



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

# Headquarters Intercom

## Fly-A-Controller Program Off The Ground

Controllers and flight service station (FSS) specialists now will get a chance to experience the ATC system from the cockpit of a general aviation (GA) plane under a new program called Fly-A-Controller. And to further encourage the exchange of viewpoints, the program also calls for GA pilots to visit ATC facilities and flight service stations.

Inaugurated this month in Washington, Fly-A-Controller is being sponsored by FAA, the Aircraft Owners and Pilots Association (AOPA), and the Air Traffic Control Association



Administrator Engen and AOPA President John Baker listen as ATCA Chairman Quentin Taylor, ARP-2, answers questions at the press conference for the inauguration of the Fly-A-Controller program.

(ATCA). participation in the program will be purely voluntary. Both he and AOPA President John Baker (See page 2)

## New Orleans Controllers Prepare for Super Bowl

Millions of Americans will be transfixed by their TV sets Jan. 26 for Super Bowl XX. But for controllers in the New Orleans terminal area, the real action will involve handling the planeloads of football fanatics that arrive in the city before the Big Game and depart after its over.

Accordingly, controllers at New Orleans International/Moisant

Field, Lakefront Airport, and local approach control facilities instituted a special traffic management program. It includes: implementing controlled departure times; limiting IFR traffic into New Orleans at certain times; increasing coordination between the airports and the Lafayette and Baton Rouge approach control facilities; (See page 2)

## **Controllers** (From page 1)

pointed out that the program would make the ATC system more efficient by improving communication between controllers and FSS specialists and the GA pilots who use the system.

Both Engen and ATCA Chairman Quentin Taylor, who also is FAA Deputy Associate Administrator for Airports, said they expected a large number of controllers and flight service station specialists will accept invitations from GA pilots to fly the system. By the same token, Baker said AOPA would do everything possible to encourage member pilots to participate in the program by inviting ATC specialists to fly with them and by visiting ATC facilities and flight service stations.

## **Super Bowl** (From page 1)

segregating at the Houston Center traffic boundaries to the two airports; and, possibly, increasing in-trail separation during certain hours.

As Paul Bourg, area supervisor at New Orleans International and a member of the Super Bowl Coordinating Committee, says, "These measures will let a manageable volume of planes into the 'funnel' of the TCA, and this will make the traffic flow smoother and safer."

## **Former CAA Head Dies in Virginia**

Former CAA Administrator Charles Stanton died in Falls Church, Va., January 1. He was Administrator of FAA's predecessor organization, the Civil Aeronautics Administration, from 1942 to 1944. He also served two terms as deputy administrator, once before taking the top post and once after. He later became a member of the

Airways Modernization Board and moved with that organization to the FAA with its creation in 1958.

He was a WW I pilot and a high official in the U.S. Air Mail Service before joining the Aeronautics Branch of the Commerce Department, the first government agency charged with regulating civil aviation.

## **Pay Withholdings Up**

Social Security and Medicare rates, as well as the limits on earnings subject to withholding taxes for these programs, will be increased in 1986. Effective for the pay period ending January 4 and reflected in paychecks dated January 14, the Social Security rate will be 7.15 percent, up from 7.05, and the Medicare rate will rise from 1.35 to 1.45 percent. The new annual withholding tax ceiling will be \$42,000, up from the previous ceiling of \$39,600.

## **FAA Issues Report On 1984 GA Activity**

FAA has published the 1984 General Aviation Pilot and Aircraft Activity Survey, which shows that GA planes made more than 164 million flights and flew over 5.3 billion miles during that year.

The report is based on interviews with more than 4,000 pilots conducted in the summer of 1984 by the Civil Air Patrol. It indicates that 80 percent of all pilots used FAA preflight weather services but only 38 percent used the agency's in-flight weather services.

A limited number of the reports are available for FAA employees from AMS-400 at headquarters on FTS 426-3791.

## **New Rule Aimed At Curbing Drunken Flying**

Under a new FAA rule, pilots and other aircraft crew members will have to submit to chemical tests for alcohol, under certain conditions, or face the loss or suspension of their certificates.

In announcing the rule, Administrator Engen noted that incidents of alcohol abuse among pilots have declined steadily since 1971 when it was cited as a contributing factor in 12.6 percent of all fatal general aviation accidents. By 1984, he added, that figure had dropped to 4.8 percent.

The new rule, which takes effect April 9, is linked to another FAA regulation adopted last April that established a blood alcohol standard (.04 percent or more by body weight) for determining objectively when pilots and flight crew members were flying under the influence of alcohol.

## **FAA Rule Requires Airline Medical Kits**

The agency has issued a rule requiring that airline aircraft be equipped with emergency medical kits for treating passengers who may suffer heart attacks or face other medical problems in flight.

Under the new regulation, which becomes effective Aug. 1, each passenger-carrying aircraft must carry a medical kit containing equipment and prescription drugs for treating such emergencies as cardiac arrest, insulin shock, and acute allergic reaction. These aircraft also must continue to carry the standard first aid kits now required by FAA regulations.

In addition, airlines must report all medical emergencies annually for two years, describing how the medical kit was used, by whom, and the outcome of the emergency.

## **All Center Expansion Contracts Awarded**

The twentieth and last of the en route center expansion contracts now has been awarded, covering the Salt Lake City Center. The first contracts in this program were awarded in May 1985 for the Seattle Center.

Essentially, the expansion involves enlarging the control wings at the centers to house the new IBM Host computers and initial sector suites. The expansions are the first step in transforming the centers into area control facilities.

Work at the centers also includes removing insulation containing asbestos. This work is being closely monitored by an industrial hygiene contractor and in all cases to date has been completed without incident.

The first of the host computers is expected to be delivered to the Seattle Center in late May.

## **New Low Set For Operational Errors**

FAA's en route centers started the new year off right by chalking up a new low in operational errors.

During the week of December 26 to January 2 there were only three operational errors throughout the en route system. All three errors consisted of not providing full separation between aircraft. However, in all three cases more than 80 percent of the prescribed separation was provided.

The previous weekly low for operational errors at all 20 centers was eight.

## Headquarters News



### McDaniel Says "Thanks"

Dale McDaniel, API-2, and his family have asked INTERCOM to carry their thanks to all the FAAers who contributed to the memorial fund created at the time of McDaniel's brother's death. The family says they appreciate the many kindnesses very much.

### Hometown Girl Makes Good

The Sioux Falls Argus-Leader recently carried a profile of FAA headquarter's own Carol Rayburn, who hails from Hurley, S.D., a town near Sioux Falls. The article notes with a touch of pride that Rayburn has risen from a high school student in Hurley with a flying school scholarship from the International Flying Farming Assn. to her current post as manager of the the General Aviation and Commerical Division of Flight Operations.

"It's the highest managerial-operational position ever held by a woman in the FAA's history," reports the Argus-Leader.

Responding to that point, Rayburn told the paper, "I'm not the kind to get hung up on that point. I'm just glad to be where I am--in the best job there is, I think, at FAA."

### Belt Pledges Earn Prizes

Occupational Safety Program Manager Mike Lenz and his staff are busy giving out Frisbees, monthly planners, mechanical pencils, ice scrapers and gym bags to FAAers who have signed and returned their seatbelt pledge cards. As a result of the campaign, seatbelt usage among FAA commuters is now above 50 percent, up from the 30 percent average of recent years.

### Awards and Rewards

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

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

Marie Jordan and Avalon Bergheim, APR; Duane Neiner, APM; Special Achievement Awards Based on Special Acts or Services:

Judy Hairston, AAA; Lisa Dates and Edward Humston, ALG; Thomas Clabby, Herman D'Aulerio and Thomas Hopkins, APM; Mardi Thompson, AGC;

#### Letters of Commendation:

John Brown, AAA;

#### Quality Increases:

Thomas Williamson and Donald Saunders, APM; Martin Miller, ABU; James Lahey, ALG.

### NASM Launches New Magazine This Spring

If INTERCOM and WORLD magazine are not completely sating your appetite for aviation news, you'll be glad to know that the National Air and Space Museum will launch in March a new magazine, AIR & SPACE, that will recount the history of flight and the latest discoveries in the aerospace world. "The magazine will be geared to engage the general audience, but also to satisfy the professional and aerospace buff," says museum director Walter Boyne.

The magazine will contain six to 10 feature articles and regular columns each issue on topics as diverse as test pilots, satellites, aviation and science education, airport architecture, the solar system, balloons and ultralight aircraft. The membership dues for the Smithsonian Air & Space Associates program, which includes the subscription to the magazine, will be \$18 a year.



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## News in Brief

\* FAA has begun special accelerated inspections of 24 airlines that operate military charters. Eleven small Military Airlift Command (MAC) contract charter airlines, as well as large domestic air carriers that derive a significant amount of business from carrying military troops, will receive comprehensive inspections of their operations and maintenance activities. Inspections of the 11 smaller (See page 2)

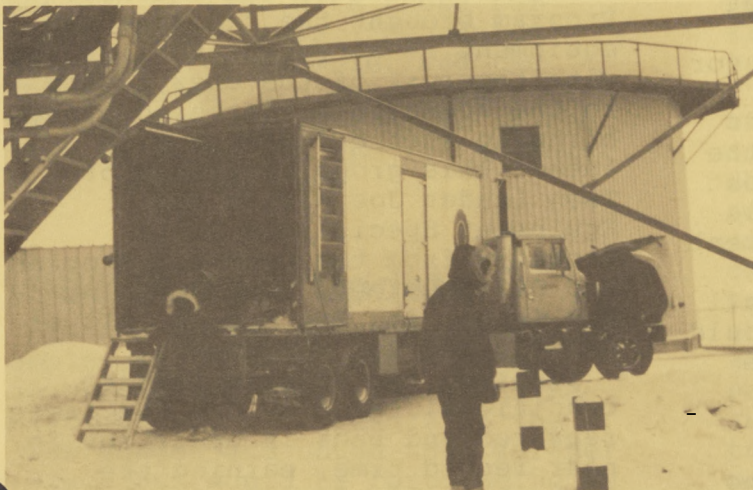
## AF Pilot Program Could Expand Contractors' Role

The agency has received approval from Secretary Dole's office to develop a Statement of Work that is expected to lead to a pilot program to test the cost effectiveness of giving contractors an expanded role in maintaining selected ATC equipment and facilities.

In announcing the move, Administrator Engen emphasized that should the pilot program go beyond the Statement of Work phase it will be limited in scope and all affected Airway Facilities personnel will be offered continued employment with the agency. He also noted that the program will not affect field operations until 1988 at the earliest.

"We are seeking to keep in mind the needs of our AF employees as well as respond to the need to at least consider new ways of doing business," Engen said at a national Telecon. "Our interest is to do that as equitably as we can."

Three contiguous FAA regions have been selected to participate in the pilot program -- Eastern, Great Lakes and Southern. Contract maintenance in these regions will be limited to facilities at low-activity (See page 2)



The Aeronautical Center repair crew at the Watford City, N.D., radar wore arctic clothing as they unloaded a truck driven through a blizzard from Oklahoma City (See story on page 2).

## Briefs (From page 1)

part 121 carriers began Jan. 21. The 13 major carriers with military contract business will be inspected this year as scheduled in the national evaluation plan.

\* FAA Chief Counsel E. Tazewell Ellett said in a recent speech before an American Assn. of Airport Executives meeting in Washington that FAA plans to oppose local airport operating restrictions that are not "absolutely necessary." He said the agency will presume that operating restrictions are invalid unless airports show that they are the only means of alleviating noise, congestion or other problems.

\* The Office of Civil Rights reminds all employees that a race/national origin code is included in their personnel records. Employees have the right to review this code and to correct any errors found. To change a code or to obtain more information, contact ACR in Washington.

## Program (From page 1)

airports which have a VFR (non-radar) tower or no tower at all. Contractors at these locations would be responsible for maintaining a variety of communications and navigation equipment if an evaluation of the costs involved show that the cost of doing the work by contract is lower than a comparable government estimate.

Although approximately 500 full time equivalent AF positions could be affected by the program, the agency plans to offer reassignments to all displaced employees. Although some relocations will be involved, no one should lose his or her job.

The target date for awarding a contract, depending upon the completion of the Statement of

Work, is early 1987, but the impact won't be felt in the field until 1988 because of the lead time required by the contractor to recruit and train personnel. The pilot program is expected to run several years, during which time the results would be evaluated and a decision made on the future role of contractors maintaining ATC equipment and facilities.

## Radar Repair Crew Delivers in Blizzard

No one is likely to confuse the FAAers in the ARSR Pedestal Overhaul Program Office at the Aeronautical Center with television's "A Team," but both seem to do their best work under adverse conditions.

Thus, when the Air Route Surveillance Radar (ARSR) at Watford City, N.D. developed problems during one of the area's worst blizzards, the Oklahoma City crew was called in to deal with the situation. Within 48 hours, they were on the scene despite drifting snow and temperatures that ranged down to 35 degrees below zero.

Leonard Maldonado of AAC-43 and George Tennison of the Overhaul Program brought the supplies and equipment in a tractor-trailer rig with the rest of the crew flying to the scene in a chartered plane, bringing arctic clothing with them. This group consisted of Team Leader Joe Wallis and Equipment Specialists David Kennedy from the Overhaul Program and Billy Poteet, Jess Jameson, Bob Crane, and Tom French, all of AAC-43, and all volunteers.

Ignoring the adverse weather conditions, the crew had the radar repaired and back in operation in near record time, earning the highest praise from Center Director Garland Castleberry. He called their extraordinary performance "typical."

## **GA Safety Record Shows Upturn for '85**

With public attention focused almost exclusively on air carrier accidents in 1985, the fact that general aviation was quietly putting together the best safety year in its history almost escaped unnoticed.

That oversight now has been corrected with the release of preliminary National Transportation Safety Board (NTSB) safety statistics for 1985, showing new GA lows with 2,742 total accidents, 490 of them fatal, and 937 fatalities. The accident rate per 100,000 flight hours was down 10.5 percent from the previous year and the fatal accident rate was down 11.6 percent.

Commuters also showed improvement last year when compared with 1984. Accidents dropped from 21 to 17, fatal accidents from seven to six, and fatalities from 48 to 35.

The airline safety record in 1985 was marred by four fatal accidents in scheduled service and three in non-scheduled operations with a total of 526 fatalities. However, the accident rates were not out of line with those for other recent years. Scheduled carriers, for example, had the fourth lowest accident rate per 100,000 aircraft hours in the last 10 years and the fifth lowest fatal accident rate.

## **1986 Budget Update**

In his recent message to all employees, Administrator Engen announced spending restraints he was imposing as a result of the 1986 budget and noted that further reductions would be forthcoming as a result of the Gramm-Rudman legislation. At that time, he did not know what the results of this law would be, but the Office of Budget has since learned the

extent of these cuts. For instance, in the Operations Appropriation the reduction will be \$115 million. This is on top of \$55 million that resulted from the FY 86 congressional budget figures. In addition to the spending restrictions already imposed, the agency is considering several other options for absorbing the reductions. One of the Administrator's objectives in considering alternatives is to minimize any adverse impact on employees. He has stated that RIFs are unlikely in any large numbers this year; however, furloughs remain a possibility. INTERCOM will continue to keep employees informed as decisions are made about how the reductions will be achieved.

## **Cross Option Program Gets Good Response**

Air Traffic is reporting an excellent response to its Cross Option Program that solicited controllers in terminal facilities and flight service station specialists with previous FAA radar experience to transfer to the en route center option. In all, 410 applications for the program were received.

Final selections will be made after applicants complete a special screening. Initially, they will be given intensive on-site training with traffic simulators at one of the seven centers participating in the program. Those that pass this phase will undergo a 90-day assessment program in one of the participating centers. Upon successful completion of this temporary assignment, they will be permanently assigned to the center of their choice. Those centers currently in the program are New York, Cleveland, Indianapolis, Chicago, Minneapolis, Los Angeles, and Oakland.

# Headquarters News



## Fifth Floor Drama

What do you do if you get stuck in an elevator? If you're Carol Brooks, APT-1, you call your boss. Sure, first you try the numbers that are listed in the elevator, but when you get a lot of conflicting advice and nothing happens, then you dial that familiar number and say, "Hey, boss, I'm stuck in the elevator."

Office director Ed Curran and deputy director Theodore Fagan then came to Brooks' rescue. First they knocked on all the elevators to locate the one she was stuck in. Then Fagan pried the doors open. Brooks said that it was with a deep sigh of relief that she saw his fingers wiggling through the slot between the doors. "I spent 15 long minutes in that elevator, and I was starting to get very warm."

## King's Dream Honored



Yolanda King, daughter of Dr. Martin Luther King, addressed a packed auditorium at DOT's "adopted" school, Hine Jr. H.S., Jan. 9 for a departmental program honoring the civil rights leader. Jim Marquez, DOT General Counsel, and William Hudson, DOT Director of Civil Rights, also spoke at the event, entitled "Living the Dream." Jan. 20 marked the first observance of the federal legal holiday honoring Dr. King.

## HQ Hiring Freeze Imposed

The spending limitations imposed by Administrator Engen in response to the agency's budget situation have resulted in a partial hiring freeze for headquarters. Hiring from outside FAA will be limited to positions for air traffic controllers, aviation safety inspectors and civil aviation security specialists in field locations. The only positions in headquarters exempt from hiring limits are those in the Headquarters Central Flow Facility. Associates and heads of staff offices may approve exceptions to the freeze within their own budgets. Transfers of field personnel to headquarters that involve permanent change-of-station moves also require an exception. Promotions will not be affected by spending limitations.

## Awards and Rewards

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

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

Duane Neiner, APM; Donald R. Segner, API;

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

Glyndon Bennett, APA; Anthony Fazio, API; Irene Howie, AGC; Steven Zaidman, AIA; James Loos, AAT;

### Letters of Commendation:

Cathy Bracy, AHR; William Titus, AES; Madge Thomas and Carole McDonnell, API;

### Quality Increases:

Patricia Mueller, ATO;

### Commemorative Plaques:

Irene Howie and Ted Ellett, AGC; Steven Zaidman, AIA; James Loos, AAT.



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## News in Brief

\* The Eastern Region has begun testing its toll-free Consumer Hotline. The hotline (800-FAA-SURE) is designed for citizens with complaints or questions about such matters as carry-on baggage, airport security, child safety seats, or FAA user services such as aircraft certifications and facility operations. Consumer hotlines already have been established in the Southern and Great Lakes Regions.

\* The second quarterly meeting of the National Assn. of Air Traffic Specialists (NAATS)/FAA Flight Service Automation System Committee was held Jan. 14-16 in Washington. The joint committee was formed last fall by NAATS and the agency to advise on the transition to automated flight service stations. (See page 2)

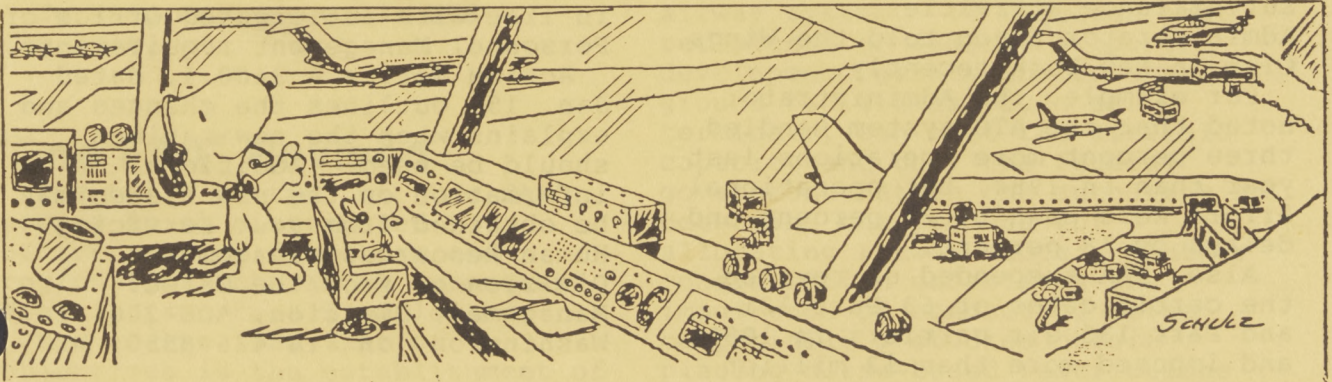
## FAA Studying Functions Under A-76 Program

With the increased emphasis on government efficiency these days, FAA has identified 24 candidate activities to study for possible contracting to private firms under the program known as "A-76." The list of studies that will begin this month was forwarded to Secretary Dole's office for review on Jan. 15.

