development needs the support that this facility will provide."

The facility itself is an 111,000 square-foot office, maintenance, and warehouse complex, much of which is built underground.

The \$11 million facility will house functions performed in some



Underground offices and shops in the FAA Technical Center's new Technical Support Facility are accessible through this building. The new complex was dedicated Nov. 1.

26 World War II-era buildings. The consolidation of these functions in the single complex will save the agency thousands of dollars by conserving employees valuable time.

The TSF is ideally located to do this. It is situated midway between the Center's main Technical Building and the Flight Operations Buildings.

The News in Brief

* Morris Friloux has been named Superintendent of the FAA Academy. At the same time, William Newman was appointed Acting Assistant Superintendent. Both men have worked at the Academy since 1974 when Friloux was appointed Assistant Superintendent of the Academy and Newman was brought on as a planning specialist at the Aeronautical Center.

* Chicago O'Hare International Airport celebrated 30 years of han-

dling scheduled passenger traffic on Oct. 30. On that date in 1955, American Airlines began 14 scheduled flights a day, sparking a move by the major airlines from Chicago Midway Airport to Chicago O'Hare and with it the title of the "world's busiest airport." The first CAA tower at the site that is now O'Hare was located atop the paint hangar of the original Douglas Aircraft Co. plant where bombers were manufactured during WW II. (See page 2)

Briefs (From page 1)

* Under the Airport Improvement Program in FY 1985, FAA established a new record for airport planning and development grants. A total of 1,159 grants for \$934.8 million were issued while an additional \$4.8 million was used for final closeout adjustments to grants issued under previous legislation. The total of the FY 1985 obligations, \$939.6 million, surpasses the previous high of \$818.8 million recorded last year.

* As of Oct. 15, a total of 700 airports had been certificated by FAA under FAR Part 139. Of this number, 432 were serving scheduled air carriers and 268 air carriers in unscheduled operations.

Transponders Required In Controlled Airspace

FAA has issued a final rule requiring pilots of aircraft equipped with transponders to keep the devices turned on when flying in controlled airspace. Currently, all air carrier aircraft and approximately 70 percent of the general aviation fleet have this equipment.

The new rule does not expand the requirement for carriage of transponders which presently must be installed and activated for flights in designated terminal control areas and in en route airspace above 12,500 feet. But pilots who have this equipment now will be required to have it turned on when operating in all other controlled airspace, such as airport control areas, designated federal airways and transition zones.

The only exceptions to this requirement will be those authorized by controllers for operational reasons such as excessive radar clutter caused by too many transponder replies in busy traffic areas. In these situations, controllers can continue to instruct pilots to turn their transponders to "stand by" or completely off.

Senate and House Act on FAA's Budget

Both the Senate and the House of Representatives have now passed FAA's FY 1986 budget. The two bodies are several hundred million dollars apart on what they allowed the agency and will have to iron out their differences in conference, sometime in November. Following the conference agreement, the compromise budget must be voted on again by both houses.

The Senate's total recommended budget for FAA was \$4.57 billion, which is \$656 million less than the agency's request. The total figure from the House was \$4.9 billion.

For operations, the largest single item in the budget, the Senate allowed a level of \$2.37 billion, while the House allowed \$2.69 billion.



Planes Fly Where Eagles Wouldn't Dare

When the Eagles called the Administrator's Hotline recently it wasn't to get a flight clearance for themselves. Rather they wanted to report that airplanes were flying dangerously close to their nesting grounds.

The Eagles in this case were the Philadelphia entry in the National Football League and the team's marketing and sales director, Bob Ceasers, thought the low-flying aircraft near the home field posed a hazard to fans and players alike.

Although the AOA Hotline really is intended only for the use of FAA employees, Hotline Manager Joe Stevens didn't stand on ceremony. He contacted the Eastern Region's Air Traffic Division Manager Edward Springs, who immediately issued an advisory notice to airmen. The notice raised the minimum altitude in the vicinity of the stadium from 1,000 to 1,300 feet and established special traffic patterns near the stadium.

Ceasers later explained that he got the Hotline number from an FAA employee after looking in the phone book for a listing of a local FAA office.

Check Proposals , ALR

FAA employees should not make critical career and retirement decisions on the basis of legislative proposals that have not yet been enacted into law the Office of Labor and Employee Relations (ALR) has cautioned.

ALR Director Joseph Noonan pointed out that these proposals are subject to extensive revision by members of Congress in the legislative process. Because of this, decisions should not be

based on proposals, but rather, on the actual law as it is finally passed.

To discover what changes in compensation, benefits, or other personnel programs have been proposed, employees should contact their personnel office to check the status of the proposed legislation before using the information in making important decisions.

People Problems Stressed At DOT Conference

"We are making progress in many personnel programs but much needs to be done throughout the department" was the central message given to FAA and other DOT modal administrations at a recent two-day conference in Williamsburg, Va.

The speaker was DOT's Director of Personnel and Training, Diana Zeidel, and her audience included FAA's Associate Administrator for Human Resource Management, Charles "Gene" Weithoner, Office of Organizational Effectiveness Director Howard Richardson, and Office of Personnel and Technical Training Director Edward Curran.

Throughout the conference, Zeidel stressed the importance of people as opposed to paperwork in personnel planning. She also asked the conferees to insure that people problems are considered on a priority basis in all technical and administrative plans.

In addition, she urged the modal agencies to continue their support of the Secretary's Initiatives to Improve Opportunities for Women and for other programs designed to improve the status of minorities within the department.

Headquarters News



Open Season Starts

It's that time of year--Federal Employees Health Benefits Open Season the annual chance for FAAers to enroll in the program or to alter their enrollment. Open Season will start on Nov. 4, and run through Dec. 6.

Copies of the 1986 Enrollment Information Guide and Plan Comparison Chart are now being distributed. This booklet contains Open Season enrollment information and a chart that gives the major features of each plan and the enrollee's share of the biweekly premium rates. Also, employees can obtain registration forms and review health plan brochures and the Checkbook's Guide to 1986 Health Insurance Plans for Federal Employees in AHR-140 located in room 514.

The Washington headquarters Health Benefits Fair is scheduled for Tuesday, Nov. 12 and Wednesday, Nov. 13 from 10:30 a.m. to 2:30 p.m. in room 6ABC. Carrier representatives will be present to meet with employees and answer questions about their plans.

Last but not least, AHR-140 reports that health benefits carriers offering refunds to enrollees and the government are waiting for Congress to approve legislation to allow premium rebates.

Fashion Shows Planned

Haute Couture will come to FAA when the Federal Aviation Club holds Working Women Fashion Shows Nov. 14 and 21 (both at noon) in rm. 6ABC. The shows will feature original designs for sale and order with refreshments and door prizes.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Ester Williams, AWS; Wayne Dixon, AEU;

Special Achievement Awards Based on Special Acts or Services:

Emil Michaux, Thomas Marker, Tina Amereihn, Joyce Eaton, Eugene Champagne, Henry Howard, Winston Grimes, and Tammye Jenkins, ALG; Miriam Griego, AHR;

Letters of Commendation:

Patricia Kenan, Mark Rosenthal, and Roberta Brown, AHP;

Quality Increases:

Amy Burnett, AAA; Laurence Kiernan, APP; Donald Highham, ALG; Orville Brockman, ADA; Catheline Randall, AES; Armand Waillet, APM;

Trick-or-Treaters Collect For Mexican Relief



"Trick or treat for Mexico City," the costumed FAAers chanted as they collected money in FOB-10A for FAA's Mexican aviation counterparts who lost their homes in the recent earthquake. Working in collaboration with the Houston Center, the FAA Halloween celebrants plus a morning bake sale collected approximately \$900 for the relief fund. Those of you who missed your chance to donate can send checks to: Jim Lewis, Chairman, SENEAM/DGAC, Houston ARTCC, P.O. Box 60308, Houston, Texas 77205.

The costumed collectors are from left: Ruth Warner, AOA-10; Connie Davis, AMS-300; Marti Lauer, APM-550; Marisue Prince, ASF-3; Al Mendez, ACR-3; Faye Gibbins, ARP-110; Olivia Erikson, ACR-3; Stephen Horwat, APR-120.



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News in Brief



Administrator Engen presents an FAA award at the flight attendants conference to Uli Derickson, the purser on TWA Flight 847, for her courage during the hijacking ordeal.

* In a speech before a Nov. 6 gathering of the Joint Council of Flight Attendant Unions in Washington, D.C., Administrator Engen announced the formation of an FAA task force to follow up on issues raised at the agency's September technical conference in Seattle on emergency airline evacuation procedures. The task force will be comprised of several technical working groups that will conduct studies of aircraft design and certification, flight crew training and operations, and aircraft maintenance as they relate to evacuation safety.

* A week-long climbing expedition led by the NTSB to the wreckage site of an Eastern Airlines Boeing 727 that crashed last Jan. 1 at 19,000 ft. (See page 2)

ARSAs to be Established At 11 More Airports

The agency has announced that Airport Radar Service Areas (ARSA) will be established at 11 new locations Dec. 19. The ARSA is a two-tiered section of airspace, centered on a designated airport, generally circular in shape, with a radius of 10 miles at the top. All pilots flying into this airspace are required to be in radio contact with the governing air traffic control facility. This mandatory radio contact gives controllers a complete picture of traffic within the designated areas and enables them to provide improved radar service.

Three ARSAs already are in operation at Baltimore-Washington International Airport, Robert Mueller Municipal Airport, Austin, Texas, and Port Columbus Airport, Columbus, Ohio. An additional 55 airports also have been proposed as ARSA sites.

Airports to get ARSAs in December are Albany County Airport, N.Y.; Anchorage International Airport, Alaska; Bradley International Airport, Windsor Locks, Conn.; Corpus Christi International Airport, Texas; Long Island MacArthur Airport, Islip, N.Y.; Pensacola NAS, Fla.; Pensacola Regional Airport, Fla.; San Antonio International Airport, Texas; Syracuse Hancock International Airport, N.Y.; Tulsa International Airport; Okla.; and Whiting NAS, Fla.

Briefs (From page 1)

on Bolivia's Mt. Illimani uncovered parts of the plane's fuselage, engines and tail, but failed to find the flight data and cockpit voice recorders. The fact that the wreckage is spread over a 1,500 ft. area and experiences heavy snowfalls make recovery of the recorders doubtful, according to the NTSB. Several members of the search team, including representatives from Boeing and the Airline Pilot's Assoc., succumbed to pulmonary edemas and others were affected by the bitter cold and high altitude.

* Business aircraft operations increased slightly last year according to a survey conducted by the agency's Office of Management Systems. The number of aircraft classified as "business" or "corporate" increased from 62,089 in 1983 to 63,773 in 1984. Hours flown also were up. 1984 flight hours increased by 211,129 over the previous year's total of 11.2 million.

Safety Coordinator Named By Administrator Engen

Administrator Engen has announced that Gale Braden has been appointed FAA's passenger safety coordinator to provide a focal point in the Office of Aviation Safety for activities related to the safety of airline travelers. The former National Transportation Safety Board (NTSB) safety specialist will have oversight responsibilities for all FAA passenger safety programs and also will serve as the agency's liaison on these matters.

In announcing the appointment in a speech before the Flight Attendants Legislative Conference, Administrator Engen said the coordinator will monitor

research programs, regulatory initiatives and other efforts designed to improve aircraft crashworthiness and fire safety.

Braden is a former crash injury specialist at the FAA's Civil Aeromedical Institute. He rejoined FAA earlier this year after serving with NTSB as a specialist in the survival factors of aircraft accidents.

Flight Standards Retirees Hold Top Convention

The FAA Flight Standards Retirees 14th Annual Convention held last month in Arlington, Va., was an outstanding success according to president Andrew Prokop. Test pilot Scott Crossfield spoke at the banquet and gave a slide and movie presentation of flights of experimental planes from the X-1 through the rocket-powered X-15.

Prokop notes that a person does not have to be retired to join the FS Retirees. To join one needs only to have served in the Flight Standards Service or its present successor. More information is available from the president-elect Roscoe Foster, Route 1, Box 106B, Palmetto, Ga. 30268, (404 964-5543).

Retirement Article Added to HRM Series

The Office of Human Resource Management (AHR) has issued an addendum, entitled "Retirement Process," to the series of 16 information articles they have been developing for employees.

The supplement tracks a retirement application from its receipt in AHR to the time the first check is issued by the Office of Personnel Management.

The article is currently being distributed to all FAA employees.

Technicians Re-Examine Antimisting Fuel Program

An FAA sponsored Fuel Safety Research Workshop was held Oct. 30 to Nov. 1 in Alexandria, Va., to review the latest government/industry fuels safety research. The findings of the workshop will assist in the formulation of the FAA's future fuels safety research program.

Also discussed were the results of the Controlled Impact Demonstration (CID) conducted at Edwards AFB last December.

Project Director William Westfield said the size of the fireball following the controlled crash caused many observers to doubt the value of the antimisting kerosene (AMK). However, he said analysis of the results at the FAA Technical Center has shown that the burning AMK imparted much less heat to the fuselage of the test plane than would have been the case with regular jet fuel.

Court Clears FAA in Crash

The U.S. District Court for the Western District of Arkansas has ruled that "FAA negligence was not a contributing factor" in the Jan. 21, 1982, fatal crash of a Cessna 402 in Kansas City. The court held that the Fayetteville FSS had furnished the pilot with an appropriate weather briefing and that the Kansas City radar controller had properly controlled the aircraft on the approach.

FAA ATCSs Train Nassau Controllers

Controllers at the West Palm Beach, Fla., tower are helping their fellow controllers in the Caribbean by training air traffic supervisors from the Nassau,

Bahamas, tower in the use of the Automated Radar Terminal System (ARTS II). Both this system and the ASR-8 radar have been installed at the Nassau facility.

Besides undergoing training on the automated displays at West Palm Beach, Nassau supervisors spent a day at the Miami en route center to observe the oceanic sector which provides en route service to the Nassau area.

After the Bahamians returned home, their training was continued by an FAA Technical Assistance Group, made up of Tom Erwin, Gordon Johannesen, and Jim Walters, all from the Southern Region.

Aviation Safety Improved Over 25 Years, Engen

Despite all the rhetoric about the "worst year in aviation history," the airline safety record actually has improved rather dramatically over the past quarter century.

That's the view of Administrator Engen who told the Flight Safety Foundation recently that scheduled U.S. air carriers (Part 121 operators) flew more than 135 million hours in the 1960-1984 period, experiencing 138 fatal accidents. That averages out to one fatal accident for each 98 million hours flown, or one fatal accident for each 112 years of continuous flight.

Moreover, he said, the safety record improved during each five-year period in that 25-year time span. From 1960 through 1964, Part 121 air carriers had a fatality rate of 5.733 per 100,000 hours of operation. For the 1980-1984 period, the rate was down to 0.759 per 100,000 flight hours.

Headquarters News



FAA CFC Announces Goals



CFC Coordinator Cathy Randall, AES-1, (left) and CFC Keyworker Evelyn Chaney, (AES-10), assist co-worker Robert Cook, AES-10, in signing up for CFC payroll deductions.

The FAA Combined Federal Campaign for the National Capital Area, which runs through Nov. 15, is building up the steam it will need to reach the impressive contribution goals set for agency employees.

FAAers in the metropolitan area are being asked to contribute \$166,731, of which the headquarters share would be \$126,431. Eastern Region employees in the area, including the Washington Center and National, Dulles, and Andrews tower staffs, will work to raise \$23,700. The Metropolitan Washington Airports complex has a goal of \$16,600.

Headquarters seems to be well on its way to reaching its prescribed goal. A Nov. 4 tally showed \$55,500 in donations.

FA Club Sponsors Ski Trips

The FA Club is sponsoring several ski trips this winter. The first is to Vail, Colo., Dec. 15-22. The second trip will be Jan. 10-12 to Tussey Mountain, Penn. For details, pick up a flyer in front of the cafeteria.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Charlotte Fesko, AAA; Walter Kwiatek, AIA;

Special Achievement Awards Based on Special Acts or Services:

Kenneth Ogden, APA; Kathy Ponchock, APM; Dennis Cooper, ADL; Letters of Commendation:

Lauren Bakri, AAA;

Quality Increases:

Edmond Hutchinson, AOE; Robert Smith and Mildred Fishbein, APM; John Maloney, ATR; William Gieck, AAA.

FAAers Finish Marathon

Congratulations to brave souls Robbye Langenfeld, AHR-160, Joel Miltenberger, ADL-22, and Dan Long, AGC-520, (and any others INTERCOM may have missed) for successfully completing the Marine Corps Marathon along with some 11,000 others Nov. 3.

FAA Clinic Gears Up For "Smoke-Out"

Nurses Sam Hart and Donna White are bringing the Great American Smoke-Out to the FAA Clinic. On that momentous day, Nov. 21, the American Cancer Society will implore smokers all across the country to kick the habit. To help shore up the resolve of headquarters FAAers struggling to quit, the nurses are now presenting a continuously running video in the clinic, room 327, on giving up cigarettes. They also will have two pamphlets to give out, "Getting Ready to Quit: Seven Days to the Great American Smoke-Out" and "Quit Tips for the Great American Smoke-Out."



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News in Brief

* Deputy Administrator Dick Jones flew the agency's 727 in a demonstration of the Traffic Alert and Collision Avoidance System (TCAS) over the Delaware Bay on Nov. 12. The cockpit-mounted TCAS display gives pilots the range, relative altitude and bearing of "intruder" aircraft and tells them to climb or descend to avoid a collision. A total of nine simulated "near-miss" encounters were flown by Jones, with the Technical Center's Alvan Bazer acting as the pilot-in-



Deputy Administrator Dick Jones was at the controls of FAA's 727 during a recent in-flight test of TCAS over the Delaware Bay.

command. The FAA Jetstar served as the chase plane for the collision avoidance maneuvers. The

Jetstar approached the 727 from different angles within a block of protected (See page 2)

FAA Issues Plan to Overhaul Inspection System

FAA has given Secretary of Transportation Elizabeth Dole a five-year blueprint for revamping and upgrading its safety inspection system in order to keep pace with the continuing growth of aviation.

Entitled Project SAFE for Safety Activity Functional Evaluation, the plan is based on an in-depth analysis of the Aviation Standards Program that began in February of 1984. It will result in an updating of

safety regulations, more timely guidance to field inspectors, and recruitment efforts to obtain highly qualified inspectors.

The plan also calls for increased standardization of inspection practices and interpretation of regulations, increased use of automated inspection and enforcement data bases, and strong management oversight to insure prompt corrective actions.

Other actions (See page 2)

Briefs (From page 1)

airspace. The TCAS system worked "like a charm," according to Jones.

* Construction of an FAA-supported prototype heliport in downtown New Orleans is underway adjacent to the Superdome and the landing pad is expected to be ready in time to help handle the Jan. 26 Super Bowl crowd. The heliport, which will cost about \$1.4 million and should accommodate some 30,000 annual takeoffs and landings initially, is one of four prototype IFR heliports selected for partial funding by FAA. Indianapolis' heliport is already in operation, with sites in New York and Los Angeles in various stages of construction. New Orleans was chosen by the agency because of its medical facilities and the unique uses for helicopters presented by offshore industry in the Gulf of Mexico.

* FAA has issued a new rule requiring that shoulder harnesses be installed on all seats in newly-manufactured airplanes having nine passenger seats or less. The harnesses must be included in those aircraft manufactured one year after the effective date of this final rule. The rule also requires the pilots-in-command on these airplanes to brief passengers on how to use the harnesses and notify them to buckle up for takeoff and landing.

Inspections (From page 1)

already taken to implement the SAFE plan include: establishment of program guidelines to standardize investigation, certification and enforcement; actions to correct problems uncovered in the 1984 National

Air Transportation Inspection and the on-going General Aviation Safety Audit; and setting national objectives and priorities for field operations.

Relocation Services Contract Signed

The problems associated with uprooting families and moving to new FAA posts should be considerably more manageable for employees now that the agency has its own relocation services contract to assist them in making permanent change-of-station (PCS) moves. Signed Nov. 8, the new contract with ChemExec Relocation Systems, Inc., offers several advantages over the Federal Bureau of Investigation contract which FAA was sharing prior to the award of its own contract.

Employees now have 60 days to accept the relocation company's offer for the purchase of their home as opposed to 45 days under the FBI contract. The ChemExec contract also provides relocation services for renters, at no charge to the employee. Furthermore, relocation authorization forms no longer need be completed before services can be provided. As soon as a travel order is completed authorizing a PCS move, the relocation company will contact the employee and get them started on the relocation process.

"The relocation services program has been carefully structured to remove the uncertainty of selling your home and finding a new one in a short period of time so that you and your family can concentrate on your new assignment and new community," said Administrator Engen in a GENOT to all employees announcing the contract.

Engen Flies LORAN-C

When the New England Region arranged to make the first FAA-approved LORAN-C nonprecision IFR approach on Nov. 4, they brought in a very special test pilot: Administrator Engen.

The inaugural approach was made at L.G. Hanscom Field in Bedford, Mass., where the FAA tower has been equipped to monitor the LORAN-C signal. The approach was made in a LORAN-C-equipped Beech King Air owned by Sprague Aviation of North Adams, Mass. The company has received a supplemental type certificate and letter of authorization to use LORAN-C for nonprecision approaches. This effort is part of a joint FAA/National Association of State Aviation Officials limited implementation of LORAN-C nonprecision approaches that will lead to full-scale implementation in the near future.