Although the activities to be studied are being performed throughout the agency, the major impact is being felt at the Aeronautical and Technical Centers. Activities include payroll operations, R&D facility maintenance, and automatic data processing, to name a few.

Contractors will compete directly with the government in 17 of the 24 (See page 2)

## Snoopy and Woodstock Join FAA



Cartoonist Charles Schulz has contributed original drawings of Snoopy, Woodstock, and the rest of the "Peanuts" cast for use in this year's FAA Aviation Awareness Essay Contest (see the story on page 3).

## **Briefs** (From page 1)

The discussions at the meeting centered on the status of Model 1 commissionings and problems with the Integrated Communications Switching System (ICSS) equipment. \* Attention young males interested in government service: you can't work for Uncle Sam until you've registered with the Selective Service System. So states the Defense Authorization Act of 1986, which holds that to be eligible for government employment, male applicants born after Dec. 31, 1959, must have certification that they have registered.

## **A-76** (From page 1)

activity areas. In the other seven areas, the agency will conduct reviews of its methods and staffing to determine ways to improve efficiency.

The "A-76" tag comes from the Office of Management and Budget program's circular number. The circular details a process whereby an agency must bid on its own functions in competition with the private sector when it is found that the function is not of an inherently governmental nature.

## **Engen Reports on Gains**

FAA made significant gains in 1985 in improving the efficiency of the air traffic control system and quality of its safety surveillance activities, Administrator Engen told the Wings Club in New York recently.

For example, the Administrator noted that the ATC system handled three percent more operations last year than in 1984, but operational errors were down by 26 percent and delays by 18 percent.

Also, FAA suspended or revoked the certificates of 63 Part 121 and Part 135 air carriers in 1985 and imposed more than \$2 million in civil penalties. Both figures represent new yearly highs.

## **Medical Insurance Rebate Vetöed by President**

The bill which would have authorized health insurance carriers to give rebates, ranging from \$20 to \$400, to more than two million government workers and retirees has been vetoed by President Reagan and temporarily shelved. Although the President said he fully supported giving the refunds, he could not sign the legislation because it also would have increased government premium costs and, thus, conflicted with the budget cuts mandated by the Gramm-Rudman-Hollings law.

As approved by Congress in mid-December, the bill provided for an increase in the government's share of health premiums up to 100 percent. At present, the government pays about 61 percent although it can legally pay up to 75 percent, depending on the insurance carrier and option chosen by the employee.

## **New GPAD Ratings Added**

Now you and your boss will have more flexibility in discussing and appraising your performance. The old three-level General Performance Appraisal Document (GPAD) system has been replaced by a five-level rating system. The two new ratings--"Exceptional" and "Partially Successful"--will keep the performance appraisal process in line with anticipated Office of Personnel Management requirements.

Action Notice A 3400.1, dated Jan. 15, outlines the changes and explains when the new ratings should be used. Additional information on the new system may be obtained from your servicing Human Resources Management Division or from the Career Management Division, AOE-200, in Washington, on FTS 426-8550.

## "Peanuts" Pushes Aviation Education

Charlie Brown, Lucy, Snoopy and all the rest of the "Peanuts" gang have gotten involved this year in FAA's third annual Aviation Awareness Contest for students in grades 4 through 12.



Thanks to the generosity of cartoonist Charles Schulz, who provided original drawings, the popular "Peanuts" characters are being used to enliven mailing materials that have been sent to all school systems, announcing this year's contest and its theme, "Aviation in My Community."

Contest entries must be submitted by March 1 to have a shot at the state, regional and national prizes which will be donated by various aviation organizations. The three national winners will collect a total of \$3,000.

## Keep Up With Hotline

If you had called the FAA Personnel Hotline in the past month, you would know more about the status of such programs as:

- \* new RIF rules
- \* health benefit premium refunds
- \* retirement system changes
- \* flat rate per diem changes for travel.

To keep current call: FTS  
426-3934.

## "One FAA" Revised

The third edition of "One FAA" now is being distributed to office/service directors and regional directors for subsequent distribution to all employees.

New to the 1986 list of objectives is the establishment of a program to standardize, on an

international basis, procedures and requirements to screen passengers boarding commercial aircraft.

The "One FAA" section describing Human Resource Management objectives also has been expanded. Objectives to improve the FAA work culture now include establishing an employee assistance program to support drug and alcohol rehabilitation efforts for FAA employees, and completing the airway science program action.

Other 1986 objectives include implementing programs that cut administrative reaction time while improving the quality of service to the public. Also listed is improving system performance so that operational errors and average daily delays of 15 minutes or more are decreased by 10 percent from their 1985 levels.

## Hearings Scheduled On New Airport Policy

Public hearings on FAA's recently proposed policy on airport access and capacity are scheduled to be held in Washington headquarters on Feb. 20 & 21 and in Denver, CO, March 5 & 6.

The proposed policy relies on the concept of shared responsibility between FAA and local communities for the development of the airport and airway system. It requires that recipients of federal airport development grants ensure that ground facilities, such as terminals, can meet the airfield capacity and that the federal government retain the authority to determine the process for allocating runway slots. Another consideration underlines the importance of conducting noise compatibility studies before placing noise-based restrictions on airport use.

## Headquarters News



### NASM to Launch Pterodactyl



This full-scale fiberglass model of QN's real-life ancestor hangs in the Dinorsaur Hall at the National Museum of Natural History. The pterodactyl was the size of a small Cessna airplane and is thought to be the largest animal ever to have flown.

The skies over the National Mall sometime in June will offer a sight that hasn't been seen in 65 million years. The National Air and Space Museum (NASM) will at that time conduct the first public flight of one of its new exhibits, a radio-controlled, down-scaled replica of a giant prehistoric flying reptile, a pterodactyl with the scientific name of "Quetzalcoatlus northropi."

The model, dubbed QN, was built to appear in a new film to be featured at the museum, "On The Wind," which also will premier in June. The film is now in production and QN, with its 18-foot wing span, currently is undergoing flight tests.

The mechanical replica was built under the direction of Dr. Paul MacCready, who built the solar-powered Gossamer Penguin and the Gossamer Albatross, the first human-powered aircraft. QN will fly realistically, flapping its wings, and will climb at moderate rates under its own power. QN's real-life ancestor had a wing span of 36 feet and weighed 140 pounds.

### 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:

Michael Layton, Herbert Frazier, Newman Shackelford, James Russ, Maurice Jennings, Phillip Ramey and Randall Gillespie, all MWA. Special Achievement Awards Based on Special Acts or Services:

John Gibbs, ATO and Michael Shaw, MWA.

Letters of Commendation:

Tina Amereihn, Lisa Dates and Thomas Marker, all ALG.

Quality Increases:

Michael Wayda, APA; Alice Robinson, AES; Sidney Mays, AAA; Eileen Lee, APT; David Jones and Donna Vanlandingham, MWA.

### Fitness Center Sells Keys

If you've been looking for the key to physical fitness, you can find it right here at work. A mere \$30 will get you a membership key to the door of the FAA Fitness Center where you can join 400 other FAA and government employees at work on the facility's state-of-the-art workout equipment.

That equipment includes a nine-station Universal Spartacus gym, Nautilus torso/arm and abdominal machines, a wall-pulley weight system, exercise bicycles, and mini trampolines, to name just a few items. The center also has locker and shower facilities. The center offers regular fitness and aerobics classes in conjunction with the DOT Occupational Health and Fitness Center. To check hours of operation for men or women or to pay your annual membership dues, see Dave Pinkert, the current center coordinator in room 115.



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## Engen Writes NASA Chief For FAAers

On behalf of all FAAers, Administrator Engen has written the following letter, reprinted in part, to William Graham, Acting Administrator of NASA:

"We of the FAA were shocked and saddened by the nation's loss of Challenger and those seven gallant people who were the crew. On behalf of the FAA, I want you to know that I will make available our personnel and assets as you desire in support of your efforts.

"Our thoughts are with you and the families and many friends of the Challenger crew."

## News in Brief

\* Employees who enrolled or changed their insurance plans during the recent health benefits open season but have not yet received their ID cards may, in most cases, use their copy of the Health Benefits Registration (See page 2)

## Helicopter Simulator Approved

The first helicopter simulator to be certificated by the agency was commissioned on Jan. 7, at the Bell Helicopter plant in Hurst, Texas. The Flight Safety International, Inc. simulator for the Bell 222 helicopter was approved for training use by the Southern Region's National Simulator Evaluation Team.

Evaluations of the training device were conducted by the team with the help of pilots from the Southwest Region and Washington headquarters.



You can now fly the Bell 222 helicopter shown above without ever leaving the ground thanks to FAA's certification of a new helicopter simulator.

The simulator may be used to conduct most of the proficiency checks required for pilots engaged in commercial operations under Federal Aviation Regulations (FAR) Part 135. However, pilots may not be tested in the simulator on hover maneuvers required for a FAR Part 135 check. (See page 2)

## Briefs (From page 1)

Form (SF-2809) as proof of enrollment. Employees without cards may wish to contact their personnel office to confirm that the health benefits carrier has received their enrollment change.

\* The National Transportation Safety Board (NTSB) will convene a public hearing Feb. 18 as part of its investigation of the Sept. 6, 1985, crash of a Midwest Airlines DC-9 in Milwaukee. All 27 passengers and 4 crewmembers on board were killed.

## Simulator (From page 1)

Earlier helicopter training devices did not exhibit the flexibility and realism that was necessary for qualification as simulators, but now FAA inspectors believe this simulator will lead to the development of other such training devices.

## FAA Orders Repairs On Faulty Jet Engines

The agency has issued an Airworthiness Directive (AD) calling for a special inspection of 105 jet engines that were inadequately overhauled in a Miami maintenance facility. All of the engines are Pratt & Whitney JT8Ds, the most widely used engines in civil aviation.

The maintenance firm, Aerothrust Corporation, reportedly had hired a subcontractor to perform X-ray checks of the engines' combustor cans, but failed to review the X-rays and returned the 105 engines to its customers without repairing cracks in the cans.

When these events came to light, FAA accelerated the inspection of Aerothrust that had been scheduled for February as a part of a broad check of 21 jet engine maintenance shops. The FAA inspection team

was dispatched Jan. 29.

The AD lists the serial numbers of the affected JT8D engines and sets a schedule for removal of the combustor cans based on the lengths of the cracks as shown in Aerothrust's X-ray photographs.

## February Designated Black History Month

By proclamation, the month of February is designated as Black History Month. It is a time set aside to recognize and reflect upon the many contributions that black Americans have made to the nation, a time to increase the awareness of all Americans to the fact that black men and women have played and are playing significant roles in virtually every important development in this country.

This year is particularly significant since the nation has just observed the first national holiday in recognition of a black person, Martin Luther King, Jr. Keeping this in mind, all FAAers are invited to participate in the various programs planned.

## New RIF Rules Set

RIF regulations, recently amended by the Office of Personnel Management (OPM), now give greater recognition to performance as a retention factor than previously was the case. Under the new system, employees get credit for each year of service and additional credit for outstanding ratings.

Other amendments made to the RIF rules include increasing the limits on "bumping or retreating" to a maximum of three grades or grade intervals. Previously it was two. Also, the competitive area is being reduced, which means that fewer employees could be in a position to be "bumped."

## Back to Basics Program Underway Nationwide

The Back to Basics general aviation (GA) safety program that was announced last October by Administrator Engen is now underway throughout the country. The three-year program, devised by FAA and various aviation associations, will spotlight a different accident factor during each of 12 three-month segments. For the first three months the emphasis is on landing.

In the first few weeks of January the Western/Pacific Region, the agency's most active GA region, held two safety meetings in each of its 14 Flight Standards District Offices (FSDO). This is typical of what is being done to support Back to Basics in all FAA regions.

In the Southwest Region, for instance, a meeting held in Houston featuring the General Aviation Manufacturers Association's presentation on landings was attended by over 700 pilots. In the Central Region, FAA accident prevention specialists conducted four takeoff and landing clinics in early January at airports in addition to giving safety seminars at FSDOs and at General Aviation District Offices (GADO).

The second Back to Basics topic, Collision Avoidance Awareness, is scheduled to begin April 1. For this segment, accident prevention specialists have already come up with a slide show that will be available from FSDOs, GADOs, and aviation organizations across the country.



## Crew Breakdown May Have Caused Reno Crash

A "breakdown" in crew coordination, following severe vibration, was the probable cause of the Galaxy Airlines Lockheed Electra fatal crash in Reno, Nev., Jan. 21, 1985, according to the National Transportation Safety Board (NTSB). Only three passengers of the 71 persons on board the charter flight survived the crash, and two of these later died of injuries.

The NTSB report determined that the aircraft had climbed only a few hundred feet before stalling and "pancaking" onto the ground. NTSB investigators also determined that the vibration that had apparently distracted the crew may have been caused by an open engine access door that should have been closed before takeoff.

Although it was not cited as part of the probable cause, NTSB cautioned FAA controllers about asking crewmembers for routine information at critical times in a flight.

## Procedures Issued For Action Notices

New procedures for issuing Action Notices (AN) will extend the life of these notices from 6 to 12 months. The revised procedures will also enable division managers and above who are in charge of national programs to sign these notices.

Forms for issuing ANs also have been revised and currently are being distributed. The AN program will be monitored by the Office of Management Systems (AMS-420) until Dec. 2, 1987, to determine the effectiveness of this system.

For additional guidance, contact Diane Ables, FTS 426-8052.

# Headquarters News



## Intercom's Alvarez Moves on to AGC

INTERCOM's able production assistant, Concetta "Connie" Alvarez, has left the Office of Public Affairs for a job in the Office of the Chief Counsel's Accident Counsel Branch. Connie managed with patience and style to juggle her considerable duties as a secretary in this hectic office with the deadline pressures created each week by INTERCOM. With her flair for graphics and keen proofreading, she managed to keep INTERCOM's columns, as well as its editors, straight. She will be sorely missed. We wish her all the best.

## Hot Water Shortage Being Corrected

The Building Services Section (ALG-235) attributes the recent lack of hot water in most FOB-10A restrooms to a breakdown of the main hot water tank heating element. GSA officials and the OST building manager have contracted repairmen to restore the hot water and FOB-10A Building Manager Ed Neff estimates the work should be wrapped up by Feb. 7. Neff and his employees apologize for any inconvenience.

## Engineers to Gather

The National Society of Professional Engineers is sponsoring National Engineers' Week Feb. 16-22. The 1986 awards banquet will be held Feb. 19 at the Stouffer Concourse Hotel in Crystal City, Arlington, Va. Tickets are \$28. Call John Ohman, 426-7264, for details.

## Awards and Rewards

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

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

Mary Ann Guntow, AFS; Janice Vitko, AAT; Richard Worch, AAS; John Wojciech and Clesson McDonald, APM; William Hohe, ALG; Chuck Hicks, APT; Sharon Jefferies, AIA; Glen Nicolet, ATO; Joan Harris, ADL;

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

James Jamitis, APM; Brenda Adams, AHP;

### Quality Increases:

Paul Smith and Robert Burns, ATO; George Williams, ATR; Kent Peterson, APM; Theodore Page, AAP; Francis Campbell, AMS; George Bolduc, APP; Martha Laird, AAA; and Constance Wims, ARP.

## Black History at MWA

Black History Month will be observed at the Metropolitan Washington Airports with a program featuring the Bren-Car Dancers on Feb. 25. (In case of snow, the performances will be rescheduled for Feb. 28.) An award-winning local dance troupe, the Bren-Car dancers have performed all along the east coast. The troupe is planning a special program for the airports on black heritage.

Headquarters employees are encouraged to attend. The Washington National Airport program will take place in Hangar 6 from 10 to 11 a.m. The program will be repeated at the Dulles fire station from 2 to 3 p.m. the same day. For more information contact Pattie Tom on 557-1433.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## FY '87 Budget News Mixed

The good news in FAA's Fiscal Year 1987 budget submission is that "Operations" funding is up from previous years. On the other hand, major cuts are proposed for Research & Development (R&D), Facilities and Equipment (F&E) and the Airport Improvement Program (AIP).

The Operations request, which includes Washington Headquarters, is \$2.799 billion as compared to a total of \$2.759 billion approved by the Congress for FY 1986. The FY 1986 level, in all probability, will be reduced to \$2.640 billion under the Gramm-Rudman budget-balancing law. Approximately 70 percent of the Operations budget goes to pay employee salaries.

The total number of full-time positions is projected to decline

in FY 1987, dropping from the FY 1986 level of 47,831 to 47,045. However, the agency plans to hire an additional 500 air traffic controllers and 138 air carrier and general aviation safety inspectors.

Although R&D funding would drop in FY 1987 to \$134.5 million from the FY 1986 level of \$190 million (\$181.8 million after the Gramm-Rudman cuts), the agency will be able to continue work on major programs such as the development of the Advanced Automation System, modernized communications systems and improved weather information systems.

A number of major contracts also are scheduled to be awarded during FY 1987; despite lower F&E funding levels. These include FSS (See page 2)

## On-Demand Air Taxi Inspections Completed

An FAA study of on-demand air taxis found that the great majority of operators were complying with safety regulations but some others were cutting corners.

During the study, which was part of the General Aviation Safety Audit, FAA initiated 127 enforcement actions against air taxi operators and their employees. Of these, sanctions were imposed in 74 cases, ranging from administrative (See page 2)



Beechcraft Barons, like the one pictured above, are commonly used in on-demand air taxi fleets.

## Budget News (From page 1)

modernization, the next generation of weather radar (NEXRAD), terminal Doppler and remote maintenance monitoring. The FY 1987 F&E level is \$825 million as compared to the FY 1986 figure of \$993 million (\$950 million after Gramm-Rudman). The largest single cut in the FAA FY 1987 budget would be in the AIP obligation limitation. It would drop to \$712.5 million from the FY 1986 figure of \$925 million (\$885.2 million after Gramm-Rudman).

However, the generally favorable budget figures do not necessarily mean that FAA is home free as far as FY 87 is concerned. First, Congress has to pass the budget. Furthermore, additional spending cuts could be ordered in late summer if the FY 87 budget deficit is projected to be higher than the \$144 billion allowed under the Gramm-Rudman law.

## Air Taxi (From page 1)

actions to civil penalties, 41 remain open and 12 resulted in no action.

Also, FAA revoked the certificates of three operators and suspended certificates of three others pending correction of deficiencies. Another 89 operators voluntarily surrendered their certificates.

The most frequently observed safety deficiencies found by FAA inspectors were failure to maintain adequate emergency equipment, training programs and records.

Despite the adverse findings, the overall rate of compliance with federal regulations by on-demand air taxi operators was 89 percent.

## Agency Needs All FAAers Engen Tells Congress

Administrator Engen has told Congress that it will be "virtually impossible" to avoid furloughing FAA employees during the remainder of FY 1986 unless the agency gets authority to reprogram funds.

Testifying Feb. 3 before a Senate subcommittee, he pointed out that FAA already has taken a \$55 million cut in its FY 1986 operations fund, which is the money used to pay most employee salaries, and now faces an additional 4.3 percent reduction as a result of the Gramm-Rudman Law. Consequently, he said it will be difficult to avoid furloughs unless Congress gives DOT authority to make "some adjustments" in DOT appropriations.

The Administrator also cautioned against the idea that support and staff functions could be cut back without affecting the agency's overall safety mission. For example, he noted that it does little good for an aviation safety inspector to observe a regulatory violation if the agency lacks the support structure to take enforcement action. "In short," he added, "an entire system must be in place to successfully accomplish our objectives."