The LORAN-C long-range navigation system is a navigational aid which has been in civil use since the early 1970's. Because of its accuracy, reliability, and moderate cost, LORAN has gained increasing popularity as an aviation navigational aid, particularly in the general aviation community.

Six "Families" Now Have Model 1 Equipment

Six Automated Flight Service Station (AFSS) "families" now have been brought together by the deliveries of Model 1 equipment and the first commissioning is scheduled for mid-December. Each AFSS family consists of a Flight Service Data Processing System (FSDPS), installed at an en route center, which is linked by dedicated communication lines to the displays and associated equipment in two or more flight service stations.

The Model 1 equipment automates the whole range of FSS services, using computer software to produce tailored pre-flight and in-flight weather briefings, as well as automatically generating flight plan information. Model 2 equipment, set to be commissioned sometime in early 1988, will take AFSSs further down the high-tech trail, offering graphics, weather maps and radar-interface capability. Model 2 also will allow pilots to use personal computers to tap into the AFSS system and get briefings at home.

FAA has a total of 13 Model 1 FSDPS packages on order with deliveries completed to these locations: (1) Cleveland Center FSDPS, Cleveland, Dayton, and Bridgeport, Conn., AFSSs; (2) Indianapolis Center FSDPS, Terre Haute, Ind., and Green Bay, Wisc., AFSSs; (3) Washington Center FSDPS, Leesburg, Va., and Macon, Ga., AFSSs; (4) Salt Lake City Center FSDPS, Prescott, Ariz., Denver, and Reno, Nev., AFSSs; (5) Houston Center FSDPS, Conroe, Texas, DeRidder, La., and McAlester, Okla., AFSSs; (6) Miami Center FSDPS, Miami and St. Petersburg AFSSs.

The Cleveland AFSS family is scheduled to be commissioned Dec. 16, pending delivery of the Model 1 software to the center and completion of the operational shakedown testing.

INTERCOM Misses the Point

In a story last week on Administrator Engen's speech before the Flight Safety Foundation, INTERCOM cited the statistic that there has been one fatal accident for each 98 million hours flown in the period 1960-1984. Through an editing error, we left off a decimal point and inadvertently improved an already remarkable record 100 fold. The figure should have read .98 million.

Headquarters News



Women's Task Force Corner

If your nerves have become a bit frayed lately and the pressure is piling up, you may want to attend the Stress Management Seminar being sponsored Nov. 25 by the Federal Women's Task Force.

The event will be held in conference rooms 5ABC from noon to 1:30 p.m. The seminar will be conducted by Pat Scandrette of Scandrette, Kelly and Associates. Scandrette has done extensive research on the effects of stress and will discuss how to identify stress and manage it effectively.

ALR Leads "Buckle-Up"

The Office of Labor Relations is bringing the first national All-American Buckle-Up to headquarters, Nov. 24-30. Using the theme, "Start a Habit for Life," this national effort to encourage the use of safety belts is timed to coincide with the Thanksgiving holiday season, a time when many people are on roads as they head towards family celebrations. During that week ALR will sponsor a number of promotional activities, including a survey in the garage to determine the extent of safety belt usage by FAA employees. Gifts will be awarded to drivers and passengers who are spotted using their safety belts.

The "Buckle-Up" organizers also have collected a list of employees who were saved from death or serious injury through the use of safety belts. The FAAers will receive a Survivor Honor Roll certificate at the DOT safety belt kick-off ceremony to be held Nov. 26.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

Robert Collins, AMS; Norma Vanagas, AAA;

Special Achievement Awards Based on Special Acts or Services:

Clara Ullmann and Sarah Ruppert, AIA;

Quality Increases:

Gale Bauernschmidt, APM; Susan Sanders, AIA; Roger Riviere, AFO; Patricia Campbell, APP.

It's "Use or Lose" Time

The Human Resource Management Division is reminding headquarters employees that the deadline is fast approaching for scheduling any "use or lose" annual leave. Such leave time must be scheduled in writing before Nov. 23 to avoid forfeiting it at the end of the 1985 leave year.

Employees may carry a maximum of 240 hours of annual leave into a new leave year and it is management's responsibility to ensure that leave is scheduled so that it will not be lost. If the leave is cancelled because of work requirements or illness, it may be restored upon approval of the AHR manager. To be considered for restoration, however, the leave request must have been submitted by the Nov. 23 deadline.

Combined
19 Federal 86
Campaign



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

All Past Administrators Return for Briefing

For the first time in history all presidentially appointed administrators of the FAA met at headquarters as a group on Nov. 18 for a "State of the FAA" briefing and discussion. Included in the group, which was hosted by Administrator Engen, were:

J. Lynn Helms, ('81-'84)
Langhorne Bond, ('77-'81)
John McLucas, ('75-'77)
Alexander Butterfield,
('73-'75)
John Shaffer, ('69-'73)
William McKee, ('65-'68)
Najeeb Halaby, ('61-'65)
Elwood "Pete" Quesada,
('58-'61).

During the luncheon meeting, which was characterized by Engen as an "upbeat session," the eight former administrators were given presentations on

the major issues now before the FAA. They were briefed by AAT-1, Walter Luffsey; AHR-1, Charles "Gene" Weithoner; acting ADL-1, Frank Frisbie; and acting AFS-1, John Kern, who (See Page 2)



Administrator Engen held a briefing Nov. 18 for eight former administrators. After Engen, they are, from left: J. Lynn Helms, Alexander Butterfield, John McLucas, Elwood "Pete" Quesada, John Shaffer, Langhorne Bond, Najeeb Halaby, and, seated, William McKee.

Photo by DOT photographer Lance Strozier

ALR Tracks Possible Benefits, Tax Changes

The Office of Labor and Employee Relations is continuing to track two legislative proposals that could affect federal employees' entitlements.

One is the Senate and House conferees' work on the new retirement proposals for federal workers who have been hired since Jan. 1, 1984. The Senate has approved a proposal with two options. The House has proposed a

single plan. All three proposals base future annuities on benefits from Social Security, Civil Service, and earnings from tax-deferred investment plans. Senate-House conferees hope to complete most of the work on the compromise pension plan before the Thanksgiving recess.

The second is a proposal in the President's tax reform bill which, if enacted, would (See page 2)

Administrators (From page 1)

was filling in for AVS-1, Anthony Broderick.

Administrator Engen noted that the meeting gave the former FAA chiefs an excellent update on the agency.

Benefits (From page 1)

change the way federal pensions are taxed. Currently, federal annuities are not taxed until employees have been "paid back" the money they contributed to the retirement system during their careers with the government. Under the proposed change, employees would continue to receive the same amount tax-free, but it would be paid back to an employee on a prorated basis over the annuitant's projected lifetime.

The effects of this proposal on individual employees may, of course, differ. For example, some employees might find it advantageous to receive non-taxable income and be in a reduced tax bracket over a period of years, whereas others' planning may be based on receiving short-term, non-taxable income. In any event, it should be noted, as was done in a November INTERCOM article, that this provision is only a proposal at this time. Therefore, it is premature to make an informed judgment based on the provision's current contents, which may not be adopted or may be changed during the legislative deliberations. This aspect of the proposed tax legislation will be monitored and employees will be advised of its status.

Cross Option Launched

Air Traffic has launched its new Cross Option Program, Notice 3330.54, aimed at encouraging radar-qualified FPL specialists to switch to centers where they are especially needed. The program opened Nov. 20 with the distribution of bid sheets advertising vacancies in seven en route centers--Chicago, Cleveland, Indianapolis, Los Angeles, Minneapolis, New York, and Oakland.

Those specialists who are selected under a special screening system will enter a 90-day training program and receive a temporary promotion if eligible. The program also has a "no-risk" feature. Volunteers can return to their original facility if they do not qualify at the center within 90 days. In this case, they must give up the promotion.

Hispanic Coalition Meets

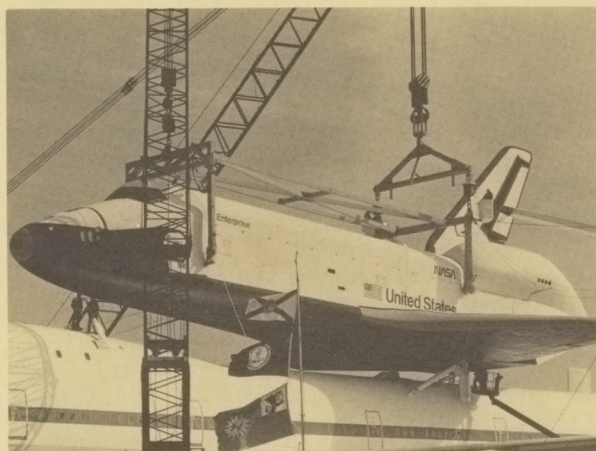
"We must seek new and better ways to recruit and train Hispanics to increase the upward mobility of this group of Americans in the agency."

This is what Department of Transportation General Counsel Jim Marquez told representatives of the National Hispanic Coalition of Federal Aviation Employees (NHCFAE) during his keynote speech at the coalition's annual meeting in Chicago Nov. 13-15.

"Toward a Future for Hispanics in the FAA," was the theme of this fourth annual conference attended by representatives from industry, FAA headquarters and the regions, and OST.

NHCFAE President Dave Medina, an area supervisor at Love Field in Dallas, Texas, characterized the meeting as highly successful and said that plans for next year's conference are already underway.

Enterprise on Display At FAA's Dulles Airport



The space shuttle Enterprise was hoisted by massive cranes from atop the Boeing 747 that brought it to Washington-Dulles International Airport. The Enterprise will be on public display at the airport Dec. 7-8.

Photo by DOT photographer Dennis Hughes

The space shuttle Enterprise was delivered Nov. 19 to FAA-operated Dulles International Airport, where it eventually will be placed on permanent display in an annex of the Smithsonian's National Air and Space Museum. When completed sometime in the late 1980s, the museum annex at Dulles will house the Enterprise and other historic aircraft too large to be displayed in the main museum on the Mall in Washington. However, the shuttle periodically will be made available for public viewing before the museum is completed, beginning with a two-day display this Dec. 7-8.

Although Enterprise never flew an orbital mission, it served as the prototype to test flight and landing characteristics of the shuttle design. Space-venturing shuttles built to the same specifications include the Columbia, Challenger, Discovery, and Atlantis. As of Nov. 26, these vehicles had flown a total of 23 successful space missions.

Commuter Safety Improved Broderick Tells Congress

"In the matter of a few short years, the commuter airlines have made great strides in safety, meeting the demands placed on them as a key element in our air transportation system," Associate Administrator for Aviation Standards Anthony J. Broderick told a congressional panel in testimony Nov. 5. He pointed out that since deregulation, accident rates for commuters have decreased steadily while the number of flights has increased substantially.

"Today," he said, "commuters serve nearly 600 cities. Each day there are an estimated 7,200 to 7,500 flights with approximately 83,000 enplanements."

Broderick indicated that the improvement in commuter safety is attributable to two key factors. The first is FAA's upgrading of the commuter safety requirements and bringing them more in line with the safety requirements for major air carrier operators.

The second factor is the fostering of a more cooperative relationship between the industry and FAA to promote safe practices. All in all, the commuter industry has made significant gains in sharing the safety burden with FAA, Broderick concluded.

Comp Time Limit Cut

On Dec. 21, 1985, a limit of 288 hours will be put on compensatory time balances for FAA employees. Anyone with more than this number of hours on the books on this date will be paid off at the rate at which the time was earned.

FAA's limit was raised to 416 hours from the DOT standard of 160 in Sept. 1981. Next December, the limit will revert to 160 hours to get FAA back in line with the rest of the Department.

Headquarters News



Jim Bassett: Fighting Cancer For Others Now

Jim Bassett, ATO-210, is not the sort to take good fortune for granted. After his successful bout with lung cancer, which is now in remission, he decided to put his hard-won experience to work for others by enlisting with the American Cancer Society. A former heavy smoker, he became a coordinator in the FreshStart Program of the Montgomery County Unit of the national organization. In this role, he leads a number of two-week quit-smoking courses around the county and also trains others to head classes.

"My approach is that if I can get anybody to quit smoking before they get to the point that I did, I'm more than willing to help," says Bassett.

Bassett also volunteers his time as a counselor in the local chapter of CanSurmount, a one-on-one support program that pairs former cancer patients with those undergoing treatment to help them deal with the physical and emotional trauma of fighting the disease.

For his efforts on both these fronts, Bassett was selected as the 1984-85 Outstanding Member of the Public Education Committee of the Montgomery County Unit of the American Cancer Society.

Management Systems to Hold Craft Show and Bake Sale

The Data Systems Management Division of AMS will hold a Craft Show and Bake Sale in the FOB-10A lobby Dec. 5-6 from 10 a.m. to 2:30 p.m. Make sure to bring lots of spare change those days to stock up on home-made and hand-made goods.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Naydeen Minor, AWS; Trudie Drayton, Ella Pickett, Paul Parsell, Roscoe Call, Patricia Carey, Aubrey Breeden, Vikki Smith, George Boyers, William Wiley, and Bernard Bell, MWA;

Special Achievement Awards Based on Special Acts or Services:

Sue Huber, APT; Deborah White, AFS; Brenda Courtney, APR; Harold Coleman, AAP; Joan Steigerwald, Michelle Steenland, Desha Gaskins, Wayne Wright, Felicia Ortega, Steven Wiley, and Maxwell Carroll, MWA;

Letters of Commendation:

Shirley Mason and Gale Tolson, AOE; Donald Higham and David Vaughan, ALG; Richard Sloan, Lee Mowery, and John Brown, AAA; Lyle Adams, Jimmy Pate, Jeffrey Cook, and Ollie Spencer, MWA;

Quality Increases:

Helen Butler, ARP; Carolyn Edwards, ASF; Joseph Whitsell, Edward Patton, Jr.; Barbara Williams, Joan Simpson, and Maryann Craig, MWA.

Softball Awards Presented



The team coaches of the FAA division of the DOT Softball League gathered recently at headquarters for a 1985 season awards ceremony. The coaches pictured are, from left: David Leach (AVS), Wes Thomas (OIG); Mark Bury (AGC); Steve Buzzard (SEI — 1985 league and tournament champs); Bob Pyle (NTSB-East); Dave Ford (API); Russ Williams (ALG).



U.S. Department
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Headquarters Intercom

First Enroute Center Established 50 Years



"On the boards," an expression that is still in use, originated when ATCSs chalked up flight information on a blackboard as an early controller. E.A. Westlake, is doing in this photo from 1936.

The grandfather of all air traffic control en route facilities was established 50 years ago on Dec. 1 at Newark, N.J., by a consortium of airlines. The airlines involved in this venture included Trans Western, American, United, and Eastern airlines. These carriers not only built the facility but also provided the personnel.

This first generation air route center was manually operated and depended on the ability of controllers to visualize the movement of aircraft in three-dimensional space. Unlike tower controllers, center controllers did not have direct radio contact with the planes, but instead relied on (See p. 2)

U.S., U.S.S.R., and Japan Reach Air Safety Accord

The recent U.S. Soviet summit meeting in Geneva has produced a signed agreement between the superpowers, with Japan as a third signatory, on detailed procedures to increase the safety of civil aircraft flying on Northern Pacific routes.

The agreement spells out the cooperative procedures the three nations will follow in the event that an aircraft deviates from one of the Northern Pacific routes toward Soviet airspace. In such cases, communications between the air traffic control centers at Anchorage, Khabarovsk, and Tokyo will afford the aircraft safe conduct out of the prohibited area.

The pact also provides that in the event of a mechanical failure that makes it impossible for an aircraft to land in either U.S. or Japanese territory, the Khabarovsk Center will render possible assistance for an emergency landing in Soviet territory.

Administrator Engen described the agreement as an "historic step forward in advancing the cause of safety and international cooperation in civil aviation. It also represents the result of many long hours of work on the part of negotiators from the three nations involved." He noted that the U.S. delegation to the talks was headed by Donald Segner, FAA's Associate Administrator for Policy and International Aviation. (See p. 2)

Center (From page 1)

airline company dispatchers for their position reports. These early controllers posted what information they had on large blackboards, giving rise to the expression that a controller is "on the boards" when he or she is working traffic.

This first center and two others established in early 1936 at Chicago and Cleveland were taken over by the federal government on July 6, 1936. FAA will mark the 50th anniversary of the air traffic control system on that date next year.

Accord (From page 1)

On a related front, Department of Transportation and other U.S. negotiators and their Soviet counterparts announced at the summit a tentative agreement clearing the way for the resumption of commercial air service between the two countries. Under the agreement initialled in Moscow, Pan American and Aeroflot will be permitted up to four round trip flights a week between the two countries. There has not been any direct air service between the U.S. and the Soviet Union since 1981. Pan American ceased serving Moscow in 1978.

The agreement must now be ratified through diplomatic channels.

Controller Assists Pilot

When the pilot of a single-engine Bonanza carrying three passengers to Frankfurt, Ky., radioed Chicago Center controller Brett Pattermann recently and reported an engine malfunction, he didn't know his troubles were just beginning.

Since the engine malfunction wasn't critical, Pattermann gave the pilot a choice of vectors to two nearby airports. The pilot chose the farther but more convenient of the two, Rockford (Ill.) Airport. But as Pattermann was vectoring him towards Rockford, the beleaguered pilot was suddenly presented with a pilot's worst case scenario: a complete power failure, a dead prop, and severe vibrations.

Now faced with an emergency situation, the controller changed vectors to the closer Dubuque (Iowa) Airport and began giving turning instructions for Dubuque since the plane's directional gyros were out. Flying the plane virtually in tandem, the pilot and Pattermann guided the plane through marginal weather until the pilot could go VFR, six miles from the Dubuque Airport. The pilot then was able to bring the crippled plane in for a safe landing.

Pilots and ATCSs Get Overtime Coverage

The Office of Personnel Management (OPM) has approved the continued coverage of Fair Labor Standards Act overtime pay provisions for FAA flight inspection pilots and air traffic controllers at the GS-11 grade and above. This coverage was removed by an OPM regulation that went into effect Nov. 1, but FAA requested that it be restored for most agency occupations.

The OPM action came in response to this request. However, since the agency's request was only partially fulfilled, Administrator Engen now will urge OPM to reinstate the coverage for electronics technicians and other occupations.

AOE To Review Incentive Awards System

The Office of Organizational Effectiveness (AOE) has announced that FAA's entire Incentive Awards System, including the suggestion program, is being reviewed with an eye toward making it a more effective tool for increasing productivity and rewarding deserving employees.

The three-phase review has already begun and is expected to be completed by July 1986, according to Incentive Awards Program Manager Dick Goldfield. The first phase consists of initial data collection and analysis from the agency's computerized Personnel Management Information System. In the second phase, information will be collected through personal interviews with employees at headquarters and in the field. The third phase, scheduled for the summer of 1986, will be the final implementation of the new, improved system.

To prepare for the review, Dick Rice, Manager, of AOE's Career Management Division, recently attended the 43rd Annual Conference of the National Association of Suggestion Systems. He reports that the bottom line from public and private sector representatives at the conference was that well run employee suggestion programs not only result in substantial savings but also boosts morale.

The DC-3 Celebrates Its 50th Anniversary

The venerable DC-3, a.k.a. the C-47, the "Gooney Bird," the Dakota (in its British incarnation), and the R4D (as the Navy tagged it), celebrates its 50th anniversary this month. The plane that launched the airline industry as we know it today took its first flight on Dec. 17, 1935.

In all, over 18,000 civilian and military DC-3s were built, and at one time FAA owned 39 of them. Today there is only one left in the agency's fleet. The refurbished N-34 is used to dramatically carry the FAA story to airshows across the country.

Proposed Tax Date Slips Six Months

The effective date of the proposed new pension tax, reported in recent INTERCOMs and by the media, has been changed from January to July by the House Ways and Means Committee. Employees interested in retiring to beat the proposed change in pension rules now have until July 1, 1986, under the tax reform bill approved tentatively Nov. 22 by the committee.

Again, the Office of Labor and Employee Relations reminds all employees that this is only a proposal at this time and is subject to change or deletion before it becomes law.

ICAO has Job Openings

The International Civil Aviation Organization (ICAO) is seeking applicants for three-year assignments as section chiefs in Montreal. Included are: Chief, Accounting Services Section, (PC-85/38); Chief, Communications Section, (PC-85/41); and Chief, Meteorological Section, (PC-85/43). All three jobs pay a yearly net salary of \$36,283 to \$46,340, depending on the applicant's length of service, experience, and number of dependents. A sliding scale post allowance starting at \$3,155 is paid annually.

In addition, ICAO is seeking an Economist, Air Transportation Studies, (PC-85/39), to serve in Montreal with a net salary of \$30,275 to \$41,308, plus post allowance.

Headquarters News



CFC Drive Tops Goals

The 1985 FAA National Capital Area Combined Federal Campaign easily surpassed its goals for the annual drive for the first time since the late 1970s. The total contribution count as of Nov. 26 for the area, including headquarters, the Metropolitan Washington Airports and Eastern Region facilities in the area, was \$179,595.58. The goal set for the area was \$166,731. The headquarters share was \$145,018, or 115 percent of its goal. The airports staff gave \$16,099, reaching 97 percent of their goal. And Eastern Region facilities contributed \$18,478.50, which was 78 percent of the goal set for them.

FAA CFC Coordinator Jim Loebach, ADL-12, gives much of the credit for this strong showing to the work of employees who served as CFC keyworkers and office coordinators: "These employees, who volunteered their time to promote the important part CFC contributions play in this community, deserve all our thanks."