Looking beyond FY 1986, the Administrator said he could visualize no reasonable way in which FAA could absorb budget cuts in the 15 to 20 percent range without "serious deterioration of the current levels of safety services we provide." In this regard, he said he was pleased to report that the FAA's FY 1987 budget actually called for an increase in operations funding. (See page 1 budget story)

## Budget Reductions May Affect Cash Awards

As part of the effort to meet budget reductions, the agency is considering a proposal to reduce award payments to individuals and groups by one-half. While the details of the proposal, which is expected to save about \$2 million this fiscal year, are being worked out, no new awards will be initiated. However, monetary awards are not being eliminated. The Office of Organizational Effectiveness is preparing procedures which are designed to encourage supervisors to recognize good performance while reducing the dollar amounts of cash awards.

National unions with exclusive recognition and selected employee groups will have a chance to react to specific proposals before the new guidelines are implemented.

## FAA Orders 747 Checks

The agency has issued an Airworthiness Directive (AD) ordering inspections of older Boeing 747s operated by American carriers after routine inspections found cracks in the frames of four of the planes.

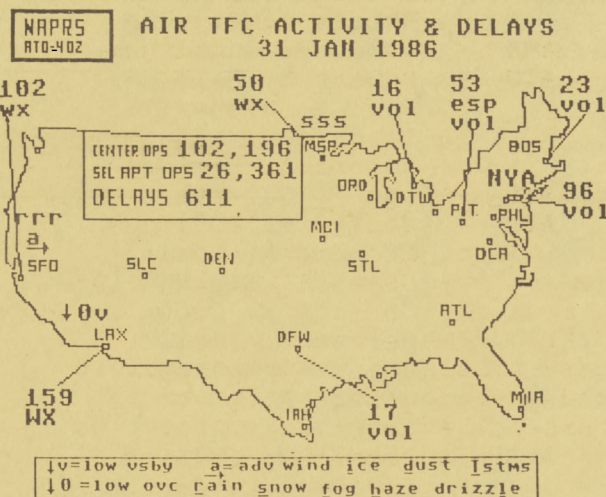
The AD calls for external visual checks of the fuselage skin in the forward part of the aircraft between the windowline and the floorline. Inspections are required within the next 25 landings for 747s with more than 14,000 landings and within the next 50 landings for those with 10,000 to 14,000 landings.

There presently are 161 of the 747s flying with the U.S. airlines and 604 worldwide, but those with less than 10,000 landings are not affected. The FAA order carries a mandate only for U.S.-operated 747s, but foreign safety agencies traditionally have followed the agency's lead on inspection directives for U.S.-built aircraft.

## Gramm-Rudman Law Loses Court Test

The Gramm-Rudman-Hollings balanced budget law has failed its first court test. On Feb. 7, a Federal District Court three-judge panel in Washington, D.C., ruled unanimously that the automatic deficit reduction process in the law is unconstitutional because it vests executive power in the Comptroller General. A quick appeal directly to the Supreme Court is expected. The decision does not block implementation of the law while the case is on appeal.

## AT Performance Charted



Computer graphic charts like this one now are being produced by the National Airspace System Analysis Staff, ATO-402, to aid in the morning briefings of top headquarters Air Traffic managers. Using a map of the U.S. and various symbols, the charts give those managing the flow of traffic a quick picture of total operations and delays, as well as where and why the delays occurred. The delays depicted on the map are restricted to those airports with ten or more delays. According to Jim O'Malley, who designed the charts with fellow staffer Debbie Hartman, "We now can present a great deal of information in a quick fashion by supplanting many written reports with these computer charts."

# Headquarters News



## Club Plans Ground School

The FAA Flying Club will conduct a seven-week Private Pilot Ground School starting March 4. The classes will be held in the building Tuesday and Thursday evenings from 6:30 to 9:30 p.m. The tuition, which includes books and materials, is \$75. For more information or to sign up, call Joe Long at 426-9324 or William Sheppard at 426-3434.

## 33 Retire in January

The following Washington Headquarters employees retired during January:

AAP - John G. Courlas  
Robert P. Pringle  
AWS - James F. Zahringer  
ATO - Robert L. Hale  
Paul L. Hughes  
Leonard B. McHugh  
Robert A. Simmons  
ATR - Don E. Garrett  
APM - George D. Bell  
Leonard A. Bosin  
Jules E. Blazej  
Charles E. Crown  
Herman D'Aulerio  
James A. Helton  
Joseph A. Love  
Carol J. Pullin  
AMS - Robert M. Collins  
Frederic C. Osgood  
Ralph E. Talbert  
AAA - Frederick S. Mozingo  
APR - Joe N. Cate, Jr.  
Marie A. Jordan  
ACS - Virgil L. Krohn  
ABU - William A. Plissner  
APO - Roger N. Westberg  
AAT - David L. Anderson  
Gene A. Barlow  
Nicholas Vutsinas  
ASF - Paul J. Madden  
ARP - Herbert B. Lowe  
APA - Glyndon P. Bennett  
AGC - Ann M. Cacciatore  
AIA - John Matt

## Awards and Rewards

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

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

James Witeck, AIA, Harold Colvin, APM, and Joseph Hoover, ADA;

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

Louis Brown, Sylvia Woodcock, Lauren Faulkner and John Nigro, APM, Concetta Alvarez, APA, and Fred Rapp, ACS;

### Letters of Commendation:

Larry Reid, Alvin Thomas, Robert Manley and Jan Peters, APM, Marlene Hardester, APT;

### Quality Increases:

Bernetta Weeks and Alice Wood, AAA, Thomas Conner and Stephen Vahovick, AEE, Vicki Leemon, AGC, Nina Large, APT.

## ADL Holds Ceremony

In keeping with Administrator Engen's request that FAA award winners be recognized in ceremonies conducted by individual offices and services, the Office of the Associate Administrator for Development and Logistics honored its award-winners and long-time employees Jan. 17 in the FAA auditorium.

Awards and service emblems were presented by ADL head Frank Frisbie, Jim Loebach, ADL-12, Val Hunt, AAP-1, Tom O'Brien, APM-2, and Lee Page, AES-1.

Service emblems were presented to employees with 15, 25 and 30 years of service. Certificates were presented to employees who received awards for the period October through December.

Congratulations to all those honored.



U.S. Department  
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# Headquarters Intercom

## AGC Oversees "Slottery"



Representatives from more than 80 U.S. and foreign airlines came to FAA headquarters Feb. 11 & 12 for a lottery of slot numbers for New York's Laganardia and JFK airports, Chicago O'Hare, and Washington National. The lottery set withdrawal priorities for taking slots away from carriers in the event they are needed to meet international or Essential Air Service agreements. Here, George Buchanan, ATA, draws the numbers while Ed Faberman, AGC-2, (far left) oversees the process.

## News in Brief

\* 1985 was a banner business year for U.S. airlines. During the year, a record 380 million passengers took to the air and paid a record total in air fares even while taking advantage of innovative discount fares. In all, 28 percent of the U.S. population flew during the year, which topped the previous record of 27 percent set in 1984.

\* In the fifth and (See page 2)

## 1986 Employees Survey Planned for Summer

Administrator Engen has approved the final plans and schedule for the employee attitude survey to be held this summer. The survey will complete the first cycle of the process which started with the 1984 survey for assessing and addressing the needs of FAA in the area of human resource management.

Associate Administrator for Human Resource Management Charles E. "Gene" Weithoner said the questionnaires for the new survey are scheduled to be mailed out in late May and the agency expects to have the results ready for dissemination to employees by the end of September.

Although noting that surveys do not, in themselves, solve problems, Weithoner said he thought the results can be extremely useful in measuring FAA's progress in building a better workplace environment and defining those areas where further improvement is required. He urged the widest possible participation by employees, saying he would like to increase the response rate from the 54 percent level in the 1984 survey to 75 percent or more.

One change in the survey procedure this year is that the questionnaire will (See page 2)

## Survey (From page 1)

be mailed to employees at the workplace instead of to the home addresses, as was the case in 1984. This procedure not only will save on postage, but also should increase employee participation by underscoring the fact that the forms can be filled out either at home or on the job. Each employee also will be provided with a return envelope which can be mailed from either inside or outside the agency.

The suggestions and comments of employees who participated in the 1984 survey have led to a number of other changes for 1986, including the following:

The questions on stress and burn-out previously were directed only to air traffic controllers. This year all employees will be asked to respond on these subjects. In addition, this section will be expanded to allow for a better understanding of just what employees mean by burn-out.

The survey also will contain a new "Federal Issues" section that will endeavor to measure employee feelings about budget reductions, contracting out, proposed pay and benefit changes, and the prevailing attitude in the country toward federal workers.

Still other changes will allow the survey team to break down the demographics of replies into smaller units than was the case with the 1984 survey. The result will be approximately 1,400 separate reports instead of the 470 produced in 1984. Again, as in 1984, no reports will be generated or issued that will identify any single individual.

This year's survey questionnaire is slightly longer than the 1984 edition, but better organization of the material will make it easier to complete. Test runs have shown that the average time for completion is 35 to 40 minutes.

## Briefs (From Page 1)

final phase of the agency's General Aviation Safety Audit (GASA), FAA inspectors found a 93 percent compliance rate with federal regulations. During this phase 168 corporate executive fleets, contract cargo operators, travel clubs, and skydiving operators were inspected.

\* General aviation aircraft deliveries and billings were down overall in 1985, but the industry showed gains in several lines of business, according to the General Aviation Manufacturers Assn. Aircraft shipments for 1985 totalled \$1.42 billion as compared with \$1.68 billion in 1984. At the same time, there were a number of encouraging trends such as more turboprop deliveries, rising exports, greater demand from commuters and package express firms, multi-aircraft fleet buys, and increased sales to military and government customers.

## Engen Addresses Budget

"Under President Reagan's proposed (FY 1987) budget, the FAA can sustain services essential to aviation safety--particularly air traffic control and inspections--while remaining within budgetary guidelines," Administrator Engen told the Alaska Air Carrier Assn. on Feb. 15. He went on to say, "If Congress does not adopt the president's budget, and automatic, across-the-board, and indiscriminate budget reductions go into effect, the FAA's ability to serve aviation, and our ability to provide a solid foundation for future service, will be impaired."

## Hotline Paying Dividends

FAA's Safety Hotline is beginning to pay big dividends. Established last June by the Administrator at the request of Secretary Dole, it has helped to identify and correct problems before they could become incidents or accidents.

Through Feb. 12, FAA received 331 legitimate aviation safety calls, alerting the agency to potentially dangerous situations. These involved such things as pilots operating in an unsafe manner, failure to perform required maintenance, blocking of emergency exits and so on.

The calls resulted in 253 closed investigations, 17 percent of which uncovered violations of the Federal Aviation Regulations. Many others brought to light other correctable, unsafe conditions.

Joe Stevens, Manager of the Hotline Operations Center, noted that the agency now has a system in place that can react immediately when necessary. For example, FAA had safety inspectors on the scene at the Lafayette, Ind., airport less than an hour after receiving a hotline call to investigate a report that a pilot had illegally filed an instrument flight plan and made an instrument approach to the airport.

## RIF Rules Amended

RIF regulations, recently amended by the Office of Personnel Management, provide a new formula for computing the extra length of service credit an employee is entitled to receive for performance ratings in determining retention standing during a RIF. The new rules also include major changes concerning assignment rights, competitive level, competitive area, removal of job erosion action from RIF coverage, and RIF appeals and hearings.

## Arrow Suspends Flights

On Feb. 7, Arrow Air agreed to cease revenue flights with 10 of its DC-8's pending replacement of a total of 68 unapproved foreign parts on the aircraft.

The unapproved parts ranged from valves and pumps to actuators and brake pads, were found on the aircraft. Arrow purchased the parts from a European firm and was unable to provide the required FAA documentation. Accordingly, Arrow Air was required to replace the parts before any further passenger or cargo flights.

Since the FAA action and a concurrent Air Force announcement that it was suspending its charter contract with Arrow Air, the Miami-based airline has filed for reorganization and protection from its creditors under federal bankruptcy laws. Arrow, which was involved in an accident in Newfoundland in December that claimed 256 lives, plans to continue some charter and cargo service during the reorganization period.

## Danger Pay Rules Issued

If FAA business takes you to Afghanistan, Columbia, El Salvador, Lebanon, or Uganda, you now will be entitled to receive a danger pay allowance. Designed primarily to cover travel by federal air marshals but applicable to all agency employees, the guidelines allow for additional compensation of 25 percent above basic pay for duty in these five global hot spots. The danger pay rules are based on provisions in Title 5 of the U.S. Code and on standard State Department regulations.

# Headquarters News



## Awards and Rewards

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

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

Angelo Mastrullo, AFS; James Olavarria, APO; Glenn Waugaman, AEU; Claudia Long, ADL

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

Alice Mattingly, APP; Sam Boone, Joan Lam, Loretta McNeir, Violet Wimbush, Mark Bruno, Clarence Hankerson, Pearles Johnson, Pauline Lowell, Ed Neuharth, Mark Noonan, Mary Overton and Rosa Simmons, AMS; Loretta Rollins, APT; Carol Strong and Mary Glotzback, APO; Beatrice Cox, AIA

### Letters of Commendation:

Wayne Startup, AAA; Linda Brown, Walter P. Condon, M.D., Deborah Ford, William Hark, M.D., Nancy Hughes, Edna Lovelace, Michele Smith, Barbara Watson, Richard Whaley and Anthony Williams, AAM

### Quality Increases:

Theodore Weyrauch and Mark Erb, APM; Charles Harrison and Linda Walden, ATO.

## Women's Task Force Corner

Top designers such as Albert Nippon, Kenar, Harve Benard, and Nolan Miller will be represented in the discount "Boutique Sale" being sponsored by the Federal Women's Task Force in the lobby of FOB-10A Feb. 25 & 26. Clothing and accessories, which will be available at discount prices, are being provided by Ida's Boutique located in the Howard Inn in Northwest Washington.

Proceeds from the sale will be used to support the task force's program for women throughout the year.

## Sullivan Named AWS-2

William J. "Joe" Sullivan was named Deputy Director of the Office of Airworthiness (AWS-2) effective Feb. 2. His previous Senior Executive Service position was Manager, Safety Regulations Division, Office of Aviation Safety.

Sullivan joined the agency in 1964 as a senior attorney advisor in the Office of General Counsel.

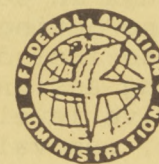
## Paul Berry to Speak

In commemoration of Black History Month, Paul Berry of "Seven on Your Side" (WJLA-TV) will be the feature speaker at a luncheon to be held 11:30 a.m. on Feb. 21 at the Ft. McNair Officers Club.

The theme of the program is the "Afro-American Experience, International Connection." The cost for lunch and the program is \$15 per person. For tickets contact Barbara Boulware, ACR, 426-3785, or Betty Jones, ADL, Evaluation Staff, 426-9553.

## FAA Tie Bars for Sale

Jane Stolar, AIA-210, 426-3175, has a limited number of FAA tie bars for sale at \$7.50 each. The tie bar features the FAA seal, embossed on a 3/4-inch circle, mounted on a gold-toned bar with an alligator clip. If you're interested in buying one of these handsome FAA mementos, call now.



FAA Seal



U.S. Department  
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Administration**

# Headquarters Intercom

## News in Brief

The agency has expanded the scope of the Airworthiness Directive it issued Jan. 31 following the discovery of frame cracks in the forward part of the fuselage of some high time Boeing 747s. The original AD called for external visual inspections of older 747s to detect skin cracks that might have developed as a result of the frame cracking. The follow-up Airworthiness Directive, issued on February 16, requires visual or X-ray internal inspections to detect the actual frame cracks.

\* John Kern and William Brennan have been approved as Director and Deputy, respectively, of the recently established Office of Flight Standards. The appointments are effective March 2.

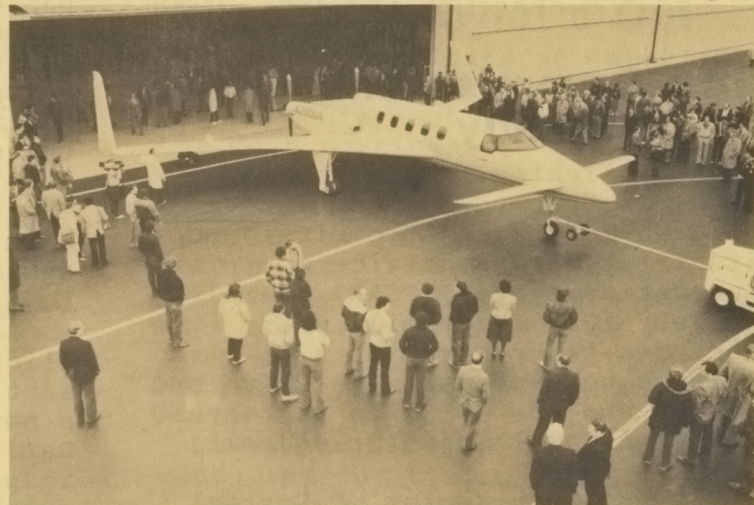
\* FAA will be accepting applications for Aviation Safety Inspectors March 10-31. These positions are at the GS-9/11/12 levels, depending on experience. Applications and additional information may be obtained from the Special (See page 2)

## Dole Submits Legislation To Tighten Airport Security

Secretary Dole has submitted legislation to Congress that would for the first time make it a federal crime to enter airport secured areas without authority. The bill also would require extensive background investigations for employees who have access to secured areas.

Under the proposed law, unauthorized persons entering airport security areas would be subject to a \$1,000 (See page 2)

## Engen Views Starship I Maiden Flight



Administrator Engen traveled to the Beech Aircraft Corp. plant in Wichita, Kansas, Feb. 24, to view the first flight of the company's next-generation corporate turboprop, the Starship I. Constructed primarily of graphite/epoxy and other high-tech composite materials, the Starship I features rear-mounted engines and an unconventional tail designed to reduce cabin sound levels and increase thrust. The plane will enter an extensive flight test program late this year to obtain FAA certification. Here, the first full-scale Starship I is rolled out of the Wichita plant.

## Briefs (From page 1)

Examining Division, AAC-80, P.O. Box 26650, Oklahoma City, OK 73126.

\* Six U.S. Senators have introduced a resolution opposing the House-passed provision in the tax reform bill which would subject federal workers to immediate taxation of annuities when they retire. Senate Resolution 304, if passed, would express the intent of the Senate to omit this provision from its version of the tax reform legislation, thus allowing federal workers to continue to receive tax-free annuities until these benefits have equaled the amount contributed to the Civil Service Retirement System.

\* The Office of Accounting reminds employees who have not received their Form W-2s or who have found errors on them to contact their servicing payroll center. Because processing of duplicate or corrected copies can take up to 45 days, employees are urged to move as quickly as possible so as not to run afoul of the IRS.

## FAA Commissions First AFSS Family

After licking some software problems that postponed the event for two months, FAA commissioned its first flight service automation system (FSAS) "family" on Feb. 12. The family unit includes the central data processing system at the Cleveland Center and the AFSSs in Dayton and Cleveland, Ohio, and Bridgeport, Conn.

The FSAS contractor, E-Systems of Garland, Texas, now has completed equipment deliveries to eight families. The next commissioning of an FSAS family is expected in April.

## Security (From page 1)

fine and a year in prison, ranging up to a \$10,000 fine and 10 years in prison in cases involving criminal intent.

The proposed background checks would allow airlines, airport operators and related companies to request a Justice Department investigation of prospective employees who would have access to secured areas. This would include a review of FBI criminal records under controlled conditions designed to protect the rights of the individuals involved.

## FAA Pulls Certificates Of Airline Crewmembers

In an emergency action, FAA has revoked the certificates of a three-member American Airlines flight crew for "recklessness" in attempting to land a Boeing 727 at Harlingen, Tex., on Feb. 7. The flight, which originated at the Dallas/Ft. Worth Airport, had 121 passengers on board.

The crew of American Flight No. 844 reportedly made three unsuccessful ILS approaches to the Harlingen airport and, on the third try, actually touched down some 450 feet short of the runway and took out a series of approach lights before becoming airborne again. The crew then continued on to San Antonio and landed.

Later that day, the captain and flight engineer were part of another crew that flew the 727 on a non-revenue flight back to Dallas/Ft. Worth. A subsequent inspection revealed that the aircraft had sustained substantial damage when it struck the approach lights at Harlingen.