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Ivory Brown, William Einsmann, and Joann Jackson, ALG; Rudolph Pettinato, AAA; Barbara White, ADL; Floyd Etherton, ATO; Patricia Buckler and Mary McCain, APM;

Special Achievement Awards Based on Special Acts or Services:

Mont Strickler, Diane Davis, Lillie Harris, Vickie Haywood, and Patricia Newton, ALG; Donna Richardson, AES; Joseph Asin, APO;

Quality Increases:

Agnes James, AAD; Robert Cook and David Thomas, ASF; Richard Wise, AAT; Steve Albersheim, AEE.

Robert Birdsong: FAA's CFC Loaned Exec



An important part of this year's CFC success story was the part played by the FAA headquarters executive "loaned" to the campaign to assist DOT agencies in the planning and conduct of the drive. Bob Birdsong, ACR Deputy Director and a participant in the current DOT SES Candidate Program, was this year's loaned executive. He served in the assignment on a full-time basis from Aug. to Nov. Pictured above are Birdsong (right), Secretary Dole, and Lt. Comm. John Cook, U.S. Coast Guard, at a recent CFC meeting.

Christmas News

The Yultide is upon us again, bringing with it a number of headquarters holiday events:

- * The FA Club will stage a Christmas Bazaar in conference rooms 8ABC Dec. 9-10 from 10-2 p.m. The sale items will include Latin American crafts, jewelry, toys, and much more.
- * The FA Club invites all FAAers to a Christmas Open House at the Gangplank restaurant on Maine Ave. Dec. 11 from 11:30 a.m. to 2:30 p.m. Refreshments and a cash bar will be provided.
- * If you want to join in the annual Christmas caroling, meet in the FOB-10A lobby Dec. 18 at 2 p.m. All FAAers, vocally inclined or not, as well as any guitar players, are welcome.



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The News in Brief

* FAA has issued new rules strengthening background checks of airline and airport employees governed by the civil aviation security regulations. The new rules require airlines and airports to conduct background checks to verify employment applications and other information submitted by prospective employees. The tightened procedures will apply to anyone who has unaccompanied access to restricted areas and to operators of screening and security equipment.

* The last DC-3 in the (See page 2)

Consultant Finds NMAC Report System Reliable

A consultant retained to audit the agency's near midair collision (NMAC) reporting system has concluded that newly adopted FAA procedures "address every reporting problem uncovered to date" and "will create a stronger data base from which NMAC events can be analyzed."

Dr. Ronald Smith, Dean of the Georgetown University School of Business, in his audit report delivered to the Administrator Nov. 26, also concurred with the findings of an FAA internal

investigation of NMAC problems that "no evidence has been found for any intentional loss of reports." Smith began his audit in June after FAA had implemented numerous changes in its NMAC reporting procedures to correct problems that had led to significant underreporting of incidents.

In describing Smith's special audit, Administrator Engen said, "I wanted to make certain that all such reports are forwarded to the appropriate place in Washington on a timely basis, that all reports (See Page 2)



Jim Marquez, DOT General Counsel, speaks at the dedication ceremony for the FAA's mobile classroom Dec. 5 while FAA officials listen. They are (from left): Joseph Del Balzo, Eastern Region Director; Don Clausen, Director, Special Programs, APA; Arlene Feldman, Deputy Director, Technical Center; and Deputy Administrator Dick Jones. (See story on page 3)

Briefs (From page 1)

FAA fleet came to Washington National Airport Dec. 4 from the agency's Aircraft Maintenance Base in Oklahoma City to begin its new career as a flying FAA exhibit. The plane, which has been repainted in its original CAA color scheme, was purchased by the agency after a stint in the Navy to serve in the early flight inspection fleet. After being put on display at the agency's Hangar 6 at National for a few days, the DC-3 made the short trip to Washington Dulles International Airport to be viewed at the Wright Brothers Memorial Awards Ceremony before returning to Oklahoma. The 47-year old warhorse soon will begin a tour of airshows with an exhibit detailing FAA's past, present and future.

NMAC Reports (From Page 1)

are thoroughly investigated and that our data base properly and completely reflects all information and is quickly accessible. This independent review reaffirms that this is the case."

Smith's report registered support for the actions taken by FAA to improve tracking of NMAC reports. These include designating the Office of Aviation Safety as a central point in Washington headquarters for coordinating all NMAC reports, establishing strict deadlines for filing reports and completing investigations, and requiring quarterly audits of all reports by each FAA regional office.

Wind Shear Contract Let

The agency has awarded a \$1.8 million contract for the development of a comprehensive

training program to enhance the ability of pilots to deal with wind shear encounters.

The Boeing Co. will be the prime contractor and the Lockheed Corp., the McDonnell Douglas Corp., United Airlines, and Aviation Weather Associates will be the subcontractors.

The program will be based on information from wind shear research done over the last five years and will emphasize simulator training fitted to the performance characteristics of major U.S. jet transports. The program will be divided into two phases, both using printed and videotape material.

The first phase will deal with defining the nature of the wind shear threat, lessons learned from previous wind shear encounters, what the crew should be aware of, and what it can do. The second phase will center on the use of simulators to train pilots in recognizing the potential for wind shear, how to avoid it, and how to recover from it.

The contract calls for the program to be completed within 15 months.

AMS Has New Chief

The former Civil Aeronautics Board Managing Director, Michael Sherwin, has been named Director of the Office of Management Systems. Before joining CAB, he held various top jobs in the Civil Service Commission and the Office of Personnel Management.

His other experience includes a stint as an editor for the St. Paul Pioneer Press in St. Paul, Minn., and an assignment with the Central Intelligence Agency.

In his new job, he replaces Brooks Goldman who is now Associate Administrator for Administration.

Pools on Wheels: Going With the Flow



Carpools, vans and buses have an open road on the "high occupancy vehicle" express lanes of Shirley Highway, I-395, while cars with less than four commuters are bogged down in stop-and-go traffic.

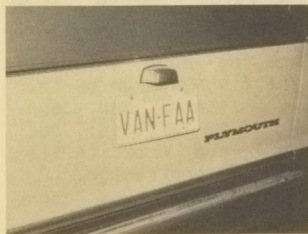
The ensnarling Washington-area traffic faced by suburban commuters and the severely limited space offered by the FOB-10A garages combine to make carpools and vanpools a central fact of daily life for many headquarters FAAers.

The mandatory carpool and vanpool quotas (eight passengers per van, four per car) are enforced by the DOT Parking Management Section through the issuance of permits. The good sense of the pools is obvious: fewer cars on the roads mean less traffic, lower pollution levels, less gas spent on transporting commuters to a common destination, and less congestion in the cramped caverns of the headquarters garages.

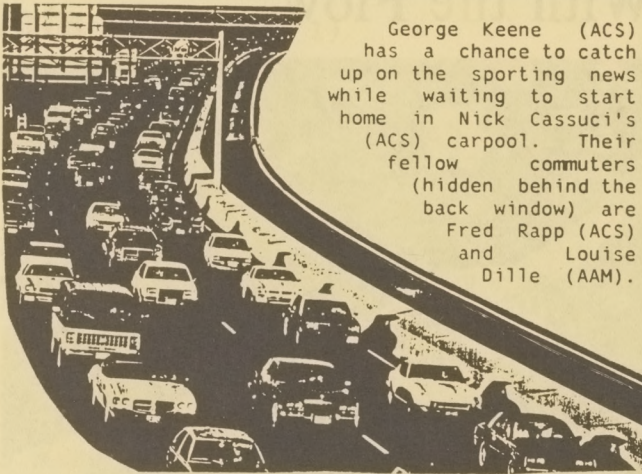
But beyond these large-scale



Nick Komons (APA) and Melvin Rutt (AMS) are charter members of this carpool which began 14 years ago. Riders are (from left): Steve Asatoorian (UMTA); Rutt; Seymour Everett (APM); and Komons.



Some van operators take their jobs very seriously. Roger Riviere (AF0) even got a special license for his vehicle.



George Keene (ACS) has a chance to catch up on the sporting news while waiting to start home in Nick Cassuci's (ACS) carpool. Their fellow commuters (hidden behind the back window) are Fred Rapp (ACS) and Louise Dille (AAM).



benefits, the carpools and vanpools at FAA serve for many as a sort of social club on wheels. The trips to and from work, made far less taxing by sharing the driving chores, give employees time to also share news about their families and events in their lives and, maybe, a little office gossip.

And with the aplomb typical of headquarters FAAers, many car and van poolers strive to make the routine of commuting as enjoyable and diverting as possible. One

carpool INTERCOM learned of serves wine and cheese on the Friday evening commute (to all but the driver, of course) while a certain van operator serves coffee each morning to his passengers.

Also, more than a few friendships have been struck through the pools, many of which have been in operation for a decade or more. One FAA carpool, begun during JFK's administration, is now entering its 24th year.



This bunch looks happy to be heading home after a long day at the office. Their van is run by the husband-and-wife team of B.C. Lam (NASA) and Joan Lam (AMS). The whole crew, from left, is: Joe Gerace (APM); Don Saunders (APM); Ed Cook (AFS); Mr. and Mrs. Lam; and Joe Zaremba, a contractor.



This photo, provided by the DOT Parking Management Section, shows how far a van can go towards reducing traffic and garage congestion. 15 people can fit in this van and that means 14 less vehicles on the roads and in the DOT garages.

**Headquarters
Intercom**

FAAers Help Revamp ATC System In Israel



In Deputy Administrator Jones' office with Special Achievement Awards earned for helping Israel upgrade its ATC system are (from left): Selin Haber, Maintenance Operations Branch, Eastern Region; Jones; Ronald LaMarche, Area Supervisor, Capital City Airport, Lansing, Mich.; and Robert S. North, Acting Manager of the International Technical Staff, ADL.

Three FAAers who were instrumental in helping Israel revamp its ATC system at Tel Aviv's Ben-Gurion International Airport received Special Achievement Awards Nov. 27 at a ceremony in the Deputy Administrator's office.

Robert North, Acting Manager of ADL's International Technical Staff, was the project manager of the team that included Ronald LaMarche, Area Supervisor, Capital City Airport, Lansing, Mich., and Selim Haber, Maintenance Operations Branch, Eastern Region.

These three helped to plan and oversee the project from start to finish. Among other things, they assisted with the installation of the ASR-8 radar, the Automated Radar Terminal System (ARTS II), and the Integrated Communication Switching System (ICSS). They also helped plan a new tower and TRACON building, which is patterned after the Chattanooga, Tenn., ATCT.

In addition, the three FAAers set up training programs for Israeli technicians and controllers. While most of the technician's training was done at

the FAA Academy in Oklahoma City, controllers were trained by academy instructors in Israel and then continued their "hands-on" training at the Richmond, Va., and Greensboro, N.C., towers.

FAA's Mobile Classroom Dedicated in Washington

FAA's first mobile classroom is rolling. It was commissioned by DOT General Counsel Jim Marquez, who was standing in for Secretary Dole, Dec. 5 at the National Air and Space Museum (NASM) in Washington. Standing by at the ceremony were FAA Deputy Administrator Dick Jones, Eastern Region Director Joseph Del Balzo, Special Programs Director Don Clausen, NASM officials, FAAers from around the country closely associated with the project, and jr. high school students for whom the classroom was designed.

The classroom is housed in a 30-foot van equipped with 11 mini-computer stations programmed to simulate ATC systems used by FAAers. The mobile classroom will enable students to experience a wide range of jobs and is designed to encourage students to seek careers in aviation.

"Flight Standards" Is Back

Flight Standards is Flight Standards once again. The reappearance of the time-honored name on the headquarter's organizational chart was prompted by the transfer of the Aircraft Maintenance Division from the Office of Airworthiness to the Office of Flight Operations (AFO). Since this took AFO out of the strictly "operations" area, its name was changed to reflect the expanded responsibilities.

Headquarters News



MTS Comes to Washington

In recent years, the FAA Management Training School (MTS) has been conducting courses in the field in addition to its regular offerings at the Lawton, Oklahoma, campus. MTS instructors will be in Washington nine times this fiscal year to put on such courses as "Constructive Communications With the Public," "Resource Management," "Staff Work," and "Interpersonal Behavior in Problem Solving." The October course in "Constructive Communications" brought an evaluation by the class in the form of a poem praising the skills of the instructors.

The current offering, Dec. 9 to 13, "Work Group Facilitator," is appropriate for leaders of employee participation groups. Contact your training officer for further details on upcoming MTS courses.

Maher Hotfoots It

Since "firewalking"--walking on red hot coals--has been introduced to the Western World a lot of people have seen it on television and wonder how it works. In the interest of exploring this mystery, INTERCOM dispatched editor Ted Maher to do a first-person report on a firewalking seminar held in Potomac, Md., Nov. 23.

He ended up as one of more than two dozen people who hotfooted it across an eight-foot bed of glowing hot coals after being mentally prepared by the seminar leader. Happily, neither our reporter nor anyone else sustained any injury.

Although Maher said he couldn't explain how it worked, he noted the experience made him feel great and has increased his respect for the human spirit.

Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance:

Judy Bain, ADL; Allan Lewis, APO, Olivia Erickson and Barbara Boulware, ACR;

Special Achievement Awards Based on Special Acts or Services:

Elisa Brown and Kathy Oliver, APM; Thomas Morrow, AAS;

Letters of Commendation:

Richard Heironimus, James Igoe, John Dupree, Emil Michaux, Wayne Wilson, Richard Golrick, Jack Parsons, Cliff Vogel, Keith Brooks, Patrick McCurnin, Harold O'Connell, Joyce Eaton, and Debbie Wilson, all of ALG.

Quality Increases:

James Young, AAA; Akira Kondo, APO; Mary Kay Born, APM.

FAAers Brings Christmas To Cancer Patient

This is going to be a special Christmas for Jim Jones, APM-4B. After corresponding with a severely ill cancer patient and contributing to her support for the past three years, Jones and his wife will travel to Roanoke, Va., over the holidays to meet her for the first time.

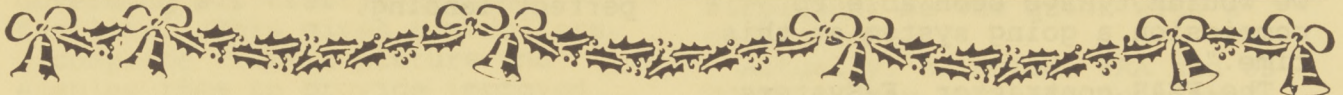
Jones first began corresponding with Dorothy Ridgeway in 1982 when he was at the FAA Academy and read a newspaper account about her 20-year battle with a highly debilitating bone cancer. Now assigned to APM, he is attempting to enlarge the helping hand he has been giving the woman and her family by including other headquarters employees. Willis Nelson, ATO-360 is assisting him in this effort and anyone else interested in contributing money or canned goods can contact either Jim on 426-7172 or Willis on 426-8802.



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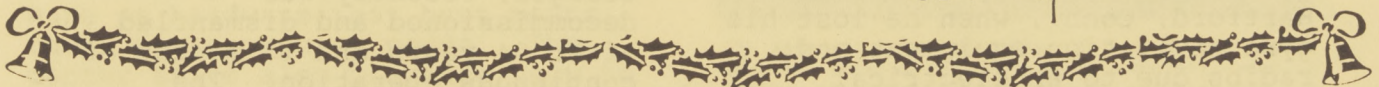
Administrator Engen's Holiday Message

With the 1985 holiday season upon us, I hope each of us, regardless of our religious beliefs, will remember that a great part of this joyous season is the affirmation and celebration of our common bonds.

My wish, then, is that we all will reflect, in the spirit of this season, on the important bond each of us shares—our membership in the FAA family. This is the time we should each resolve to treat our fellow workers with all the respect and understanding due as we work to bring to life the idea of "One FAA."

Because of your hard work and dedication to the agency, FAA accomplished much this year in forging the changes that will help take U.S. aviation into the next century. The efforts that you made as individuals have made this possible. Particularly, I want to thank each of you for providing the traveling public with the world's highest standards of safety and service. Please accept Mrs. Engen's and my best wishes for a happy holiday season and rewarding New Year for you and your loved ones.

Don Engen



First AFSS Family To be Commissioned

The first flight service automation system (FSAS) "family" was scheduled to be commissioned Dec. 16, 1985. The family unit includes the central data processing system at the Cleveland Center and the automated flight service stations (AFSS) in Dayton and Cleveland, Ohio, and Bridgeport, Conn.

Using computer terminals at the

three automated facilities, FSS specialists have almost instantaneous access to weather data, flight plans and other aeronautical information from the central computer at the Cleveland Center.

The FSAS system has been undergoing testing at the FAA Technical Center and in the field for almost a year. Says Dennis DeGaetano, Acting Manager of (See page 2)

AFSS (From page 1)

the Flight Service Automation System Program, "Because of this careful testing, specialists are expected to find a minimum of bugs in the new system." He also noted, "Without the help of Air Traffic and the Program Engineering and Maintenance Service personnel at headquarters and Air Traffic and Airway Facilities personnel in the field we wouldn't have been able to commission a going system at this time."

The FSAS contractor, E-Systems of Garland, Texas, now has completed equipment deliveries to 15 FSSs with the associated central data processing units installed at six ARTCCs. Deliveries to all 13 projected families are scheduled to be completed by Oct. 1986.

Controllers Stand By For Supersonic Trouble

"With the new ARTS III no-transponder target capability we were able to track the target and get airspeed readouts on our displays," Edward Garlick of the Bradley International Airport Tower explained while recounting how he and fellow controllers talked down an impaired USAF F-15 fighter. The Air Force pilot was en route to Langley, Va., from Hartford, Conn., when he lost his gyro navigation equipment and radios due to an electrical failure. He immediately started back toward the Hartford area and began to "squawk" on his still-operating transponder.

The signal was picked up by Garlick and Gary Bishop at Bradley. They contacted the plane on the military emergency frequency and gave the pilot no-gyro vectors for a landing at Bradley. But then, the plane's transponder failed and the ARTS

III came to the rescue.

During the final approach to the runway, the plane virtually was steered by the approach controller. "On this kind of approach," Garlick explained, "the controller, watching the plane's course on radar, tells the pilot when to start a turn and when to stop." In this way the supersonic jet was guided to a perfect landing.

The News in Brief

* FAA has issued supplemental type certificates for some 250 types of aircraft, with approved engines, that have been allowed by the agency to fly on automobile gas.

The primary holders of the certificates are the Experimental Aircraft Assn. and Peterson Aviation, a Nebraska-based firm.

* Dr. H. L. Reighard, the former Federal Air Surgeon, has been named to the seven-member board of the Aviation Research and Education Foundation enpaneled by the Airline Pilot's Assn. The foundation will conduct research, perform tests, hold seminars and issue publications with the goal of enriching the pool of resources for advancing aviation safety.

* The airways beacon atop Kennesaw Mountain, north of Marietta, Georgia, recently was decommissioned and dismantled after 54 years and 10 months of continuous operation. The Southern Region reports that this beacon was the oldest continuously operated navigation aid facility in their domain, and possibly all of FAA. The 75-foot tower was once a visual NAVAID marking the airways with a discrete code light beacon. In the end, the tower was used only as an obstruction light and finally fell victim to a cost-benefit analysis.

More ARSA Sites Set

The agency will establish 11 more Airport Radar Service Areas (ARSAs) Jan. 16, 1986, bringing the total to 25. Another 41 locations have been proposed for ARSAs.

Unlike the Terminal Radar Service Areas (TRSA) they replace, ARSAs require all pilots within their designated boundaries to establish radio contact with the governing air traffic control facility. This gives controllers a complete traffic picture and enables them to provide improved radar service.

The 11 new ARSA sites are: Burbank=Glendale=Pasadena Airport, El Toro Marine Corps Air Station, March AFB, Norton AFB, and Ontario International Airport, Calif.; Greensboro-High Point-Winston-Salem Regional Airport, N.C.; James M. Cox Dayton International Airport, Ohio; Lubbock International Airport, Texas; Portland International Airport, Ore.; Tinker AFB and Will Rogers World Airport, Okla.

Computer Help Offered

The Microcomputer Support Center in headquarters has reopened after a short closing at the end of the fiscal year. The center is designed to assist FAAers across the country in choosing the software or hardware that best meets their microcomputer needs. The center staff also provides help to current users seeking to expand their systems and offers advice to those in high-tech trouble. The facility, which boasts a wide range of hardware and software, a lending library of microcomputer books and periodicals, and a monthly newsletter, *Diskcopy*, is open for "hands-on" training or phone-in questions. Call Tassej Russo, manager, or John Cheng, technician, on FTS 426-3510 for help or to get on the newsletter mailing list.

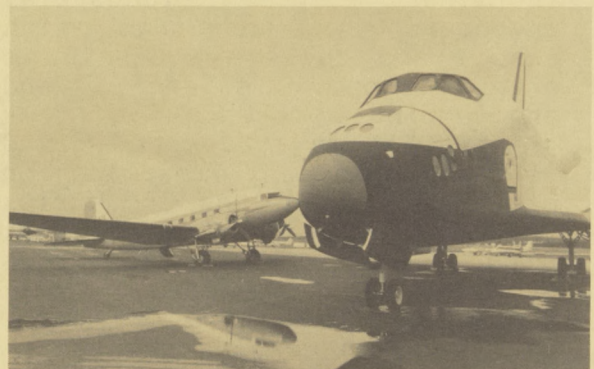
DC-3 Count Corrected

INTERCOM should have known better than to try to sneak one by Joe Flaim, the acting manager of the Plans and Budget Branch in the Program and Regulations Management Office.