The crewmembers may appeal the FAA action to the National Transportation Safety Board but the revocation order will remain in effect during the appeal process.

## New Payment System Saves Time and Money

Nine FAA employees have been honored for helping to develop a new module for the Uniform Accounting System (UAS) that lets the agency pay its bills more promptly and save money in the process.

The new subsystem, called "the cash management/prompt payment module," allows a financial transaction to be logged into the UAS system for automatic payment at a future date. The module automatically computes discounts for early payments and pays interest on late payments. It also generates reports on the reasons for lost discounts and interest penalties. The result has been to cut the costs of paying bills by reducing workloads on FAA accounting staffs and overtime requirements.

The FAAers honored for their contributions to the design, development and implementation of the new accounting process are: James Conahan, ASW; Fred Glassberg, AEA; Joseph Liposky, ACT; Louise Lathrop, ACE; Rita Haley and Peggy Tolle, AAC; and Michael Zink, AVN. Each received a Certificate of Achievement.

In addition, project manager Stephen Newborn, AAA, earned a Special Achievement Award and Richard Angle, also of AAA, received the Treasury Department's Award of Distinction in Cash Management.

## ATCs Direct Rescue

Chicago O'Hare controllers played a big part recently in the rescue of two people who had ditched their aircraft in icy Lake Michigan.

Controllers Rick Remlev, Doug Fralick, and Robert Mischkelane swung into action as soon as the pilot of the light aircraft radioed that he was "losing it." They immediately alerted Coast Guard and Chicago Fire Department helicopters and asked a pilot on the scene to circle the ditching area.

Using radar, the controllers then pinpointed the exact ditching spot and gave the choppers updated vectors as they sped to the rescue. With this help, the helicopters quickly located the downed plane and a Coast Guard rescue team was able to pluck the two survivors from the water-logged aircraft before it sank.

## What's In--What's Out

Of all those lists of "What's In" and "What's Out" that appear in the media each year, perhaps the most pertinent to government employees was the one in a recent Business Week: Here are a few examples of "What's In":

- \* Corporate (Organizational) Culture - Get everyone singing the same song and hope they're in key.
- \* Out-Sourcing (Contracting Out) - When you can't afford to make it yourself.
- \* Demassing (RIF) - The latest euphemism for firing people.
- \* Pay for Performance (Merit Pay) - It used to be known as piecework.
- \* Touchie-Feely Managers - The boss is a really nice person. He or she also is still the boss.



# Headquarters News



## Jones Memo Further Limits HQ Hiring

A Feb. 10 memorandum by Deputy Administrator Jones outlined hiring restraints that go beyond previously announced freezes on hiring from outside FAA or from the regions.

The new rules seek to limit the non-competitive reassignment of employees that entail moves between associate and/or staff offices that report directly to the Administrator. These reassignments now will be allowed only by the approval of both the gaining and losing associate or staff office director. Promotions and competitive selections within headquarters are still allowed, but the reporting dates may be delayed for reasonable periods by the losing organization.

In the memo, Jones explained, "I regret that these actions are necessary, but I believe that with the current restrictions on outside hiring, every office is vulnerable to significant internal losses."

## Conference Set in D.C.

"Structural Changes in Aviation" is the theme of the 1986 FAA Aviation Forecast Conference, set for Feb. 27 at the Mayflower Hotel in Washington. Administrator Engen will be the keynote speaker at this international gathering of some 400 aviation industry representatives. His talk will be followed by panel discussions and speeches on commercial aviation and deregulation.

Registration opens at 7:30 a.m. and the optional lunch is \$21.08. Call Gene Mercer, APO-110, on 426-3103 for more details.

## Awards and Rewards

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

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

Marcia Bisenius, APO, and Eloyce Wood, APM;

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

Beatrice Cox, AIA, Georgina Washington, APM, Bonita Scott, and Rebecca Windear, AOE;

### Letters of Commendation:

Ellen Walley, AGC;

### Quality Increases:

Samuel Woods, AAT, Joseph Pitts, ATR, Herbert Schlickemaier, APM, Loretta McNeir and Brenda Courtney, AMS.

## MS Group Sends Thanks

Ed Newburn, Manager of the Traffic Flow Management Branch, ATO-440, recently received the following letter from Wayne Bradley, Chairman of the National Multiple Sclerosis Society:

"On behalf of the National Multiple Sclerosis Society, the Board of Trustees and the clients we serve, I would like to express our deep appreciation to all the members of the Federal Aviation Administration who supported Wayne Waltrip's 'Coast to Coast Bike Ride.'

"Your very generous contribution of \$15,000 will help support research into the cause of and cure for this disabling disease, as well as help fund many direct services to those afflicted with MS in the Metropolitan Washington and (San Francisco) Bay areas.

"Once again I thank you and your co-workers for the generosity of your donation. We wish all of you a very happy and healthy 1986."



U.S. Department  
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# Headquarters Intercom

## AF Technician Named Suggester of the Year

The Northwest Mountain Region's Thomas Campbell last year had a \$45,575 idea that has earned him the FAA Suggester of the Year Award for FY 1985.

An electronics technician in the Denver (Hub) Airway Facilities Sector, Campbell received a \$2,067 check for the impressive first-year savings from an innovative suggestion he made to his supervisors. He developed a way to continue providing distance information to civil pilots when there is a weather-related outage of the azimuth portion of the military TACAN system.

The result is to eliminate callback overtime for FAA technicians who service this component of the common civil/military VORTAC system. It also may eliminate the need to reroute aircraft in some instances since the transmission of distance information continues. (See page 2)

## Airport Security Review Slated



Explosive-sniffing dogs are used in security operations at some U.S. airports being examined under Secretary Dole's new review. Here, a canine-human team is at work at Miami International.

Transportation Secretary Dole has announced that DOT/FAA will conduct a comprehensive, five-point review of security at U.S. airports.

The five areas to receive special attention during the review are:

- \* physical security of the airport perimeter and airline operations areas;
- \* implementation of the airline security coordinators program;
- \* passenger screening systems currently in use;
- \* screening systems for checked baggage; and
- \* development of weapons and explosive detection systems.

The review, which will be similar to the recently completed review of FAA safety programs by the Secretary, is scheduled for completion by the end of the year.

## NAS Plan to Progress Despite Budget Cuts

Despite the across-the-board budget cuts mandated by the Gramm-Rudman-Hollings legislation, the National Airspace System Plan remains a viable program, according to Administrator Donald D. Engen. Speaking to the Air Traffic Control Assn. on Feb. 21, the Administrator assured his audience that the "NAS Plan can and will be implemented." Although budget constraints will require "stretching out" some of the low priority projects, he continued, "the program will go forward."

## FAA Forecasts Growth

The agency's aviation forecasters are projecting the continued growth of aviation over the next dozen years with the workload on FAA's air traffic control facilities increasing apace.

According to the just-released "FAA Aviation Forecasts - Fiscal Years 1986--1997," 650 million passengers will be flying on scheduled U.S. commercial airlines by the end of the forecast period with another 55 million filling seats on commuter airlines.

The report, which is updated and issued on an annual basis, notes that major carriers have rebounded from the economic slump of the early 80's to post record operating profits in the last two years. It projects the continued growth of passenger traffic at an annual rate of better than 4.7 percent through the forecast period.

The regional/commuter airlines are seen growing at an even faster rate--seven percent annually--but the forecast is considerably less bullish for general aviation. The growth rate for the G.A. fleet is pegged at only 1.4 percent,

hitting 259,800 in 1997.

These increases in aviation activity will bring corresponding rises in workloads for FAA air traffic facilities in the forecast period. The projections are: a 46 percent gain in takeoffs and landings for towers; a 39 percent boost in flights for centers; and 37 percent jump in flight services for flight service stations.

## ICAO Has Jobs Open

Interested in a job overseas? In Lima, Peru, the International Civil Aviation Organization has openings for a Technican Officer, RAC/SAR (PC 86/03/P-4) and an Air Transport Officer (PC 86/03/P-4). Both pay \$30,275 to \$41,308 per year, depending on experience and dependents.

Like to stay a bit closer to home? In Montreal, ICAO is seeking a Chief, RAC/SAR Section, Air Navigation Bureau (PC 86/05/P-5). Net salary is \$36,283 to \$46,340, plus post adjustment.

Further information is available from servicing personnel office. Applications are due April 30.

## PEP Open Season Set

GS-11 through GS-14 employees interested in new job experiences have until March 31 to enroll in the Professional Exchange Program (PEP).

Although PEP primarily is designed to improve opportunities for women, men also may enroll. Through the program, employees can expand their horizons by accepting temporary positions in new job areas. Managers with temporary positions that need to be filled should contact their personnel office for a run-down on PEP applicants.

## **Suggester Award** (From page 1)

In addition to the cash award, Campbell will receive an engraved plaque and a congratulatory letter from Administrator Engen, the last lines of which read, "I commend you for your outstanding achievement. Please accept my personal congratulations and appreciation for your significant contribution to the Government."

Northwest Mountain Director Charles Foster also will receive a larger plaque with Campbell's name added to the roll of past winners for display in the ANM headquarters.

## **Reagan Budget Seeks Civil Service Changes**

President Reagan has proposed several important changes to the civil service system in his FY 1987 budget that would affect both current employees and retirees. Most of the proposals have been included in previous budget submissions but have never received Congressional approval. The major proposals:

- \* provide for a 3 percent general pay raise in January 1987;
- \* eliminate the 1987 cost of living allowance (COLA) for retirees and peg future COLAs at 2 percent below the Consumer Price Index;
- \* phase in a yearly annuity penalty of two percent for retirement before age 62 (this penalty would not apply to employees 55 years or older at the time of enactment);
- \* adjust student and survivor benefits to conform with Social Security benefits;
- \* revise the annuity calculation base to a high average salary over five years rather than the current "high three" average;

- \* increase the federal employee retirement contribution from seven percent to nine percent; and
- \* provide employees and retirees with an annual health premium voucher with which to buy health insurance (if the health plan costs less than the voucher, the employee would keep the extra money).

However, the Reagan Administration continues to support early optional retirement for air traffic controllers and firefighters, and the FY 87 budget does not propose any changes in that area.

Again the FAA personnel experts urge employees not to make any career or retirement decisions based on these legislative proposals. Congressional approval is required before any can become law and there could be significant changes and deletions in the process. INTERCOM will keep employees posted on new developments as they occur.

## **Western Airlines Fined For FAR Violations**

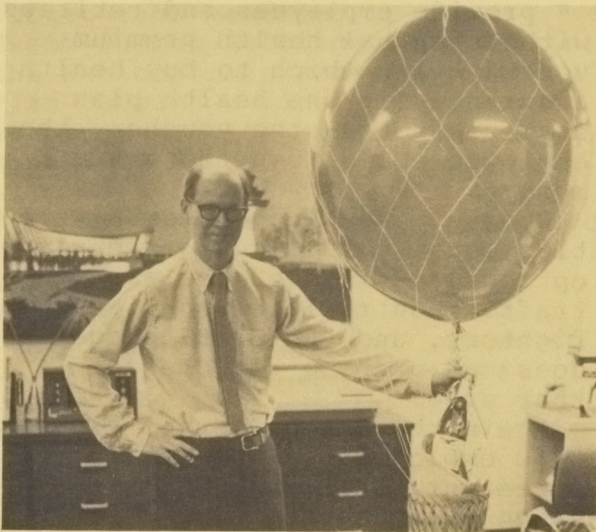
Western Airlines has paid a civil penalty of \$700,000 to settle an enforcement action involving alleged violations of FAA regulations governing maintenance and operations practices. The penalty is the second largest ever collected by the agency.

Specifically, the airline was cited for deficiencies in the areas of record keeping, inspections, manual revisions and training checks. The agency noted that Western had taken a positive attitude toward corrective action and moved quickly to correct deficiencies.

## Headquarters News



### Airborne Valentine Lands



Ned Preston, an agency historian, provides some ballast for a lighter-than-air Valentine's Day present from his wife, Leni.

### EEO Awards Presented

The highest agency award for achievement in Equal Employment Opportunity was presented to three headquarters employees by Administrator Engen in the tenth floor "Round Room" Feb. 27. Jo Officer, APT, Dr. Aston McLaughlin, APM, and Sid Wugalter, ATO, each received a rosette, medal and plaque from Engen for their superior achievements. Engen said the three were instrumental in carrying out FAA's EEO policy and supporting "the very, very vital EEO program."

Said Leon Watkins, ACR-1, "We consider this the highest honor for work in the equal opportunity field." He added, "It's for going beyond the call of duty," referring to the fact that the award winners' accomplishments were in addition to their regular duty assignments.

### Awards and Rewards

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

Special Achievement Awards Based on Sustained Superior Performance:

Susan Gray and Beverly Worthington, AAT, Alphonse Santarelli, AWS, and Myrna Jones, AAM;

Special Achievement Awards Based on Special Acts or Services:

Joyce Eaton, ALG, and Monica Russell, AAM;

Letters of Commendation:

Emil Michaux, Thomas Marker, and Tina Amereihn, ALG.

### New Phone System Coming

Hi-tech is coming to the FAA phone system. By mid-July all headquarters employees will be using push button phones with multi-feature dialing instead of the old fashioned rotary types. User training on the new system, which is more cost-effective and more efficient, is scheduled to begin in June for all employees.

Features included are:

- \* individual numbers for each phone;
- \* multiple-user intercom lines;
- \* five-digit dialing to all Washington DOT numbers;
- \* speed calling (dialing of frequently called numbers by punching the asterix, for access, followed by two numbers); and
- \* ring-again dialing (when the number being called is busy, the caller can institute the ring-again feature, and both phones will ring when the line is free.)
- \* the capability to determine which calls are being made through which phones.



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# Headquarters Intercom

## New York and New Orleans Named Top AF Sectors

For the second year in a row, the New York Center Airway Facility Sector has been named the AFS facility of the year in the en route center category.

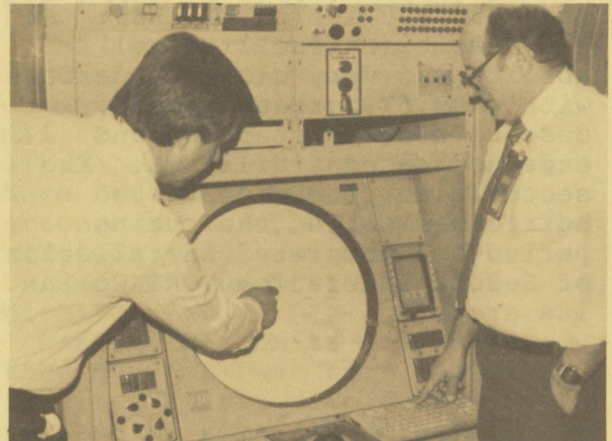
And joining it in the winners circle this year is the New Orleans sector, which came out on top in the general NAS category. The New Yorkers were picked from a list of six ARTCC regional winners and the New Orleans crew from among eight regional winners in its category.

Both national winners were judged outstanding in such areas as facility performance, manpower/workload, personnel/general sector management, and human relations.

The two winners also have an established track record for excellence, the New Yorkers now having put together back-to-back victories at the national level

and the New Orleans sector having won the Southwest Regional Airways Facility Superior Achievement Award in 1982, 1983 and 1984.

Among the New York (See page 2)



New York Sector technician Chuck Jumpeter points out a target on a radar display to fellow technician Paul Rinaldi.

## The News in Brief

\* The Supreme Court will hear oral arguments on the constitutionality of the automatic deficit reduction feature of the Gramm-Rudman-Hollings law April 23. A ruling is expected in June or July. The budget-balancing legislation lost its first court test Feb. 7 when a Federal

District Court three-judge panel ruled the process unconstitutional because it vests executive power in the Comptroller General. \* Despite horrendous weather over much of the country in February, average daily ATC delays for the first two months of 1986 are running

below the figures for both 1984 and 1985. The average number of delays of 15 minutes or more for January and February this year was 842, compared with 1,105 for all of 1984 and 915 for 1985.

\* A supervisory aerospace engineer at the Technical Center's Fire Safety Branch was honored as (See page 2)

## Top AF Sectors (From p.1)

sector's most innovative accomplishments during the year was the design and development of a prototype "Printer Control Module" which will be used nationally with the host computer in the en route centers to speed the implementation of the state-of-the-art Flight Data Input/Output printer. The 100 sector employees are responsible for maintaining seven long range radar sites as well as the IBM 9020 mainframe computer and associated display equipment in the center.

The New Orleans sector racked up savings or cost avoidances of more than \$54,000 during FY 1985. At the same time, facility reliability was very close to perfect with a 99.67 percent record, despite reduced staffing and expanded responsibilities. The sector also responded to two hurricanes during the rating period and completed installation of Second Generation VORTACS in its area.

## Service Deposits Due Before Retirement

Employees who are retiring or leaving the government for other reasons and who served in the military after 1956 must make their service deposit payments before they leave and must make these payments to their employing office.

This means that employees cannot make these payments from the proceeds of the lump sum payment represented by their check. Also, those employees planning to make these payments shortly before leaving the government should keep in mind that the payment must be in the form of a money order or certified check.

## Briefs (From p.1)

DOT's Engineer of the Year in a Feb. 19 ceremony by the National Society of Professional Engineers. Acting ADL head Frank Frisbie presented Richard Hill with the award for his work in accident investigation and the development of new FAA fire safety standards.

\* The Eastern Region, in an emergency revocation action, has pulled the license of U.S. Air Captain Robert Farris, Jr., following his involvement in an accident at the Erie, Pa., International Airport on Feb. 21. The agency said Farris operated a DC-9 in a reckless manner by landing on a slick runway with a tailwind component. The airplane slid off the runway, injuring one passenger.

\* The Canadian Aviation Safety Board (CASB) recently announced it will conduct a public inquiry May 12-16 into the rising numbers of runway incursions at that country's airports. In 1985, there were more than 200 incursions reported, a hefty increase from the 1984 figure of 124 and triple the 1983 total of 73. CASB has extended an invitation to FAA officials to attend the hearing and share information on the agency's work in preventing runway incursions.

\* Reinstated air traffic controllers who wish to contest the amount of their overtime back pay must pursue their claims before the Merit Systems Protection Board (MSPB), according to a recent ruling of the U.S. Claims Court. MSPB has previously approved FAA's method of calculating overtime back pay in a number of decisions. However, the final decision of the board can be appealed to the U.S. Court of Appeals for the Federal Circuit.

## **Saves Up in '85**

FAA's most dramatic service--the flight assist--helped almost 1,200 aircraft with nearly 2,100 people on board during 1985. The 1,181 assists last year was 10 percent higher than the 1,069 recorded in 1984. However, the 2,093 people on board the aircraft involved in the 1985 flight assists was well below the 2,852 "saved" in 1984.

Almost half the saves, a total of 529, were carried out by terminal facilities. Flight service stations were responsible for 436, and en route centers for 216.

## **New Security Devices Now Being Developed**

Although present security systems at the nation's airports have proved highly effective in stopping potential hijackers, FAA still is looking for ways to do it better. Testifying before the House Subcommittee on Crime, FAA's Civil Aviation Security Director Billie Vincent said the agency currently is testing two promising prototype devices for detecting weapons and explosives.

He said one is the Thermal Neutron Activation (TNA) device, which uses low energy radiation to detect explosives. The second is the Vapor Detection Portal that detects vapors given off by explosives.

The TNA device is being tested to screen checked baggage and cargo, while the Vapor Detection Portal is designed to check passengers.

Vincent noted that the schedules for development of these two systems have been moved up from 8 to 9 months. The testing phase of the TNA device is expected to be completed by the fall of 1987, and this phase of the vapor portal is scheduled to be finished by the

summer of 1988.

While he emphasized innovations during his testimony, Vincent did point out that with the equipment currently in use over six billion persons and nearly eight billion pieces of carry-on baggage have been screened. Screening has resulted in the detection of more than 33,000 firearms, nearly 14,000 related arrests, and in the prevention of at least 113 hijackings or related crimes.

## **FAA Warns Owners Of Faulty Altimeters**

The agency is telling U.S. aircraft owners, including commercial carriers and the military, that about 6,400 altimeters built last year could have defective parts and give erroneous altitude readings. The altitude gauges were built by United Instruments, Inc., of Wichita, Kan.

Many of the units are so new they may not have been installed in aircraft yet. To date, only two of the some 330 defective altimeters discovered were actually installed in planes. Furthermore, the sophisticated primary altimeters used by commercial carriers are not involved. However, some commercial aircraft might have used the defective units as back-up instruments.

In a mailing sent to aircraft owners, FAA is instructing those whose aircraft have United Instruments altimeters to check serial numbers against a list of those built during the suspect period. Defective altimeters must be removed and returned to the manufacturer for service. Units that work properly can be used but they must be shipped back to the manufacturer for inspection by July 1.

## Headquarters News



### CFC Donation Record Set



The FAA Headquarters Combined Federal Campaign for FY 1985 raised \$181,819, the highest dollar amount ever. That impressive sum represented 109 percent of the agency's fundraising goal, the best showing in over a decade. Donations averaged \$96.29 per contributor and the participation rate was 72 percent. Here, Administrator Engen, flanked by Frank Frisbie, Acting ADL-1 and CFC Vice-Chairman (left), and Jim Loebach, APM-12, CFC Coordinator, share the CFC Merit Award in a March 5 ceremony.

### Intercom Gets Disconnected

The five-digit dialing and the "ring again" features of the new phones coming to FAA headquarters will not apply to all DOT numbers in the Washington area as was reported in last week's INTERCOM.

According to the communications staff at DOT these features will apply only to departmental numbers in the three headquarters buildings--FOB-10A, the Nassif building, and the Transpoint building.

### Words for the WISE

The Interagency Committee on Women in Science and Engineering (WISE) will sponsor the 15th Annual National WISE Training Conference, March 24-26. This year's gathering will be held at the Westpark Hotel in Rosslyn, Va. All those interested should call John Ohman, AHR-10, on 426-7264.

### Awards and Rewards

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

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

Gerrie Cappello, AHR, and Carolyn Clark, APA;

#### Letters of Commendation:

Kathy Henck, Stevie Hendley, Wayne Wilson, and Ernest Wittek, all of ALG;

#### Quality Increases:

John Harper, ATO, and Linette Brice, ALG.

### Alice Knudson Dies

Alice "Lucy" Knudson, a secretary in the Design and Operations Criteria Division of the Office of Airport Standards, and a long time FAA employee, died March 2 in Washington, D.C. She had been hospitalized with a lingering illness since early January. Her FAA service spanned nearly 30 years and included work in airport grant programs and in the airport standards field. Funeral services were held in her childhood home of Provo, Utah.

### Clinic Hours Changed

Due to the extended leave of one of the nurses in the Headquarters Clinic, the Office of Aviation Medicine has changed the hours of operation for the facility.

The daily hours for the clinic now will be from 8:30 a.m. to noon and from 1 p.m. to 5 p.m. Also, with only one nurse on staff, it may be necessary to close the clinic for short periods during the day or when the remaining nurse is on leave. Doctors in the Office of Aviation Medicine will then be available in the event of an emergency.



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# Headquarters Intercom

## News in Brief

\* The Office of Management and Budget has approved FAA's FY 1986 Operations Supplemental request for \$80 million. Also approved was an \$8 million transfer from Facilities and Equipment appropriations to finance the cost of reemployed annuitants. The sources for the \$80 million supplemental, in millions, are: \$43.725 in Airport Improvement Program funds; \$27.550 in Urban Mass Transportation Admin. formula grants; and \$8.725 in Amtrak funds. The supplemental bill now will be forwarded to the Congress from the President.

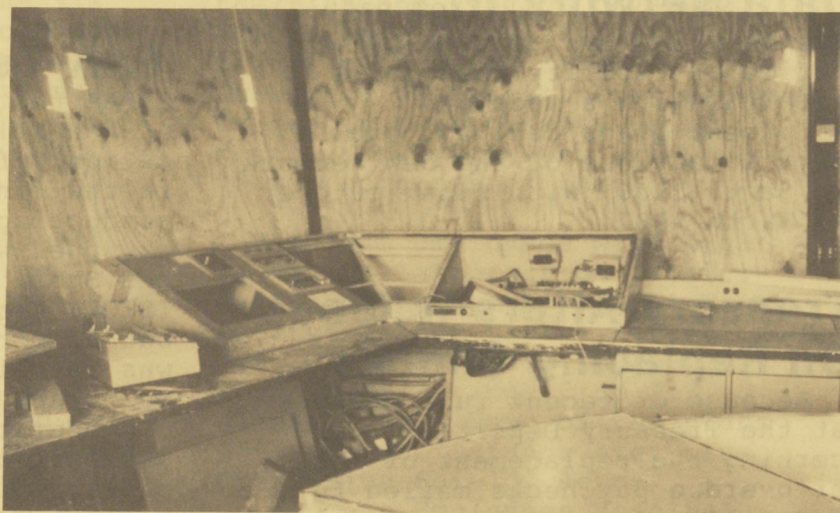
\* The agency has proposed a substantial civil penalty against Eastern Airlines for alleged maintenance-related violations of Federal Aviation Regulations. The civil penalty letter was delivered to Eastern March 7 and covered results of a special inspection and evaluation of Eastern during the period (See page 2)

## New Data Transmission Network on the Way

The new Data Transmission Network, which will enable FAA offices and facilities to transmit information to each other in short order is now on the way. FAA has signed an \$18 million lease/purchase contract with Uninet, Inc. of Lenexa, Kansas, to produce both the hardware and software for the system.

This new state-of-the-art network will replace the existing Administrative Data Communications Network and the public data network, which the agency shared with other federal agencies.

The new system will provide agency-wide transmission of administrative data, including such essential items as payroll, personnel, and safety information. In addition, it will provide an electronic mail (See page 2)



Plywood replaces glass in the Greater Cincinnati Airport Tower after a tornado blew out the windows. See story on page 3.

## Briefs (From page 1)

Dec. 3, 1985, through Feb. 20, 1986. Alleged violations include failure to comply with Airworthiness Directives, requiring mandatory inspections or repairs and failure to maintain adequate records.

\* A proposed regulation, published in the Federal Register on March 6, seeks to control the noise of new helicopter types. If adopted, it would apply a federal noise standard that reflects the current state-of-the-art in production.

\* The Alaskan Region is urging pilots to check their emergency locator transmitters (ELT) after each flight to ensure that the crash signal has not inadvertently been activated. False ELT signals, running at a rate of more than 97 percent of all signals, have greatly hampered the effectiveness of the international Search and Rescue Satellite Aided Tracking system, which locates downed aircraft and ships. The system as of last December had helped to rescue 510 persons, 246 of which were involved in aviation incidents.

tronic Funds Transfer (DD/EFT) System now is a smarter move than ever.

Before the regulation changes, Treasury would issue a substitute check to an employee with a lost or late check problem when notified by phone by the employee's payroll office. Now, however, a payroll office must request cancellation of the original check and prepare a new schedule for the replacement check, which normally takes ten days to arrive. Consequently, many FAA employees among the 35 percent who still receive their checks through the mail have been caught in financial squeezes while waiting for new checks.

These dire fiscal straits are entirely avoidable with DD/EFT, according to those in the know in the Office of Accounting. To eliminate the risk of a lost or late check, they say, just fill out Standard Form 1199A, have your bank validate the form and forward it to your payroll office. From then on your pay will be transmitted electronically from Treasury to the Federal Reserve System and finally, on Tuesday of pay week to your personal bank account.

## Data Network (From page 1)

system which can be used by any office or facility that has a terminal with a modem.

Current plans call for preliminary acceptance of the new network in Sept. 1986, with final cutover in March 1987.

## Treasury Alters Rules On Replacing Checks

Because of recent rule changes at the Treasury Department concerning the replacement of lost or overdue paychecks mailed to federal employees' homes, signing up for the Direct Deposit/Elec-

## FAA Test Pilot Killed

FAA test pilot John C. Henderson of the Atlanta Aircraft Certification Office was killed March 7 in the line of duty. He was conducting spin tests in a PA-32 equipped with a speed enhancement and Short Takeoff and Landing (STOL) kit when the aircraft went out of control and crashed. He was fatally injured while trying to parachute to safety.

Henderson joined the agency in 1982 after serving as an Army test pilot. During his military career he attended the Patuxent River Naval Test Pilot School where he was the top graduate in his class.

## Wing-Flapping Machine Takes off the Ground

Aircraft designers, including Leonardo Da Vinci, have been trying for centuries to get a wing-flapping plane to fly. Now, at last, a half-sized model of a long extinct flying dinosaur called a Pterodactyl, has flown in the Mojave Desert.

This flying marvel was produced by AeroVironment, Inc., for the Air and Space Museum in Washington, D.C. Shots of it will be used in a film currently being produced for the museum. The flying dinosaur model also is expected to make a circuit of the National Mall in Washington sometime this spring for the general public's entertainment.

## Tornado Clobbers Greater Cincinnati Tower

"The controllers, technicians, and everyone else here at the airport responded with that 'can do' attitude that I think is typical of FAAers," Dave Bullock, manager of the Greater Cincinnati Airport Airway Facility Sector said after the facility was hit head-on by a tornado March 10.

Bullock reported that the six controllers in the tower cab when the tornado hit were taken to the hospital for injuries sustained from flying glass. But, he said, most of them were back the next day, wearing bandages and helping out.

Tower manager San Juan Romero said that everyone conducted themselves in an outstanding manner. Particularly courageous was controller Clay Leak, who returned to the cab while glass was still flying and carried out a handicapped air traffic assistant.

The storm damage and a gas leak caused by a wall falling on a gas line forced Romero to close the tower. However, when the gas leak

was repaired an hour and a half later the TRACON was back in business. In two-and-a-half hours, a temporary control tower had been set up in an FAA Airway Facilities office in the terminal building, and Greater Cincinnati Tower was again completely operational. By the end of the week, according to Romero, traffic was moving normally. He expects to be back in the tower cab by the end of March.

Further havoc wreaked by the tornado at the airport included hangar roofs blown off, several aircraft destroyed, as well as downed telephone and power lines.

## Health Plans May Refund A Portion of Premiums

As a result of a bill recently signed by the President, health plans may now refund a portion of the premiums paid to them by employees and retirees enrolled in the Federal Employees Health Benefits Program during 1985. About a dozen plans are offering the refunds.

Amounts will vary depending on the plan and type of coverage. The refunds are being paid as a result of a build up in the insurance plans financial reserves caused by participants using their medical coverage less and paying larger portions of their medical bills themselves.

Eligible employees will begin receiving letters from participating plans by the end of March notifying them that a refund check will be in the mail in April. Refunds will range from \$17 to almost \$400. Some of the plans offering the refunds are: Blue Cross/Blue Shield, Aetna, Government Employees Hospital Association, and the National Association of Letter Carriers.

## Headquarters News



### AAM, AHR to Sponsor Health Screening Program

The Office of Aviation Medicine, in conjunction with the Office of Human Resource Management, will sponsor a voluntary health screening, or Wellness Program, April 9-10. Its planners see the program, to be conducted by Met Path, Inc., of Kensington, Md., as good preventative medicine.

Participants will receive chemical analyses of more than 30 tests from a small blood sample taken during the health screening. These tests are helpful in detecting "hidden" ailments such as diabetes and heart, kidney and liver diseases. All test results will be reviewed by a physician and sent in confidence to each participating employee, with advice to consult a private doctor if any results are abnormal. Participants will pay a maximum of \$25 for the entire program. The fee is payable by cash, Visa or MasterCard.

The screening will be held in Room 327 of the FAA Medical Clinic. Appointments may be made by signing up in Room 327 for a screening on April 9 and in Room 514 for the April 10 screening.

Because of the nature of some of the tests, the clinic nurses recommend that participants not eat or drink anything for ten hours prior to the screening.

### Employees to Run for Fun

The DOT Employee Recreation Assn. is sponsoring a two-mile "fun run" around the Tidal Basin at noon on April 2. Ribbons will be given to all finishers and trophies will be awarded to winners in various age groups. Entry forms are available from Nancy Watson, Rm. 630, 426-8472.

### Awards and Rewards

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

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

Darlene Kirby, ADL, and Judy Davis, APM

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

Robert Seger and Stephen Badger, AFS

#### Letters of Commendation:

Rial Sloan, APM, Sharon Fletcher, ALG, and Elizabeth Brothers, APR

#### Quality Increases:

William Weeks, APM.

### AHR Scores for Perfection

The Administrator's overdue correspondence list, long a source of fear and loathing for offices throughout headquarters, now is a point of pride for the offices reporting to the Associate Administrator for Human Resource Management (AOE/AHP/ALR/APT). The list, compiled by Margaret Boylan's Administrative Staff to track the number of "controlled" letters and documents that miss assigned deadlines, shows AHR recording 52 consecutive weeks with zero "overdues."

This perfect year, during which AHR responded to more than 600 pieces of controlled correspondence, began last March with Gene Weithoner, AHR-1, telling the office directors of the newly formed AHR complex that he wanted them "...to get off the overdue list."

"I am sincerely pleased and proud of this remarkable accomplishment," said Administrator Engen. "You have proved it can be done."



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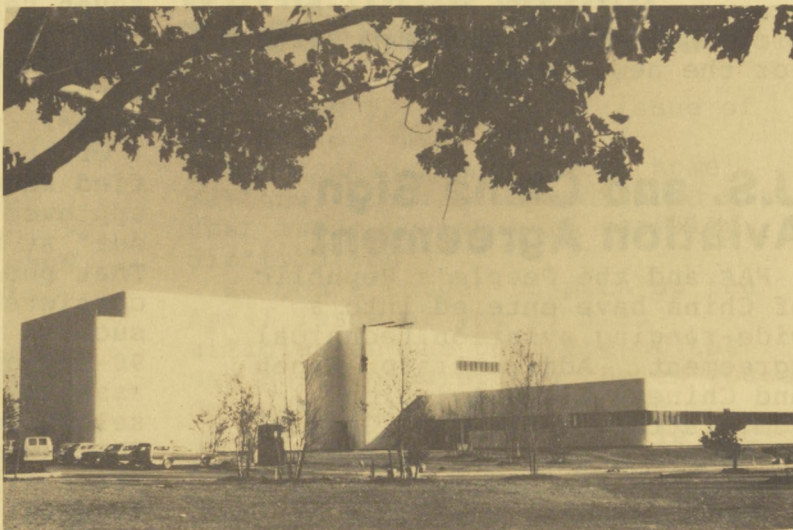
## News in Brief

\* Directors of air traffic agencies from 23 countries toured FAA facilities March 17-21 to exchange information on the latest developments in air traffic control. Hosted by Associate Administrator for Air Traffic Walter Luffsey, the international group visited the Tech Center, the Washington ARTCC, the Philadelphia International tower, and the Aeronautical Center.

\* FAA has awarded approval of the second LORAN-C non-precision approach to Northern Airways, which flew the approach in February into the Burlington, Vt., Airport with a 41-year-old Douglas C-47A. The first approach with the long-range navigational system was made last November in Bedford, Mass., with Administrator Engen as co-pilot.

\* The agency has approved a \$1.3 million contract to Shiller Construction Company of Detroit for the building of a new tower at Willow Run Airport in Ypsilanti, (See page 2)

## N.Y. TRACON to be Upgraded



The New York TRACON, which was commissioned in March 1981, is now getting a major upgrading.

A \$45.6 million contract for upgrading the New York TRACON has been awarded to Sperry Systems Management of St. Paul, MN. The FAA facility, located in Garden City, L.I., provides approach control services for the three major New York area airports and for some 40 satellite airports.

The contract calls for upgrading the present ARTS IIIA in two stages. The enhanced system will be known as the ARTS IIIE and will be the only one of its kind.

In the first stage, display consoles will be replaced with new consoles. Also, new microprocessors will be added to increase the simultaneous tracking capability of the facility from 1,200 to 1,700 aircraft. This phase is scheduled to be completed by June 1987.

The second stage will provide (See page 2)

## Briefs (From page 1)

Michigan. The contract calls for an eight-story tower with an adjacent base building, to be ready for occupancy in March 1987.

**N.Y. TRACON** (From page 1)  
a system capacity of 2,800 tracks with the capability of going to 3,400 tracks if needed and will be completed by December 1988.

The contract further includes training for controllers, data system specialists, and technicians, as well as spare parts for the new equipment.

## U.S. and China Sign Aviation Agreement

FAA and the People's Republic of China have entered into a wide-ranging aviation technical agreement. Administrator Engen and Chinese Civil Aviation Administration Director General Hu Yizhou signed the agreement at Washington headquarters March 14.

The agreement, the first of its kind between the U.S. and China, includes the exchanges of scientific and technical personnel and information related to aeronautical programs of common interest. It also calls for cooperation in research and development and contains provisions for training and other technical assistance.

Technical cooperation in air traffic control, air navigation and aircraft operations, airport construction, aircraft certification and maintenance standards, and aviation safety and security also is provided for in the agreement. The pact will remain in effect for five years.

## Cross-Option Program Moves Ahead

Administrator Engen has told Congress that he is "pleased" so far with the results of the Cross-Option Program and "optimistic" about the likelihood of its success.

In March 17 testimony before a House subcommittee, Engen said more than 500 applications were received for the program, which is designed to increase full-performance level staffing at seven selected en route centers. Most of these applications came from terminal controllers with an interest in crossing over to the center option.

Of this number, 401 were identified as candidates and 264 approved for the two-week "try-out" at one of the seven centers. That phase has been virtually completed with an 81 percent success rate. The next step is a 90-day on-site "advanced assessment" as a prelude to final selection and change of station. Those who fail to qualify in this phase will be returned to their original duty stations.

The en route centers currently in the program are: New York, Cleveland, Indianapolis, Chicago, Minneapolis, Los Angeles, and Oakland.



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## Embry Riddle Wins Contract for MTS

FAA's Management Training School (MTS) is moving to Florida.

The contract to provide MTS facilities has been awarded to Embry Riddle Aeronautical University at Daytona Beach, Fla., one of the best known aviation schools in the country. However, the FAA facility will be located 30 miles north of the main campus at Palm Coast, Fla. The agency expects to begin operations there Oct. 1, 1987.

Embry Riddle won out over nine other bidders. Its proposal was selected as providing the best value to the government in terms of technical excellence, price and business management aspects.

The MTS has been located at Cameron University in Lawton, Okla., since it was established in 1971 to upgrade the general level of supervisory and management skills within the agency. More than 48,000 FAA employees have attended courses there.

The contract calls for Embry Riddle to provide space for classrooms, dormitories, eating facilities, administrative offices, and adjunct areas needed for the operation of the school. A separate award will be made to cover instructors and that contract currently is out for bids.

## Roto Office Closed

FAA disbanded the Rotorcraft Program Office March 7 and reassigned its functions pending final approval of the organizational change by Secretary Dole. The decision was made because of money problems resulting from the Gramm-Rudman-Hollings balanced budget law and because most of the three-and-a-half-year old office's projects have been completed or are well on the way.

The Office of Airworthiness will take over responsibility for the Rotorcraft Master Plan and for rotorcraft airworthiness matters. Flight Standards will absorb the rotorcraft task force information sharing and coordinating program and the National Prototype Heliport Development Program. This office will also be responsible for rotorcraft operations and maintenance.

## World to be Mailed To Facilities/Offices

Don't look in your home mailboxes for the April issue of FAA World. Due to the Gramm-Rudman budget cuts, home mailing is being discontinued with that issue in favor of facility distribution.

So don't forget to pick up the April issue or you'll miss articles on the delivery of the new Host Computers to the en route centers, restoration of the agency's last DC-3, a Little Rock FSS specialist who doubles as a movie actor, and the FAA efforts to reach pre-schoolers with the story of aviation.

## Foster to Retire

Chuck Foster is retiring May 1 as Director of the Northwest Mountain Region (ANM), closing out a 43-year career of government service.

A 24-year Air Force veteran, Foster joined FAA in 1974 after seven years with DOT/OST and was the agency's first Associate Administrator for Aviation Standards. As AVS-1, he spearheaded the FAA's investigation of the DC-10's problems following the disastrous Chicago crash in May 1979. He also is credited with developing FAA's "lead region" concept.