Flaim doesn't forget numbers and when INTERCOM reported in a recent story about the 50th anniversary of the DC-3 that FAA had once operated 39 of these venerable airplanes, he was quick with a correction.

Actually, he noted, FAA had 63 DC-3s in May 1964 and submitted documentation to prove it. He added that 43 of the airplanes in the May 1964 inventory were on loan from the military although all eventually were transferred to the agency.

The Enterprise Meets The "Gooney Bird"



The agency's sole remaining DC-3 and the Space Shuttle Enterprise--two pioneer aircraft--were on display at Dulles International Airport Dec. 6 for the Wright Brothers Memorial Awards Ceremony. The DC-3, or "Gooney Bird," is credited with being the airplane that gave birth to modern airline aviation. The Enterprise served as the prototype for the shuttles, a new breed of reusable spacecraft. The Enterprise is destined to stay at Dulles and become a central attraction in the National Air and Space Museum Annex slated to open at the airport in the late 1980s. The DC-3, painted in its original CAA colors and assigned the tail number N-34, has returned to the Aircraft Maintenance Base in Oklahoma City and soon will embark on its new career of visiting air shows across the country with a display on the agency's past, present and future.

Headquarters News



Pat Haynes' Helping Hands

Patricia Haynes, a senior management analyst in Management Systems, AMS-340, has always enjoyed helping others find their way on the career path by nurturing their skills and bringing out the best of their potential. Many have benefited from her guidance, both in FAA and out.



Hine Jr. High.

Perhaps her most recognized work in sponsoring career development has come with her long-time commitment to the Headquarters Federal Women's Program Task Force. Recently elected chairperson of the panel, Haynes is charged with promoting career seminars, training programs of all

Haynes has been devoted to this effort since early in her working life. Starting in the private sector, she headed up a project through the American Institute of Industrial Engineers to encourage high school and college students to enter into science and engineering careers. After joining FAA in 1980, she worked to aid students embarking on careers in high-tech industries through a group called METCON, a coalition of local industries and federal agencies. With Secretary Dole's voluntarism program as a catalyst, she also volunteered some time as a tutoring assistant in English at DOT's "adopted" school,

and events like Secretaries' Week, Women's History Week, and Women's Equality Day. Her 1986 agenda as head of the group includes creating career advancement initiatives for women in GS grades 7-11 and strengthening the Internal Executive Leadership Program.

Since coming to the agency, Haynes, a Registered Professional Engineer, has served as a senior management analyst in Management Systems and currently is the program manager for the Integrated Personnel Payroll System. She recently won an outstanding performance rating for her stewardship of this DOT-wide project.

By Dorrie Foster, APA-1

Dallas Waltman Dies

Dallas Waltman, an electrical engineer who retired from FAA in 1965 after a long career in research and development, died Dec. 6, in Alexandria. One of his most noteworthy designs was a lightweight signal gun which is still used nationwide in airport traffic control towers. His daughter, Phyllis Burbank, works in AHR-100.

Engen Reviews and Previews

On Wednesday, Dec. 18, 1985, at 9:30 a.m. in the FAA auditorium on the 3rd floor, Administrator Engen will talk to employees about events of the past year and discuss where the agency is headed in 1986. All employees are invited to attend.



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1985: More Good Than Bad, Administrator Declares

"I would like to give you a little feeling about what happened during 1985 at the FAA, and I want you to keep in mind that there were a lot more good things than bad," Administrator Engen said to begin his end-of-the-year talk to employees in the headquarters auditorium Dec. 18.

"First of all," he noted, "we have responded to the flying public, and we are a strong agency." "In spite of the criticism that has been leveled at us," he continued, "FAA is looked up to by the entire aviation world for what we are accomplishing."

To emphasize this point, Engen cited some of the year's milestones, such as the implementation of the first Airport Radar Service Areas



Administrator Engen talks candidly to an overflow audience of FAA employees.

(ARSAs) and the completion and initial implementation of the Safety Activity Functional Evaluation (SAFE) study. However, he said his primary (See page 2)

Happy
Holidays



Good News (From page 1)

concern is still human resource management. He explained that he and his management team are striving to change management style throughout FAA by increasing cooperative management where all employees have a voice.

The Administrator concluded his talk with a question and answer session. Asked about rehiring controllers who were fired as a result of the 1981 strike, he said he supported the President's decision. In addition, he noted that as a result of his own travels around the country he believes working supervisors, managers, and older controllers feel that the return of the strikers would be disruptive.

Tech Center Managers First to Get New Award

Two managers from the Technical Center are the first employees to receive a new FAA award for "unusually outstanding performance." Mike Brandewie, Manager of the Engineering Division, and Bruce Singer, Manager of the Aircraft Safety Division. Both were recommended for the award by Tech Center Director Larry Williams. Brandewie came to Washington to receive the award during a banquet meeting of the Administrator's Management Team.

Of Brandewie, Williams said, "Mike has helped to produce significant products that are needed and relied upon for NAS Plan implementation." Speaking of Singer, he said, "he has consistently established well-defined policies, goals, and objectives for the realization of major FAA aircraft safety programs."

News in Brief

* August "Mel" Schuette has moved from the job of acting manager of the Los Angeles ARTCC to become the new Area Control Facility Implementation Branch Manager at Washington headquarters. In his new post, Schuette will coordinate the implementation of the Area Control Facility (ACF) concept, which calls for the consolidation of both en route and terminal radar services nationwide into 23 designated centers. The ACF concept is a key element in the National Airspace System Plan for modernizing and upgrading the air traffic control system.

* The General Accounting Office (GAO) recently released a report with a title that pretty much sums up its findings. It's called "Deregulation: Increased Competition Is Making Airlines More Efficient and Responsive to Consumers." The report states that airline deregulation has benefited the public by lowering fares, increasing flights, boosting airline responsiveness to consumer preferences, and improving airline operating efficiency. On the down side, GAO notes that rising congestion at some major airports may dictate federal action to restrict airline access and thus reduce public benefits.

* Ethel Thurmond, AGL-63, recently took a one-week assignment at headquarters as the first volunteer from the regions to work in the Hotline Operations Center. Thurmond came to Washington to gain experience in running the hotlines before returning to set up the Great Lakes Region Consumer Hotline. The agency now has three hotlines in operation: The Administrator's Hotline (FTS-472-2585) for FAA employees; the Safety Hotline (1-800-255-1111) for industry callers; and the Consumer Hotline (1-800-322-7873) for inquiries about FAA services.

Christmas Scenes

Headquarters Intercom



Taking time out from his very hectic schedule, Santa Claus visits the DOT Day Care Center to hear the Christmas wishes of the wide-eyed children.



At the APM-500 party, Division Manager Larry Langweil walks through buffet line with Karen Yates, left, and Sharon Black.



DOT employees wrapping presents for hospitalized children are (left to right) Joan Hall, St. Lawrence Seaway, and Peggy Spina and Connie Mendenhall, of the DOT Executive Secretariat Office.

As these photos attest, it's beginning to look a lot like Christmas around FAA headquarters. The halls may not be decked with holly, but

The Doors of Christmas



Among the FAAers who decorated doors for Christmas were (from left): Jackie Watkins, beside the snack bar door; Marion Peter and Evelyn Chaney at the AES, 700E door; and Suellen Gardner and Grace Wade-Bey with one of the Office of Civil Aviation Security doors.



Linda Strand and Sandy Angel, both of ALG, stop by the cafeteria Christmas tree while carrying out their lunches.

there are brightly decorated doors, FAA carolers wandering the floors, and enough office parties to spread mirth throughout the building.

The INTERCOM staff sends best wishes to all its readers for a happy holiday season and a prosperous New Year.



Happy



New Year



Chief Counsel E. Tazewell "Ted" Ellett and his wife, Lee, enjoy their lunch at the AGC Christmas party.

"Slots for Sale"

Secretary Dole has announced the adoption of a rule that will permit the buying and selling of airline arrival and departure slots at the four airports covered by the "high-density rule." Effective April 1, 1986, the FAA rule will allow air carrier and commuter airline slots to be sold, traded or leased at Chicago O'Hare, New York's Kennedy and LaGuardia airports and Washington National. However, slots for international flights and those for the Essential Air Service (EAS) program are subject to special restrictions on use and transfer.

FAA expects that approximately 95 percent of the slots at the high-density airports will be allocated initially to the carriers now using them. The remaining slots will be made available to operators by lottery, with preference given to new entrant carriers.

AGL Establishes Air Traffic Control Hubs

Air Traffic is continuing the implementation of the "hub" management concept that will reduce the number of airport control towers reporting directly to regional headquarters.

The Great Lakes Region (AGL) is the latest to adopt the concept with the appointment of 10 hub managers who now will serve as the first level of supervision for airport tower managers in each hub area. The Dec. 1 action reduces the number of field managers reporting directly to the AGL Air Traffic Division from 70 to 10.

Other regions that have adopted the hub concept, in addition to AGL, are Southwest, Northwest Mountain, and Western-Pacific regions. The other regions now are developing hub implementation planning criteria.

Currently the new AGL hub managers are getting to know the people and facilities in their areas. As the hub concept develops, they will begin to take on responsibilities such as budget, travel money, overtime allocations, and other administrative tasks.

Before the ten AGL hubs were set up, the concept was tested in Minnesota, where the manager at the Minneapolis/St. Paul International Airport was hub manager for all AT towers in the state.

Robert Donahue Is New Airports Associate

The new Associate Administrator for Airports, Robert Donahue, is on board and already hard at work. He is the former director of the Illinois DOT Division of Aeronautics and brings 45 years of aviation experience to the job.

During a brief interview in his office, he said among his principal tasks at FAA will be enhancing airport capacity and providing greater access to the air transportation system.

Before taking over the top state aviation job in Illinois, he was chairman of a mortgage banking firm and industrial real estate developer for thirty years in Chicago. He was an Air Force and Air National Guard pilot with a total of 28 years of military service.

He has a degree in urban planning from Northeastern Illinois University. The father of five children, he and his wife live in Alexandria, Va.

Headquarters News



Day Center Lists Wishes

The staff of the DOT Day Care Center and the kids in their charge have worked up a Christmas wish list for toys and learning tools to take them into the New Year.

Anyone wishing to contribute items or money may do so by contacting Jo Officer on 426-8811 or Donna Eaton on 426-8693.

The wish list reads like this: water colors and paint books; finger paints; paste; chalk; crayons; "Playdough;" modeling clay; books; Walt Disney and Sesame Street records; play telephone; toy cars and trucks; plastic animals; wooden puzzles; bean bag game; ring toss; number sorter; play clock; "Playstore" cash register; microscope; magnifier stand; "Rhythm Instrument Band Set;" workbench; and shape sorters.