## Headquarters News



### Women's Task Force Corner

The Federal Women's Program Task Force Members will have FAA T-shirts on sale in the FOB-10A lobby April 2 from 11:30 a.m. to 12:30 p.m. The sturdy blue T-shirts will feature a white FAA logo. Group orders for softball teams, bowling leagues and tennis teams also may be placed at this time. Offices may wish to order the shirts for picnics and other human relations activities. Funds raised from the sale of the shirts will be put towards task force programs.

### AWS's Branting Honored

As part of a new awards program within the Aircraft Engineering Division of the Office of Airworthiness, Henri Branting has been selected by his peers as the division's "Employee of the Year" for 1985. Branting was cited for spearheading FAA's cabin safety rulemaking.

Division Director Thomas McSweeney said the new award will be an annual event, with a new name added each year to a bronze plaque.

### Summer Day Care Center To Start in June

The DOT Day Care Center will launch a summer program June 16 that will feature weekly field trips, arts and crafts and recreational and cultural programs. The summer session is for kindergarten through third grade children. For more information call Kathy Sidberry between 1 and 3 p.m. on 488-8994.

### AIAA to Meet in Arlington

The American Institute of Aeronautics and Astronautics (AIAA) will hold its annual meeting April 29 - May 1 at the Crystal City Hyatt Regency in Arlington, Va. Those interested in bus reservations should contact Dorrie Foster on 426-3883 or Suzanne Holloway on 426-3893 (AIAA will provide free bus transport if headquarters can provide 47 employees to fill a bus). Programs for the meeting have been distributed to ADL-1, AAT-1 and AVS-1 and may be picked up in those offices.

### FAA Toastmasters Club Elects New Officers

Laurence Silvius, AIA, has been elected president of the FAA Toastmasters Club. Other new officers brought to power in the recent elections are: Educational Vice-President Ray Kelly, AES; Administrative Vice-President Thelma Bagley, ALG; Secretary Ruby Jones, ASF; Treasurer Gerald Lavey, APA; and Sergeant-at-Arms Jan Aul, AHR. Members encourage employees to attend club meetings, which are held the first and third Tuesdays of each month from noon to 1 p.m. in rooms 6AB.

### MWA Sets Firefighting Record

The MWA Aircraft Rescue and Firefighting Branch set an all-time record last year by responding to 2,234 firefighting calls, with Dulles recording 1,228 calls and National racking up 1,006.



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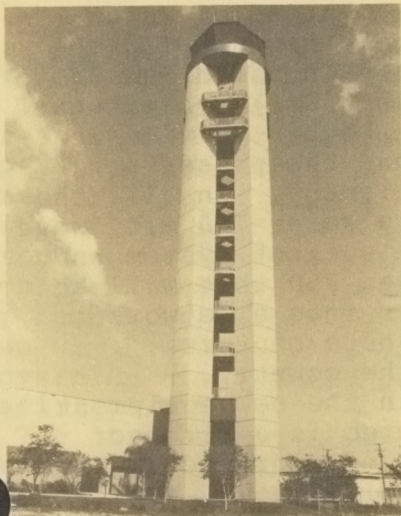
# Headquarters Intercom

## News in Brief

\* Continental Airlines paid FAA a \$402,000 fine for safety violations March 27. The violations stemmed mainly from the crew-training program, inadequate record-keeping and faulty maintenance.

\* FAA has proposed an \$80,000 civil penalty against Starflight, Inc., a Memphis-based cargo carrier, for violating the terms of an exemption that allowed it (See page 2)

## New Miami Tower



The latest major air traffic control tower to be dedicated by FAA is this \$6.2 million structure at Miami International Airport.

## AMA Reviews Agency's Medical Standards for Airmen

The American Medical Association (AMA) has completed and turned over to FAA the results of its comprehensive study of the airmen medical standards in Part 67 of the Federal Air Regulations. The 800-page report was produced by AMA over a two-year period under a \$690,000 FAA contract.

The report proposes many new or revised standards, as well as policy and procedural changes, that reflect advances in medical science in the quarter century since Part 67 was first promulgated. The AMA's recommendations cover the standards for cardiovascular, mental and behavioral, visual, endocrine, respiratory, (See page 2)

## ATCS Hiring Drive Launched

Attention all employees interested in a career move or with friends or relatives looking to become air traffic controllers: the ATC specialist register was opened for a two-month recruiting campaign April 1.

The campaign will recruit for air traffic control centers, airport control towers and flight service stations (FSS). The majority of vacancies are in the en route center option. Those selected for centers and towers cannot be more than 30 years of age but there is no age requirement for FSS positions. Applications for controller jobs should be submitted by the May 31 deadline to the candidate's local Office of Personnel Management.

## Briefs

(From page 1)

to haul explosives for the military. The agency cited eight cases in which Starflight failed to notify FAA in advance of explosives-carrying flights and also failed to get permission to land from the operators of the destination airports, as required by the exemption. The last flight ended in a fatal accident in Oklahoma City last November.

\*The Back to Basics aviation safety program switched gears on April 1 to focus on the critical problem of collision avoidance. This portion of the Back to Basics program will run through the end of June and will feature accident prevention safety seminars, flight training clinics and related aviation safety activities. Future Back to Basics topics, chosen and directed by ASF's Accident Prevention Program Branch, will include weather, fueling, decisionmaking and medical factors.

## AMA Review

(From page 1)

hematological, hearing and equilibrium, musculoskeletal, and nervous system disorders.

The AMA report further offers guidance for the medical certification of pilots with conditions not covered specifically by current standards and suggests a new medical history and examination form be used by aviation medical examiners. Risk factors for sudden, incapacitating disease, such as heart attacks and strokes, also are highlighted in the report.

The report will be used by FAA's Office of Aviation Medicine as part of a major regulatory review of the Part 67 standards now underway within the agency.

## OWCP Payments Cut

The Office of Worker's Compensation Programs (OWCP) is no longer paying 100 percent of medical bills incurred through work-related injuries because of cuts mandated by the Gramm-Rudman-Hollings law. Full payments ceased March 1.

However, in most instances employees should not have to pay the difference of 7.3 percent since before treatment the medical provider must sign a form agreeing to accept OWCP's coverage as payment in full. Not affected by the curtailment are compensation benefits for wage loss, scheduled awards for severe disabilities, and death benefits.

## Equipment for First RCL Segment Delivered

The first shipment of equipment for FAA's new Radio Communications Link (RCL) system has been delivered by AT&T. It will be used for the segment between Patrick AFB and the Miami Center. Installation and testing of the segment's 14 sites, including the two terminal sites, should be completed by the end of March.

This is the first step in the creation of an upgraded FAA Radio Microwave Link (RML) system that will provide better service at less cost than the present outmoded equipment. In all, the agency is replacing 750 microwave links in the current system and adding another 250 that will be tied together into a network serving en route centers throughout the country.

Included in the new equipment being delivered is a stronger transmitter and improved antenna system that will provide reliable transmission of data, while cutting the cost of communications between FAA facilities.

## Downed Pilot Saved

When a twin-engine aircraft approaching Miami International Airport on Feb. 28 lost power in both engines and ditched in the Atlantic at night, the pilot could count himself lucky that Miami Approach Control had been tracking his every move on radar.

Even before the plane went down, tower controllers William Harris and Joseph Cazalas contacted the crew of an Eastern Airlines aircraft in the vicinity and asked them to stand by.

The Eastern crew observed the ditching and then circled the area as a guide to a Coast Guard rescue helicopter that was being vectored to the scene by the Miami controllers. For more than an hour, Harris and Cazalas stayed on the job, coordinating the rescue effort and received their reward when word arrived that the pilot of the downed airplane was alive and well.

During the month of February, 103 flight assists were reported. Flight service stations were responsible for 42 of these, terminal facilities for six, and en route centers for 15. There were 158 persons on board the aircraft involved.

## More ARSAs Proposed

Ten more Airport Radar Service Areas (ARSA) are scheduled to go operational on April 10, bringing the total to 47 with 19 additional sites still in the Notice of Proposed Rulemaking stage. ARSAs improve safety in terminal areas by requiring pilots to maintain two-way radio contact with the governing air traffic control facility.

The 10 new ARSA sites are: Beale AFB, CA; Birmingham Municipal Airport, AL; Burlington International Airport, VT; Castle AFB, CA; Charlotte/Douglas International Airport, NC; Columbus

Metropolitan Airport, GA; Mather AFB, CA; McClellan AFB, CA; Nashville Metropolitan Airport, TN, and Sacramento Metropolitan Airport, CA.

## Agency Wins Payroll Suit

FAA has scored a victory in court in a suit brought by an FAA employee against two payroll employees at the Aeronautical Center over the withholding of Federal income tax.

The U.S. District Court for the Western District of Oklahoma dismissed the plaintiff's contention that he is not subject to taxation under the 16th (Income Tax) Amendment to the Constitution because he is an individual and not a corporation.

The court found that the legality of taxing the income of individuals is well established and ruled that the plaintiff should pay court costs.

## Budget Board Created

In order to improve financial control procedures and get the most out of available funds, the Administrator has established the new Budget Execution Board. Chaired by Deputy Administrator Richard Jones, the board's primary function will be to review and make recommendations to the Administrator on budget realignments of \$1 million or more. For instance, the board would make recommendations on the transfer of sums of money exceeding \$1 million from one agency organization to another.

Board members include the seven Associate Administrators, two regional directors and the Director of the Budget Office, who will act as Executive Secretary.

## Headquarters News



### Pay Slips Delayed

Gramm-Rudman imposed budget cuts will mean that employees' pay and earning statements will arrive a day or two later each pay week. The reason for the slow-down is that FAA can no longer pay to "express-mail" pay statements from the Southern Region Payroll Branch in Atlanta, where the headquarters payroll is managed. From now on the statements will be sent by first class mail and should be delivered Thursday or Friday of each pay week rather than on Monday or Tuesday.

### Hine Math Team Excels

The Hine Jr. High School Mathcounts Team, coached by FAA volunteer tutor Spyder Thomas, ACP-3, as part of the DOT Adopt-A-School program, took first place in the written, oral and team categories in a regional contest of the National Mathcounts Competition held March 5th. Mathcounts is a nationwide competition for 7th and 8th grade students of college level algebra modeled on the National Spelling Bee.

Team captain Dennis Colwell scored individual honors with first place on the written presentation and third place on the oral. Teammate Michael Coles placed first in the orals and third in the written. William Anderson, voted the team's "most improved student," tied for fourth place in both the written and oral contests. Nicole Tobias is the fourth member of this talented team. The Hine team's next stop on the road to the Nationals, to be held in Washington in May, is a "play-off" April 12th in Washington against other regional champions.

### Cafeteria Gets Tapestry



This aviation "tapestry," donated to FAA by Hughes Aircraft Co., has brought a welcome splash of color to the cafeteria decor.

### Speech Group to Hold Open House Meeting

The newly formed International Training in Communication group (formerly the Toastmistresses) will hold an open house meeting Wed., April 9 from noon to 1 p.m. in rooms 9AB. For more information on the group, contact Mary Shea on 426-8970.

### From Hot to Cool

GSA employees and the building manager's staff will work during the week of April 21 to get the temperature inside the building moving in the opposite direction from the temperature outside--from warm to cool. During that week, they will be switching over from heating to air conditioning, a process far more complex than the simple flipping of a switch we go through at home. During the transition week both heating and air conditioning will be off, but outside and inside air may be circulated if needed.



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# Headquarters Intercom

## News in Brief

\* Grim business has called FAA officials to Mexico, where a Mexicana Airlines 727-200 crashed into a mountain March 31, killing all 166 on board, and to Athens, where a TWA 727 bound from Rome to the Greek capital was damaged in flight by a suspected terrorist bomb that killed four American passengers. In Mexico, FAA representatives are working with an NTSB team and the Mexican government. In Athens, FAA officials from the Brussels office and Washington headquarters are working with the FBI, which is heading up the investigation.

\* The agency completed commissioning of the computerized Consolidated NOTAM System (CNS) last month by activating the domestic message segment of the system, capping a two-year implementation effort that began when the international message subsystem of CNS was brought on line. CNS is designed to collect, process and distribute (See page 2)

## Alaskan Volcano Closes FAA Sites

Alaska's volcanic Mt. Augustine blew its top March 27, spewing a dense fog of ash that resulted in the temporary closures of nearby Kenai Airport and several FAA facilities. The volcano, dormant since 1976, is located on Augustine Island in lower Cook Inlet, about 180 miles southwest of Anchorage.

Kenai Airport and an FAA radar facility there were closed for 48 hours after the initial eruptions. FAA officials feared that highly abrasive ash in the fog might damage moving parts in equipment at the radar site. The Kenai Flight Service Station went IFR due to ash and darkness that enveloped the area after the first eruption.

Employees at the regional (See page 2)



Evaluation Specialist Dave Brown, Air Traffic Division, AAL-500, in the Regional Operations Center, plots the progress of the ash cloud from the Mt. Augustine eruption as it moves toward Anchorage.

## Briefs (From page 1)

Notices to Airmen (NOTAM) throughout the U.S. and abroad, as well as make storage and retrieval of NOTAMs more efficient.

\* Louise Speitel, a senior research chemist in the Tech Center's Fire Safety Branch, has received the 1986 Women in Science and Engineering Achievement Award for DOT. Speitel, a top agency expert on gases emitted from aircraft interior materials, was recognized for her development of a special method to identify and measure hazardous gas samples.

\* Stiff rules adopted last January requiring pilots and crew members to submit to chemical tests for alcohol under certain conditions went into effect April 9. Under the rules, those who refuse to take the test could have their certificates and ratings suspended or revoked, as well as be subjected to a civil penalty action.

## Volcano (From page 1)

headquarters in Anchorage were sent home several hours early March 28, as were many other office workers, because electrical generators in buildings were susceptible to damage from the windblown ash that gave the city a light dusting. Also, Anchorage International Airport experienced heavy delays in flights bound for Pacific routes.

Augustine's awakening prompted a warning from FAA to pilots that "eruption columns" of gas and ash commonly reach 40,000 feet and can easily damage aircraft. The warning also noted that winds aloft may disperse the columns into plumes that often extend downwind for distances of 700 miles or more.

## Barlow Named AMN Head

For the second time in his FAA career Wayne Barlow has stepped up from deputy director to the post of regional director.

On May 1, he will succeed the retiring Charles E. "Chuck" Foster as director of the Northwest Mountain Region after serving as deputy there since June 1978. He previously held the number one and two jobs in the Great Lakes Region.

A graduate of the agency's Executive Development Program, he was chief of the AGL Airports Division before being appointed the region's deputy director. Barlow, a private pilot, joined the agency as an electronics technician in July 1959.

## Premiums Refunded

Eleven plans participating in the Federal Employees Health Benefits Program will be issuing refunds to subscribers within the next few weeks. Several of the plans are currently establishing toll-free telephone numbers to accommodate questions.

Names and telephone numbers of plans issuing refunds are:  
Aetna Indemnity Benefit Plan-(202) 775-6919; AFGE Health Benefit Plan-(800) 424-4308/9;  
Blue Cross/Blue Shield-(800) 253-0123; GEBA-(301) 688-6694;  
GEHA-(800) 437-2617; Foreign Service Benefit Plan-(202) 833-4910; NALC-(703) 471-1550;  
Kitsap Physicians Service (WA)-(206) 478-6783; Medical Service Bureau of Idaho-(208) 746-2671; SSS Plan (Puerto Rico)-(809) 753-7550, and Washington Physicians Service-(206) 682-9370.

If you are asked to provide your Standard Form 2809 in order to collect a refund, this form is available in your personnel file. Contact your Human Resource Management Division for a copy.



## Center Gives TLC(are)

"It's a long day and not easy, but it sure is rewarding," says Kathy Sidberry of her job as director of the DOT Day Care Center. Sidberry, with the help of four other teachers, is in charge of some 40 active and apparently very happy nursery school-age children from 7:15 in the morning to 5:45 p.m. each work day.

The teachers, Sidberry, Stacey White Eagle, Jodi Feldman, Stephanie Wilkins and Dilcia Saunders, work in a lilliputian world on the second floor of the FAA headquarters building, where furniture is scaled down to kindergarten size and learning periods are interspersed with rest



Center director Kathy Sidberry also teaches music.



The Satterfield twins, Seren and Charles



Jodi Feldman pours milk for one of her charges.



Betsey Van Dolsen



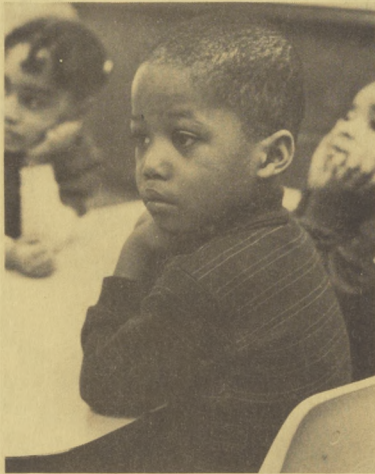
Barry Craigen, visitor and former student



Stacey White Eagle (left) and Jodi Feldman help children skip rope.



Robin Price



Richard Mosley



Ranel Rowley



periods and fun breaks.

During the educational periods the children learn the rudiments of art, music, language and pre-kindergarten skills. The kids also are treated to field trips. On these trips, according to Feldman, parents working at FAA or DOT have a chance to help out and be with their children.

Sidberry notes that some parents were a little hesitant about leaving their kids at the center when it opened last year, but they now realize that the center is offering a quality program. The center is accepting applicants for the spring and summer, and in the fall the staff hopes to start an infant program for children 18 months to two years old.



Former teacher Denise Craigen helps out as children enjoy lunch.



## FAA Security Police Salaries Raised

FAA police officers at Washington National and Dulles International airports are in for a substantial raise, ranging up to \$3,360 a year. In announcing the raise, the Office of Personnel Management (OPM) noted that the increase will help provide adequate protection for air travellers in the Washington area.

The OPM action was spurred by a letter from Transportation Secretary Dole which pointed out that FAA has lost 47 police officers from the two airports in the last year. Of these, 28 left for pay reasons. The Secretary further reported that there regularly have been more than 30 vacancies for the 134 authorized positions.

Under the new pay scale GS-4 airport security officers at the two airports will earn \$16,723 to \$20,584 per annum, and GS-9s will make up to \$29,074.

## Science Grants Awarded

To support the Airway Science Program at 10 colleges and universities, the agency is awarding grants totaling \$3.7 million. The money will go for new construction and the purchase of instructional equipment.

A total of 53 schools now are participating in the FAA-backed program initiated in 1983. The 10 new grant recipients, which were selected from among 33 candidates, are: Tenn. State Univ., \$800,000; Texas Southern Univ., \$231,168; Calif. State Univ., \$48,082; Elizabeth City State Univ., NC, \$144,050; Embry-Riddle Aero. Univ., FL, \$500,000; National Univ., CA, \$500,000; Dowling College, NY, \$223,300; Middle Tenn. State Univ., \$871,044; Purdue Univ., IN, \$128,956; and Ohio State Univ., \$223,300.

## Award Payments Cut

In the face of continuing budgetary restrictions, the good news is that the agency is not planning any cutback in the number of employee incentive awards. However, in order to keep recognizing employee achievements at the same rate--and now the bad news--the dollar amount of these awards will be reduced temporarily by one-half.

"This is not something I like to do and it is regrettable that it is necessary," Administrator Engen said. "I want to be sure that these restrictions are lifted as soon as it is reasonable to do so."

Engen emphasized that this reduction in the cash value of awards is designed to expire no later than the end of FY-87 but noted that the situation will be subject to continuing review.

## OIG Finds Voucher Fraud

It seems some FAA employees are abusing the travel allowances that are provided with permanent change-of-station (PCS) reimbursements. In a special survey of these vouchers, the Office of the Inspector General (OIG) has found some employees claiming more reimbursements than they have actually incurred. OIG investigators discovered cases of altered hotel receipts and claims for lodging and meal costs for ineligible dependents.

As a result, agency voucher examiners have been instructed to review all PCS claims against an OIG list of possible fraud indicators. Further, accounting officers have been alerted to turn over any suspicious claims to either the local civil aviation security staff or OIG for investigation.