The Day Care Center is located on the second floor of the building. There currently are 25 children enrolled in the Center, and the staff now is accepting applications for the next enrollment period. The Center also has emergency care (provided the proper forms have been filled out and submitted to the Center) as well as a part-time program. For more information contact the Center on 488-8994.

"Living the Dream"

DOT will celebrate Dr. Martin Luther King, Jr. Holiday with a program, "Living the Dream," in the Hine Junior High School auditorium Jan. 9, at 10 a.m. Admission is free and the featured speaker will be Yolanda King, daughter of Dr. King. Shuttle bus service will be provided from DOT to Hine.

Awards and Rewards

During the past month, the following headquarters and Metropolitan Washington Airports employees received awards: Special Achievement Awards Based on Sustained Superior Performance:

Joseph Flaim, APR; Lauren Basham, AFO; Nancye Turner, AHR; Gale Vabolis, ADL; James Knight, MWA;

Special Achievement Awards Based on Special Acts or Services:

Delores Richard and Jennifer Howard, APT; Colleen Cleary, APA; Mary Whigham Jones and Laura Thompson, AGC; David Yeager and Peter Massoglia, AES; Kathy Henck, ALG; Edward Glenn Butler, Susan Kurtz, Margaret Johnson, Geraldine Hutcherson, Jacqueline Rodgers, W. Janel Reifel, and Prattsie Artis, MWA;

Letters of Commendation:

Edith Jackson, APT; David Thomas, ASF;

Quality Increases:

Louis Cusimano, AFS; Jerome Evandsky, AAA; Henri Branting, APR; Mary Ann Hall, ABU; Murray Boris and Rudolf Watkins, APM; Donald Bowman, APP; Robert Goleman and Rex Howke, Jr., MWA.

Curran Thanks Volunteers

Ed Curran, APT-1, offers his thanks to the FAA and other DOT employees who contributed money and food to stuff 12 Thanksgiving Day baskets for 12 needy area families. The baskets were filled with food, including one turkey or chicken each, and distributed by students and staff from Hine Jr. High School, DOT's "adopted" school. Curran gives special thanks to Freida Johnson, ADL-4.3, for publicizing the drive, and to the building manager's staff for providing storage space.



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FAA Towers Track Santa

Santa Claus, wily enough to deliver millions of toys each Christmas without leaving a trace except for half-empty glasses of milk and scattered cookie crumbs, seems unable to escape the watchful radar eyes of FAA controllers.

In what has become a seasonal rite for the Chicago O'Hare and Philadelphia airport towers, controllers and supervisors at the facilities invited the local media to cover simulated "arrivals" of Old Saint Nick on their training room radarscopes. Alphanumeric tags were assigned to Santa's sleigh and reindeer and the target was highlighted by adjusting the scopes' light intensity settings.

At Chicago, the first tower to stage these events, the staff played host to four TV crews and a local wire service on Dec. 20 with the film and copy held for Christmas Eve use.

At Philadelphia, the simulation was "live" on Christmas Eve as controllers tracked (See page 2)

Engen Limits Spending; More Budget Cuts Likely

Administrator Engen has issued a General Notice (GENOT) to agency employees announcing "severe constraints on contracting, travel, and other activities which result in spending money for FAA operations." He also announced an indefinite hiring freeze for occupations other than aviation safety inspectors, air traffic controllers, and civil aviation security specialists.

These measures follow Congressional approval of a \$4.9 billion appropriation for FAA spending authorizations for FY 1986. That is more than 5 percent below the Administration's request with additional cuts likely as a result of the recently-passed Gramm-Rudman-Hollings budget deficit legislation. Gramm-Rudman calls for automatic across-the-board budget cuts if the President and the Congress fail to agree to specific reductions by March 1.

Placing the spending (See page 2)



The high-density traffic Seattle, Wash., Tower was virtually shut down by fog for nine days during the Christmas travel rush. (See story on page 3.)

Santa (From page 1)

the well-stocked sleigh and its jolly driver from the Canadian border, providing regular up-dates and even coordinating with the North American Air Defense Command in mock radio transmissions.

Philadelphia Tower Manager Tom Hamill says the simulation "is an annual event that is looked forward to by the kids in this area. Its our contribution to the community's celebration of the Christmas season."

Budget (From page 1)

constraints in the context of the legislative schedule imposed by Gramm-Rudman, Engen noted "...it appears that the FAA will not know exactly what its 1986 budget will be until early March. That will leave us less than seven months to accommodate the reductions. Therefore, it is prudent to begin spending cutbacks immediately."

Engen added, "While we will attempt to avoid doing so, reductions-in-force and furloughs are possibilities, the extent of which cannot be determined until we have our final numbers."

The line items in the FY 1986 budget break down as follows: for operations, \$2.7 billion; for headquarters administration, \$64 million; for facilities and equipment, \$993 million; for research, engineering and development, \$190 million; for grants-in-aid obligations, \$925 million; and for operations and construction at Metropolitan Washington Airports, \$41 million.



Controller Rescues Two Periled by Fumes

A vigilant controller in the MacArthur Airport Tower at Ronkonkoma, Long Island, helped save two lives Dec. 22 when she became suspicious over the length of time a Piper Cherokee pilot took to complete his run-up before take-off.

Theresa Tracy's wariness led her to call the airport's rescue unit which pulled from the plane the pilot and his wife, both of whom were overcome by carbon monoxide from an exhaust system leak. The couple was given oxygen, rushed to a nearby hospital, and released the next day.

"Long run-ups are not unusual during cold weather," explains Tracy, who was the area supervisor at the time of the incident. "We couldn't raise the plane on the radio after repeated attempts, but sometimes student pilots or others new to the airport get on the wrong frequency and we lose contact for a while. However, I just got this gut feeling something was wrong."

FAA Wins Landmark Case

The agency recently won an important airport security case in Federal District Court in Brooklyn, N.Y., involving a woman who carried a disassembled automatic pistol and ammunition into a secure area at JFK Airport.

The woman refused to pay the \$1,000 civil penalty, arguing that she had no knowledge of the firearm and that the gun was not "accessible" to her, as required by the regulation, since she had no tools to assemble it.

However, the court found that the regulation prohibiting carriage of firearms into an airport secure area subjects a violator to strict liability and that knowledge or intent is not a necessary element of the violation.

Seattle Socked In

At the height of the Christmas air travel rush this year, things were surprisingly quiet at Seattle-Tacoma International Airport. For the better part of nine days, Dec. 21 - 29, the airport was virtually closed by fog.

However, since the fog occasionally cleared, a full staff of controllers, technicians, and support personnel had to stand by and be ready to handle the backed-up traffic.

Tower manager Richard Lien said the tower handled an average of only 197 operations a day during the socked-in period and less than that on several days. For instance, on Dec. 21, only 59 operations were recorded at the airport that usually handles almost 700 operations a day.

Lien said, "Those of us in the tower managed to stay fairly busy, but the whole episode was really tough on passengers. We heard all kinds of horror stories like the elderly gent from Alaska who spent a week camped out at the airport trying to get on a continuing flight to Minneapolis."

Lien also reported that four days after Christmas, when the worst of the rush was over, the weather improved and the airport has stayed open since.

Are We on Track?

Interviews currently are being held throughout FAA to determine if the agency is on track in its human resource management efforts.

In Washington headquarters, for example, evaluation teams, consisting principally of division level managers, are conducting the interviews to determine the impact of action plans designed to improve the various shortcomings identified in the 1984 agency-wide

employee survey. The survey teams meet separately with groups of supervisors and non-supervisors in each office and then prepare a report which is discussed with the office director.

Similar evaluations are being conducted by regional and center teams. This "interim check" will enable FAA managers to further refine their action plans to achieve stated objectives.

Another agency-wide employee survey is scheduled for next summer and will provide a more comprehensive assessment of FAA's progress in human resource management.

Standardization Plan Queries Answered

The Office of Management Systems has now further explained the plan to standardize FAA's Automatic Data Processing (ADP) systems as promised by the Administrator when answering questions about the plan during his end-of-year talk Dec. 18.

The most important directive concerning standardization of ADP systems is Order 1370.52B, Information Resources Management Plan, AMS noted. This order spells out responsibility for the following: management of ADP systems; procurement of hardware and software services; procedures and documentation requirements for the management, development, and implementation of new systems; and procedures for controlling changes to data systems during their development and operation.

Those requiring additional information should contact an Information Resource Manager in their Regional/Center Office or in the appropriate associate administrator's offices at headquarters.

Headquarters News



Women's Task Force Corner

The Federal Women's Program Task Force is promoting two upcoming seminars that may be of interest to women at headquarters. The first, conducted by The Business Women's Training Institute, is called "Today's Professional Secretary." The classes will be held in Baltimore on Jan. 22, and in Washington the following day. The registration fee is \$44.00. To sign up call 1-800-423-6540.

The second class, "Image and Self-Projection for Professional Women," will be presented by CareerTrack, Inc. The firm is offering four dates and locales for the class: Rockville, Jan. 22; Hagerstown, Jan. 28; Alexandria, Feb. 4; and Arlington, Feb. 5. The fee for this class is \$95. Call (303) 447-2300 to sign up. For more information, call Olivia Erikson, ACR-3, on 426-3785.

Secretary to Attend King Celebration at Hine

Secretary Dole has announced that she is planning to be on hand Jan. 9 for the DOT/FAA-sponsored Dr. Martin Luther King, Jr. Birthday celebration at Hine Jr. High School. She will introduce Yolanda King, Dr. King's daughter, who will give the principal address.

Because of the great interest in the event at FAA, buses now will leave from the FAA building as well as from the Nassif Building. The first bus going directly to Hine will leave FOB 10A at 9:30 a.m. and the second at 9:50.

Awards and Rewards

During the past week, the following headquarters employees received awards:

Special Achievement Awards Based on Sustained Superior Performance:

James Casey and Jim Fox, AAT;
Special Achievement Awards Based on Special Acts or Services:

Anthony Fazio, David Smith, Patricia Cline, and Laurette Fisher, AEE; James Loos and Yvette Latimore, AAT; James Mitchell and James Loebach, ADL; Phyllis Mayo, Verdell Rozier, and Richard Pogue, APM;

Quality Increases:

David Ford and Helen Peed, AES; Bobby Norris, AAT; Diane Essig, Anthony Garka, and Judith Schermerhorn, APM.

Cafeteria to Usher In Year of the Tiger

The cafeteria staff will bid farewell to the Year of the Ox and usher in the Year of the Tiger Jan. 22 when they celebrate the Chinese New Year. The eatery will offer a full Chinese meal and a chance to win a wok and cookbook in a raffle.

Special dishes for the day will include egg drop soup, sweet and sour pork, egg rolls, steamed rice and green beans with water chestnuts and mushrooms. And to complete the transformation from government cafeteria to Chinese restaurant, customers will receive chopsticks and fortune cookies with the purchase of any entree.