OIG warns that serious penalties can be imposed on employees who submit fraudulent claims.

# Headquarters News



## Women's Task Force Corner

Employment Branch Manager Judy Lucas will contribute to FAA headquarters' observance of Professional Secretaries' Week, April 20-26, by explaining the new open secretarial register in the FAA auditorium at 2 p.m., April 23. Lucas will discuss how jobs now will be filled by the "KSA" (knowledge, skills, abilities) qualification method. She also will cover the role of career development training agreements in upward mobility and give helpful hints on strengthening SF 171s.

## Play Ball!

With the major league baseball season already underway, the DOT CO-ED Softball League has begun recruiting players for its season.

The FAA headquarters division of the DOT league will hold its organizational meeting for the 1986 season at 2 p.m., April 11, in conference room 6C. At this meeting, a new softball "commissioner" will be elected for the 1986 season.

If you can't make the meeting but still want to play, call Steve Newborn on 426-8154.

## Daedalus Redux

Officials from the National Air and Space Museum and a team from the Massachusetts Institute of Technology have begun exploring the feasibility of flying a human-powered aircraft from the island of Crete to the mainland of Greece. The project, known as Daedalus, is named after the mythical Greek inventor who flew from Crete with wings he fashioned himself.

## Awards and Rewards

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

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

Margaret Sheehan, AGC

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

Larry Brock, AGC; Eric Cassell, Seymour Everett, Rial Sloan, and Ralph Vallone, APM; and Deborah Wilson, ALG

### Letters of Commendation:

Avon Bailey, ALG

### Quality Increases:

Louise Oertly and John Brown, AAA.

## Barnett Wins SES Berth

Irene Barnett has been approved for the Senior Executive Service position of Director of the Office of Program and Regulations Management. Barnett has served in the APR-1 post in an acting capacity for the past year. She becomes the third woman named to the SES ranks in FAA, joining Carol Rayburn, AFS-800, and Arlene Feldman, ACT-2. Barnett cited "the support and encouragement of a lot of people in this agency" as instrumental in her advancement through the ranks.

## A.P. Albrecht Retires

Former Associate Administrator for Development and Logistics A. P. Albrecht last week received a bronze medal for distinguished service from Administrator Engen on the occasion of his retirement.

Albrecht joined the agency as the Deputy Associate Administrator for Engineering and Development in 1976, and was named Associate Administrator in 1978.



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# Headquarters Intercom

## News in Brief

\* The Western-Pacific Region has issued a letter to Mid Pacific Airlines seeking a \$103,000 civil penalty from the Part 121 carrier. Mid Pacific reportedly operated three YS-11 aircraft on some 2,400 flights beyond the date the planes' combustion chambers should have been inspected. The airline also is charged with flying one of the planes 10 times when the required "hot section" inspections of the engines were (See page 2)

## FAA to Contract for Automation And Training Jobs in Centers

The agency has announced plans to award contracts to private companies to perform the en route training and automation support functions. The automation contract will affect the 20 en route centers in the 48 states and the training contract the 22 centers in the 50 states.

In a letter to all affected FAA employees, Administrator Engen said the action will enable the agency to reduce non-controller AT staffing by the end of the fiscal year, in accordance with Congressional and Office of Management and Budget requirements, without impairing vital safety functions. He noted that "these positions were chosen because the functions can readily be performed by contract and because of the potential gain in the controllers workforce."

Although contracting for similar functions in terminals and flight service stations has been discussed, there are no current plans to do so.

At present, there are approximately 260 automation specialists in the centers and 170 training specialists. Engen said those with controller experience who are medically qualified will be offered the opportunity to return to controller duties at their current facility. Those who do not requalify or who do not have a controller background will be considered for other positions in the agency to the extent possible. Engen noted that placement decisions (See page 2)

## Demme Cited as Outstanding



Jeffrey Demme of the Greater Pittsburgh ATC Tower has been named the outstanding handicapped employee of the year by FAA. (See the story on page 2)

## Briefs (From page 1)

not made.

\* DOT has begun an investigation to determine if Galaxy Airlines continues to be economically fit to provide charter air service. After receiving information from the airline supporting its economic viability, the Department will determine what, if any, further steps are necessary. A Galaxy charter crashed on Jan. 21, 1985, in Reno, Nev., killing 70.

\* FAA soon will lend a helping hand to Canada by opening a temporary tower at Bellingham Airport, near Seattle, to provide ATC services for the hordes of visitors that are expected to travel this summer and fall to Vancouver, host city of Expo '86. The tower will open May 21 and operate through Oct. 25. Also, the Canadian government will impose special requirements for U.S. pilots seeking to land in Canada for the exposition. These will be published as Special Expo '86 Class II NOTAMs.

## Contract (From page 1)

will be made in accordance with the retention standing of the affected employees as determined by OPM reduction-in-force rules.

FAA expects to sign separate automation and training contracts shortly. The contractors will begin phasing in as quickly as possible and be fully operational by Oct. 1. Engen said that some FAAers eligible for retirement may elect that option and go to work for the contractors.

In closing his letter Engen said, "I expect all FAA managers to carry out the contracting decisions with maximum concern for the welfare of the people who are being directly affected." He promised to monitor the program closely and said "we will do all we can to place you in the agency, if that is your choice."

## Demme Is Outstanding Handicapped Employee

FAA's outstanding handicapped employee for 1986 is Jeffrey Demme of the Greater Pittsburgh Air Traffic Control Tower, a victim of Muscular Dystrophy.

Demme joined the agency in Dec. 1984 as one of a group of handicapped employees who took a special air traffic control simulator operator course. Not only did he pass the training with flying colors but he also was cited by his instructors for helping coach fellow students through the course. They give him much of the credit for making the course at Greater Pittsburgh such an outstanding success.

Demme was typically modest when informed of his selection, saying "It was unexpected, and I am glad they felt I was worthy of it."

A plaque recognizing his award and a letter from Administrator Engen will be presented to Demme by Eastern Region Director Joseph Del Balzo in the near future.

## Training Devices May Be OKed for Part 135 Pilots

FAA has published a proposed advisory circular (AC) that paves the way for the increased use of Advanced Training Devices (ATD) by commuters and other Part 135 operators in pilot training and checking. Currently, FAA allows only limited credit for commercial pilot training given in ATDs, which lack the realistic motion and visual capabilities of complex flight simulators.

The proposed AC spells out the equipment validation tests and tolerances required for ATDs. It also lists the maneuvers and procedures that may be approved for ATD use when accomplished in accordance with an operator's FAA-approved FAR Part 135 training program.

# Secretaries Expand Their World

# Headquarters Intercom



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

Office of the Administrator

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

## PROFESSIONAL SECRETARIES' WEEK PROCLAMATION

April 20-26, 1986

"Expanding Our World" is the theme for the 1986 Professional Secretaries' Week. This year's theme emphasizes the global perception of the secretary and the changing duties and responsibilities of a secretary in today's automated office.

The two-fold purpose of this year's Professional Secretaries' Week is to increase public awareness of the vital role of secretaries and to reaffirm the dedication of secretaries to the professional performance of their responsibilities.

Professional Secretaries' Week was introduced in 1952 to commemorate secretarial pride in performance. United States Secretary of Commerce Charles Sawyer proclaimed that initial week to recognize "the American secretary, upon whose skills, loyalty, and efficiency the functions of business and government offices depend." Over the years, national and civic pride in secretaries has grown and since 1972, official recognition has been given by the President of the United States.

During this special week, and throughout the year, please join me in recognizing the contribution FAA secretaries make to the agency's high level of competence, performance, and productivity. I encourage each of you to express appreciation for the professional and cooperative relationship we have with our secretaries. We really do make a difference by working as a team to provide the highest quality of service and safety.

Donald D. Engen  
Administrator



Larry Kotzker, special assistant to the deputy administrator, checks facts with his secretary Pauline Carter.



Deputy Administrator Richard Jones goes over statistics with his secretary, Gretchen Fisher.



AAA Secretaries (L to R) Martha Laird, Lauren Bakri, Norma Jean Vanagas, Linda Brown, and Charlotte Fesko have a conference.



Steve Zaidman and Martha Finger, both of AIA, enjoy a coffee break together.

SCHEDULE OF EVENTS

THE FEDERAL AVIATION ADMINISTRATION FEDERAL WOMEN'S PROGRAM TASK FORCE

AND

THE OFFICE OF CIVIL RIGHTS

PRESENTS THE FOLLOWING ACTIVITIES IN HONOR OF.....

"SECRETARIES WEEK"

APRIL 21-25, 1986

MON. APRIL 21  
FAA Auditorium  
10:00 a.m.

OPENING TRIBUTE...ADMIRAL ENGEN  
DRESSING FOR SUCCESS I: FASHION SHOW  
Sponsored by Ida's Idea, Wash., D.C.  
(Clothes from the Show will be on sale  
in the Lobby following the program)

TUES. APRIL 22  
Conference Rm. 8A/B  
10:00-11:00 a.m.

COMMUNICATIONS DYNAMICS  
Presented by:  
Beth Whitely, Dale Carnegie Leadership  
Institute  
Reservations required Contact:  
Sandy Weaver at 426-0928

WED. APRIL 23  
FAA Auditorium  
2:00 p.m.

WORKSHOP ON CAREER ENHANCEMENT  
New Secretarial Register, Helpful  
Hints on 171 Preparation, Upward  
Mobility Program  
Presented by: Judy Lucas, Employment  
Branch Manager, AHR-150

THUR. APRIL 24  
FAA Auditorium  
10:00 a.m.

SALUTE TO EXCELLENCE  
Award Presentation to Outstanding  
Secretaries  
Special Entertainment tribute by:  
Fred Laird, FWPTF Member  
Oxon Hill Sr. High School Students  
(Oxon Hill ROTC will perform after  
the program in the back of FAA.)

FRI. APRIL 25  
Conference Rm. 9A/B/C  
10:00-11:30 a.m.

DRESSING FOR SUCCESS II: COLOR  
ANALYSIS  
Presented by: Diana Young of "My  
Colors"



Carol Brooks organizes the day for boss man, Ed Curran, APT-1.



Agnes James plans the calendar for Brooks Goldman, AAD-1.

# Headquarters News



## Asian-Pacific American Training Conference Set

The Asian-Pacific American Federal Employees Council will co-sponsor with 25 federal agencies the first Asian-Pacific American Heritage Week Training Conference May 8-10 at the Holiday Inn Crown Plaza in Rockville, Md. Participants from federal, state and local governments across the country will contribute to a forum on Asian-Pacific American heritage and careers in government. Representatives from all DOT modal administrations are invited to attend this inaugural meeting. Contact: Linda Sano on 426-4070.

## Goods Needed for Volunteer Fair

"The Sky's the Limit" is the slogan for this year's DOT Volunteer Fair, set for April 23 from 11 a.m. to 2 p.m. in the Nassif courtyard. But to reach such lofty heights fair organizers will need some help. If you have white elephant sale items or books to donate, bring them to Jo Officer in room 523. Baked goods should be delivered on April 23 by 9 a.m. to Marisue Prince in room 332. For more information call Jo Officer on 426-8811.

## Women's Task Force Corner

The Women's Program Task Force, encouraged by the initial demand for FAA T-shirts, now is taking orders for more. Orders may be placed with the following: Gail Johnson, AAA-300; Naite Mallory, APA-400; Jane Mehrtens, APP-520; Denise Yorkshire, ABU-220; Clara Thieling, AGC-420; Linda Walker, S-100; Sylvia Woodcock, APM-700; Loretta McNeir, AMS-320; and Lucretia Jones, ACS-100.

## Awards and Rewards

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

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

Pauline Carter, ADA; David Hobbs, AIA; Donna Heironimus, AES; and Paulette Litjens, ABU

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

Garry Olin, APO

### Letters of Commendation:

Ken Giordan, APT; Phyllis Burbank, Gerrie Cappello, Cynthia Banks, Barbara Fromme, and Debbie Hensley, all of AHR

### Quality Increases:

Elizabeth Bugay, ALG.

## Three Retire in March

Spring came to Washington in March this year, but it didn't do much to encourage retirements. Only the three following Washington headquarters employees retired during the month: Karl F. Bierach, Jr., ADL; Margaret M. Sheehan, AGC; and John H. Ohman; APT.

## Women's Softball Team Seeks Additional Players

It's time for the FAA Women's Fast Pitch Softball team to start another season, and anyone wishing to play should contact Dennis Cooper on 426-3256 or Judy Leach on 426-3512.

League games in the D.C. Women's Fast Pitch Softball League start the beginning of May, and practices will begin soon. All games will be played on the field at 22nd St. and Constitution Ave. on Tuesday evenings.

## **Direct Deposit Saves Hassle and Money**

The benefits of the direct deposit paycheck system to employees have been extolled in INTERCOM many times before. But now we have another angle for you. If everyone in FAA signed up for direct deposit, instead of the current figure of 68 percent, the government would save \$188,000 a year that now goes for postage and related expenses. That's money that could go for salaries and other operational items. Think it over!

## **Withholdings Charged To PCS Reimbursements**

Travel payments to employees making permanent change-of-station (PCS) moves now are subject for the first time to withholding for FICA/Medicare taxes. All taxable PCS travel payments are affected, including the new PCS Relocation Income Tax payments. However, the maximum amount of combined salary and PCS reimbursements subject to taxation still is \$42,000.

FAA's Chief Counsel has been asked to provide an opinion on whether retroactive collections on past travel payments are in order and employees will be notified as soon as a decision is made.

## **FAA to Shift NY Center Airspace to Boston**

The agency is planning to transfer seven airspace sectors currently under the control of the New York en route center to the Boston center. The move is designed to provide staffing relief to the New York facility

and reduce the need for overtime duty there.

Under the plan, which goes into effect on the weekend of July 12-13, five low altitude and two high altitude sectors will be transferred from New York to Boston. This will increase the number of sectors controlled by the Boston center from 24 to 31 and reduce the number for the New York center from 30 to 23. The changeover will be accomplished without any disruptions of air traffic. Also, no transfer of personnel from New York to Boston will be required.

The change will permit reassignment of 52 ATC personnel in the New York center for other duties, including increased staffing of other sectors. Included are 26 full performance controllers, 15 developmental controllers, four air traffic assistants and seven supervisors.

## **Study Urges Increased DOD Charter Checks**

A Department of Defense study of military charter operations has concluded that DOD should exercise greater surveillance over air carriers involved in hauling military personnel. For example, one of the recommendations calls for DOD to require at least biennial on-site surveys of each military charter operator complemented by semiannual performance evaluations. However, the report concluded that DOD is no substitute for FAA and reaffirmed "its basic reliance on FAA in matters of airline safety." At the same time, it urged greater liaison and cooperation between the two agencies.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## News in Brief

\* The Senate Finance Committee voted April 16 to protect the current tax recovery status enjoyed by federal annuitants in the period immediately after their retirement. The vote is an important, but by no means final, step towards retaining the recovery period for taxes paid on contributions made by employees. Under the law now on the books, federal workers receive pension benefits for up to three years before they are taxed. The next Congressional hurdle comes when Senate-House conferees meet on the tax reform package.

\* The agency currently is guiding aviation leaders from 11 Asian nations on a tour of FAA and aviation (See page 2)

## Engen Announces More Cuts

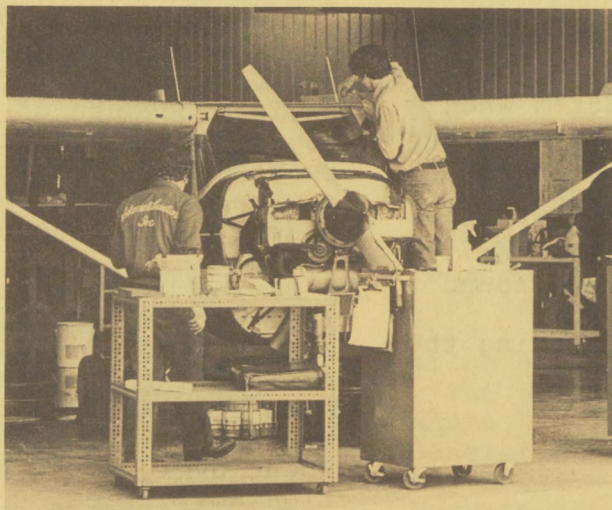
Congress may not approve FAA's FY 1986 supplemental budget request as anticipated. Therefore, Administrator Engen has imposed additional agency-wide spending constraints in such areas as hiring, travel, training, and procurements.

In an April 16 memorandum to all employees, Engen said, "I know that you are still concerned about the possibility of furloughs. I believe that our chances are still very good for avoiding a furlough, but again, we can not rule out the possibility."

Chances for early passage of the FY 86 supplemental that would compensate for the Gramm-Rudman cuts have been dimmed by its inclusion in a catch-all spending bill, and by a series of tactical and parliamentary maneuvers in the Congress.

Accordingly, Engen has imposed a "total freeze" on all vacancies except those in previously exempt categories and banned all paid overtime except for those employees working in jobs directly related to safety, security, and payroll processing. Travel also is being cut back further, most in-grade/downgrade change of station moves are cancelled, and new automatic data processing contracts are prohibited.

## GASA Wrapped Up



General aviation maintenance shops like this one were among the thousands of aviation firms checked out in the recently-completed General Aviation Safety Audit. (See the story on page 2)

## Briefs (From page 1)

industry facilities. This is the second in a series of safety seminars sponsored jointly by FAA and the U.S. Information Agency, called "Partnership in Air Safety." The traveling seminar, which began April 14 and will run through April 25, is making stops at FAA headquarters, the Aeronautical Center and ATC and industry sites in California.

\* DOT has announced it will hold a hearing to determine whether Texas Air Corporation's bid to buy Eastern Airlines should be approved. The oral hearing is scheduled to take place beginning May 27 before an administrative law judge. The Texas Air-Eastern transaction would, in effect, create the largest U.S. airline. According to the DOT hearing announcement, the acquisition "presents serious competitive issues, particularly with respect to service between Washington, New York and Boston."

## Aeroflot, Pan Am Resume U.S., Soviet Flights

Controllers at New York's JFK and Washington Dulles airports towers will be talking to Aeroflot pilots on a regular basis again, beginning April 27. That's when commercial air service between the U.S. and the Soviet Union is scheduled to resume. Under an agreement reached last year, Pan American World Airways will be allowed to make up to four round trips a week to Moscow and Leningrad with Aeroflot having the same rights for flights to Washington and New York.

## GASA Inspections Yield Many Recommendations

The recently-completed General Aviation Safety Audit (GASA) produced 27 safety recommendations, 13 of which already have been implemented, including a stepped-up inspection program.

As a result of GASA recommendations, FAA guidelines now call for at least one inspection per year for the following three categories of general aviation operators: (1) Part 125 operators such as travel clubs, contract cargo carriers and corporate executive fleets; (2) certificated repair stations; and (3) on-demand air taxis.

Inspections already have begun on more than 3,000 air taxi operators that were not covered during GASA. The quick action on this recommendation results from the fact that many of the significant unsatisfactory GASA findings came in the review of 843 randomly selected air taxi operators. In addition, the GASA findings have resulted in the implementation of air taxi training programs, more stringent flight and duty time recordkeeping and better maintenance records.

FAA also has stepped up inspections of repair stations that perform complex aircraft modifications because of deficiencies found during the audit. Maintenance and training programs also are receiving increased attention under the new inspection guidelines.

During GASA, which began in Aug. 1984 and ran for 18 months, the agency checked 6,859 operators, air agencies, airmen and aircraft. More than 800 FAA inspectors from 83 field offices were involved and spent over 26,000 hours on inspection activities.

## 1985 NMAC Figures Out

FAA has released figures on 1985 reports of near midair collisions (NMAC), reflecting the first year-long tally based on the agency's new system designed to produce more complete and accurate data on near misses.

Centralized in Washington headquarters, the new reporting system sets deadlines for filing reports and completing investigations, and requires quarterly audits by regional offices. Also, for the first time, the 1985 figures include ATC operational errors and pilot deviations for which no NMAC reports were filed.

In 1985, the 777 NMACs included 758 from pilot or crewmember reports, 12 from ATC operational error reports and seven from pilot deviation reports. In 1984, FAA received 589 NMAC reports, all from pilots.

In addition to the 777 NMAC reports, there were 24 near collisions not classified as NMACs in which both aircraft were on the airport surface or one aircraft was on the ground and the other in the air. Operational errors accounted for 21 of these and pilot deviations for three.

In 1985, 205 of the 758 pilot reports involved an air carrier and a non-air carrier aircraft and 35 involved two air carrier airplanes. In 1984, the comparable reported air carrier incidents were 204 and 20.

## Three AFSS Families Due For Commission

Three Flight Service Automated Systems (FSAS) "families" are being commissioned in late April. The first, on April 20, consists of the Leesburg, VA, and Macon, GA, Automated Flight Service Stations (AFSS), and the Washington Air Route Traffic

Washington Air Route Traffic Control Center, which houses the central data processing system. On April 30 the Salt Lake City center "family" is scheduled to be commissioned, linking the Prescott, AZ, Denver, CO, and Reno, NV, AFSSs to the center. The Indianapolis center "family," with the Green Bay, WI, and Terre Haute, IN, AFSSs, also is expected to go operational on April 30.

The new automated systems are designed to improve the efficiency of FSS specialists. Among other things, they will be able to enter flight plans directly into the system from their consoles and provide more detailed route-oriented weather briefings.

The FSAS contractor, E-Systems of Garland, TX, now has completed equipment deliveries to nine FSAS families involving 24 FSSs. Deliveries to all 13 projected families are scheduled to be completed by Dec. 1986.

## More ARSAs Established

Airport Radar Service Areas (ARSAs) are scheduled to be established at six more airports on May 8, bringing the total to 54.

ARSAs are designed to enhance safety by requiring all pilots in the area of coverage to be in contact with the governing air traffic control facility, thus eliminating the mix of known and unknown traffic. A typical ARSA is a two-tiered block of airspace that extends upward 4,000 feet with a radius of approximately 10 miles at the top.

The six new ARSA locations are Adams Field, Little Rock, AR; General Mitchell Field, Milwaukee, WI; Greater Buffalo Airport, NY; Memphis International Airport, TN; Michiana Regional Airport, South Bend, IN; and Salt Lake City International Airport, UT.

# Headquarters News



## FAA Airport Police Have Many Duties

FAA's finest at Washington and Dulles airports took exception to a recent headline in INTERCOM that described them as "security police." They think that makes them sound like rent-a-cops.

Actually, security is only one of their duties, although an important one given the large number of dignitaries that use the two airports. They provide a full range of law-enforcement services and their operations generally parallel those of surrounding police jurisdictions. They also have full arrest powers, and last year made 300 arrests for offenses ranging from felonies to traffic warrants. Their authority even extends beyond the airport boundaries to the patrol of the Dulles Access Road and parts of the George Washington Parkway.

## Picnic Set For ATC 50th

As part of the celebration of the 50th anniversary of air traffic control in America, the Capital Chapter of the Air Traffic Control Association (ATCA) and the FA Club are holding a picnic of major proportions at the College Park Airport on July 6 from 11 a.m. to dusk.

"Free" is the by-word for the celebration--free band concerts, free air shows, and free close-up looks at a giant blimp. The only thing you'll need to bring is your picnic gear.

For more information on this day of aviation spectaculars contact Mary Ellen Kraus on 426-9090.

## Awards and Rewards

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

Special Achievement Awards Based on Sustained Superior Performance:

Janice Vitko, AAT; James Goggins, ATO; Mardi Thompson and Laura Thompson, AGC; and Karen Miller, APM;

Letters of Commendation:

Ken Giordan, APT;

Quality Increases:

Linda Galis, APA.

## FAA to Meet Companies In Charity Sports Event

The Central Flow Control Facility and coast-to-coast biker, Wayne Waltrip, are now organizing an FAA team to compete in the "Corporate Sports Battle," a benefit for the D.C. Special Olympics to be held July 11-22.

Tryouts for the team, the only one fielded thus far from a federal agency, will be held May 10 at 9 a.m. and the following day at 10 a.m. at Washington-Lee High School in Arlington, Va. Waltrip is looking for runners, swimmers and all-around athletes to build a team of 24, made up of a dozen men and a dozen women.

Building a winning team is not the only challenge to be faced, however. Each team must raise \$3,500 for an entry fee that will be donated to the Special Olympics. To help begin raising this amount, everyone who tries out for the team will be asked to contribute \$10. There also will be representatives in each office or service to help raise money, and a desk soon will be set up in the lobby to solicit funds.

For more information call Wayne Waltrip on 426-8670 and stay tuned to INTERCOM.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## News in Brief

\* Beginning with the first paycheck in May, federal employees will be getting slightly less money every two weeks. It's the result of recent legislation -- signed into law by President Reagan on April 7 -- that increases the annual hourly base for computing employee salaries. Under the law, that number goes up permanently from 2080 hours to 2087.

\* In recent testimony before the House Appropriations Subcommittee on Transportation Administrator Engen reported that by the end of FY 1985, FAA had awarded some 68 percent of the major NAS Plan equipment contracts. Among the "big-ticket" items are the host computer contract to IBM, the Mode-S contract to Westinghouse and SDC/Burroughs, and the microwave landing system contract to Hazeltine. Engen also noted that \$1.2 billion of F&E appropriations were obligated for NAS Plan programs last year the highest (See page 2)

## Engen Holds "All Hands" Meeting on the '86 Budget



Administrator Engen describes to a standing room-only crowd the agency's fiscal situation. With Engen on the auditorium stage are (from left) Jim Adler, AHR-100, Deputy Administrator Richard Jones, Brooks Goldman, AAD-1, and Paul Peterson, ABU-1.

Mixing straight talk and appeals to work together within the "FAA Family," Administrator Engen and top agency officials addressed a jam-packed "all-hands" meeting in the Washington headquarters auditorium April 23 on the subject of FAA's FY 86 budget.

Topics covered in the opening remarks and the subsequent question and answer session included the status of the agency's \$80 million supplemental budget request now before the Congress, the possibility of furloughs in the current fiscal year, and the recently announced "hard freeze" on hiring and other spending restraints. Engen was joined at the meeting by a panel comprised of Deputy Administrator Jones, Associate (See page 2)

## Briefs (From page 1)

amount ever.

\* Air Midwest, a Wichita-based commuter, has paid \$15,000 in full settlement of an FAA enforcement action. Agency inspectors found instances of inadequate pilot training records, training manual deficiencies, and incomplete training for maintenance personnel.

## '86 Budget (From page 1)

Administrator for Administration Brooks Goldman, Acting Budget Director Paul Peterson, and Human Resource Management Division Manager Jim Adler.

While saying he believed the agency could "live within the budget and the goals we've set for ourselves," Engen repeatedly emphasized that FAA's budgetary fate for the remainder of the fiscal year is tied to passage of the supplemental request, which he described as being "in the balance." The request, which has been included in a \$1.7 billion "catch-all" supplemental appropriations bill, has been stalled several times over the past few weeks by parliamentary and political snarls in the Congress.

On furloughs, Engen said they were "the last thing we want," but also cautioned, "We know there will have to be furloughs if there is no money forthcoming in the form of a supplemental.

"I don't want to lull anyone into a false sense of security, but I anticipate there will be a supplemental," he added. "It's just unrealistic for this agency to take the kind of furloughs we would have to take."

Responding to a question about how the agency was planning to deal with current fiscal pressures, Brooks Goldman noted that FAA now is tracking spending

at headquarters and in the region on a monthly basis in an effort to control spending and maintain peak efficiency. Goldman also noted that "major decisions" would have to be made by May 31 if the budget impasse remains unresolved.

Jim Adler stressed that the "hard freeze" on hiring announced April 16 in an agency-wide message from the Administrator--with certain exemptions--pertained only to the filling of vacancies and is not intended to interrupt career ladder promotions, which are being processed.

In closing the meeting, Engen pledged to keep employees informed of developments in the budget as they occur. "We'll let you know what chapter two says when chapter two opens," he said.

## Terminal Doppler System Moves to Huntsville

The agency's Doppler weather radar test bed has been moved from Memphis, TN, to Huntsville, AL, where it will be used for a series of tests this summer and fall.

The move will allow the agency to coordinate and exchange data with the National Aeronautics and Space Administration and the National Science Foundation which will be conducting concurrent experiments in the Huntsville area on severe thunderstorms and microbursts.

The FAA test bed is used to gather information for both the NEXRAD (next generation weather radar) program and the terminal Doppler program. A primary goal of the Huntsville experiment is to perfect a radar system that will reliably display airport wind shear conditions to controllers. Last year at Memphis it detected 92 microbursts.

## **Britt Copilots Grounded**

On April 18, FAA grounded 59 co-pilots from the Indiana-based Britt Airways after agency inspectors found deficiencies in the carrier's training programs and check ride records for its Part 135 (commuter/air taxi) operation. Nine co-pilots subsequently were flight-checked by FAA with six failures.

The agency order prohibits Britt from using any Part 135 co-pilot certified by the company during the previous 12 months, until he or she has been retrained and flight-checked by FAA. Britt's Part 121 (large aircraft) operation was not affected by the order.

## **Original Controllers To Help Observe 50th**

Five controllers who were there when it all began are expected to help the agency celebrate this year's 50th anniversary of air traffic control with a visit to FAA headquarters June 2-3. They are John Huber of Vero Beach, FL, Emerson Mehrling, Fairfax, VA, R. E. Sturtevant, Bradenton, FL, John Tighe, Port St. Lucie, FL, and Lee Warren, Sun City, AZ.

All five of these retired AT pioneers started their careers at the Newark Station working for the airlines. They became government employees on July 6, 1936, when the Chicago, Cleveland, and Newark "stations" became the first federal facilities for the control of enroute air traffic.

While visiting headquarters, the controllers will meet with Administrator Engen and Associate Administrator for Air Traffic Walter Luffsey. They will be presented plaques during a program in the headquarters auditorium and later will be interviewed by FAA historians, Nick Komons and Ned Preston.

## **Training Contracts Set For Seven Centers**

FAA has awarded contracts to two Washington, D.C., area firms to supplement the training staffs at seven en route centers participating in the cross-option program. This is the first phase of the recently announced program to contract out the en route training and automation functions.

The contractors are Systems Requirements and Services Associates (SRSA) of McLean, VA, and Washington Consulting Group (WCG) of Washington, D.C. They will supply instructors who have full-performance level experience in the en route option as well as a working knowledge of the sector on which they provide training.

The two contractors will split the seven cross-option centers with SRSA taking the Cleveland, Indianapolis, Chicago, and Minneapolis centers and WCG covering the New York, Los Angeles and Oakland centers.

The contractors are prohibited from hiring controllers who were dismissed for participating in the 1981 PATCO strike.

Still pending are the training contract for the remaining 15 centers and the automation support contract for all the centers.



## Headquarters News



### Margaret Boylan: A High Flier Retires



Margaret Boylan with two assistants, Denise Howe (left) and Magrissa Johnson at a recent secretaries meeting in the Round Room.

Margaret Boylan, a well-respected figure about FAA for the past 22 years, is retiring May 2 from her job as manager of the Administrator's Administrative Staff.

She began her aviation career as a Women's Airforce Service pilot during WW II and in her time at FAA has served directly under all except the first administrator. For most of her career she has worked with top level FAA management, and for the past nine years has headed up the administrative staff. In this role she has been responsible for the demanding task of routing and checking all of the administrator's and deputy administrator's working papers and correspondence.

Typically, she views retirement as a challenge to be savored. "It will be a time to do many of the things I have not had time to do. I plan to study international

affairs as well as art and history in a continuing education program."

However, she also says she is going to miss the agency. "I've made many friends here over the years, years that have been among the greatest in my life. Also, coming to FAA allowed me to return to the aviation world.

"One of the challenges of my job has been molding this office to conform with the changing ways of each administrator.

"To do this better and discuss other concerns," Boylan explains, "we hold monthly secretary meetings that have improved the quality of our work and have helped the secretaries do their very important jobs more easily."

After retirement Boylan expects to stay in the Washington area, but she also plans to do a good deal of traveling, starting with the Far East. Bon voyage, Margaret, you will be missed.

### Savings Bond Drive Begins

The 1986 U.S. Savings Bonds Campaign got underway April 23 with a program in the auditorium featuring a talk by Deputy Administrator Jones, who reminded the assembled that bonds "strengthen your own financial outlook while benefiting your country." The campaign planners also presented a sort of mini-episode of the popular TV series, "Golden Girls," produced for the bond drive.

Keep watching INTERCOM for news about this year's campaign, which FAA keyworkers and coordinators promise will be a high-profile affair. They also will be telling employees that bonds now are "paying better than ever," with market-based interest rates and other benefits.



U.S. Department  
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# Headquarters Intercom

## News in Brief

\* On April 29 at Washington headquarters, FAA held a lottery to distribute 199 regional airline slots at four high-density airports -- New York's LaGuardia and JFK, Chicago O'Hare, and Washington National. The agency set aside 15 percent of prime-hour slots for new entrants and the order of selection was set by a random drawing. Another so-called "slottery" was held Feb. 11-12 for more than 80 major domestic and foreign carriers at the same airports to determine priorities for taking slots away from the airlines in the event they are needed to meet international or Essential Air Service agreements.

\* The IRS now is serving notice that there will be no more free rides from Uncle Sam. Newly adopted tax regulations state that federal employees who use government vehicles for commuting between home and work more than 12 round-trips a year will have (See page 2)

## Some HRM Programs Saved

Several important human resource management programs, such as training courses for middle managers and executives, are being eliminated because of insufficient resources. However, other major human resource programs, including the Supervisory Identification and Development Program (SIDP), supervisory initial training for newly selected supervisors, and the 1986 FAA employee survey, are being spared from budget cuts. Associate Administrator Charles Weithoner says these decisions send "a clear message that FAA is committed to improving human resource management."

SIDP is a two-year test program designed to change the methods the agency uses to identify, select and develop (See page 2)

## Soviets Resume U. S. Flights



After an interruption of more than four years, the Soviet airline Aeroflot resumed flights to the U.S. April 29, landing at Dulles after an 11-hour trip. The same day, a Pan Am flight from New York landed in Moscow, launching a weekly schedule in which each airline will make four round-trips.

Photo by Cathy Thomas

## Briefs

(From page 1)

a dollar-and-a-half per trip added to their gross income as shown on their W-2 forms. The new rule is retroactive to Jan. 1, 1985, and affected employees will be required to fill out amended 1985 tax forms.

\* In observance of the 75th anniversary of naval aviation, two WW II-era PBY Catalina Flying Boats will land in Long Island's Rockaway Channel on May 6. The event also will celebrate the first flight across the Atlantic, made in 1919 by a Navy NC-4 that took off from Rockaway and landed in Plymouth, England.

## HRM Programs (From Page 1)

first-line supervisors. Now being tested in air traffic facilities in the Southwest and Northwest Mountain regions, the program uses a combination of peer and supervisory ratings and a performance-based interview to identify employees who demonstrate the potential to perform successfully in supervisory positions.

Administrator Engen noted that supervisory initial training for newly selected supervisors, which has been conducted at the Management Training School since 1971, also will continue to be fully funded. "It is essential to provide new supervisors with the basic tools of supervision and give them an awareness of their role as supervisors and an awareness of the impact they have on the workforce," he explained.

"Retention of the 1986 employee survey will give FAA management the essential information needed to evaluate progress from the initial 1984 baseline survey," Weithoner pointed out.

"Because of current budget restrictions, management seriously

considered cutting back on the employee survey, but in view of the benefits, and since it will cost only \$1.50 per person from operations, the decision was made to go ahead with it."

## Senate Passes ATC Bill

Getting ready for the 50th anniversary of air traffic control, the U.S. Senate passed a bill designating July 6 as National Air Traffic Control Day. The bill honoring controllers, FSS specialists, and AF technicians now must be approved by the House.

The Federal government got into the ATC business on July 6, 1936, when it took over from the airlines the operation of en route control facilities at Newark, Cleveland, and Chicago.

## Increased Advertising Brings in ATC Applicants

FAA is turning to such advertising devices as broadcasting radio spots and distributing fliers and posters to college campuses and employment offices in order to increase the number of applicants during the current air traffic controller recruiting campaign. Recruitment officials at the Aeronautical Center are hoping to get close to 80,000 applicants as a result of this advertising campaign.

In the first call for applicants following the 1981 strike, approximately 130,000 people applied. But the number of applicants fell to less than 15,000 by the 1984 recruitment drive. However, during the past several drives, limited advertising increased this number to almost 42,000 during each campaign.

## FAA WORLD Features A.F. Technicians

The focus is on A.F. technicians in the May issue of FAA WORLD. The cover story looks at the implementation of the remote maintenance monitoring program and there also is a photo spread on the two A.F. "Sectors-of-the-Year" for 1985 (New York and New Orleans). Other articles deal with the new employee attitude survey, the Gramm-Rudman-Hollings budget-cutting legislation and the 60th anniversary of the Air Commerce Act. Pick up a copy at the office or facility because home delivery has been suspended due to the above-mentioned G-R-H Act.

## Pension Plan for Newer Civil Servants Rejected

The Congress' compromise pension plan for federal employees hired after Jan. 1, 1984, has been rejected by the Reagan Administration on the grounds that it would be too costly and would allow workers to retire as early as age 59.

This development could mean a 5.7 cut in the take-home pay of some 300,000 new federal workers because of increased retirement fund deductions.

The rejected compromise plan would have provided retirement benefits from Social Security, a modified civil service annuity and a voluntary tax-deferred savings plan. It would have replaced an interim plan adopted as a temporary measure more than two years ago to provide full Civil Service Retirement System and Social Security coverage for civil servants hired after 1983. Under this plan, which expired April 30, employees paid 1.3 percent of their salary into the civil service plan and 7.15 percent into Social Security.

With the rejection of the compromise plan and expiration of

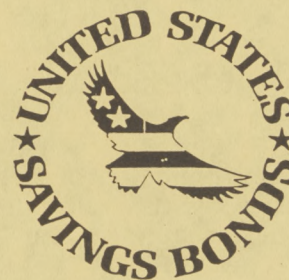
the interim plan, federal agencies on May 1 began deducting the full civil service retirement contributions of seven percent as well as the 7.15 percent Social Security contributions. The result is a 5.7 percent net pay reduction. New employees (those hired after 1983) will see a reduction in their May 27 paychecks unless Congress takes temporary action such as extending the interim plan.

## Engine Producer Fined

Avco-Lycoming Corp. has paid FAA a \$200,000 civil penalty in full settlement of an enforcement action arising from allegations that the company failed to follow approved quality control procedures.

FAA reported that Avco-Lycoming notified the agency that they had accepted and used more than 5,000 defective fan blades which had been produced by a company-owned supplier during the period of March 1983 to Oct. 1984. Some of the blades later were installed in two jet engine models used on the Canadair Challenger and British Aerospace BAe-146, respectively.

A total of 33 engines were involved. All have been removed from service along with the other defective fan blades.



*Paying Better Than Ever*

## Headquarters News



### Savings Bond Drive in Full Swing

The savings bond campaign was launched May 1 and will run through the month of May. FAA's new bond mascot, "Teddy Bond" will be seen at many of the activities planned to encourage bond buyers. Unlike Pooh Bear, we're told, Teddy Bond is a very shrewd bear and a regular bond buyer himself.

On Thursday, May 8 from noon to 1 p.m., all employees are invited to conference rooms 8ABC to talk about the pros and cons of bonds. Bring your lunch and any questions on bonds you may have. Ken Knapp of the Treasury Department will be there with the answers.

The schedule of other events, including a drawing for prizes, will appear in a future INTERCOM and will be posted in the lobby.

### Cross "C" St. With Care

"Watch out when you're crossing C Street behind the building," advise some thoughtful folks in ALG. As they note, there have been a number of close calls recently as pedestrians have stepped from behind double-parked cars into the path of cars trying to get by. Also, drivers should pay attention to the recently installed stop signs at the top of the garage ramps.

### Furniture Tour Scheduled

For those interested in elegant furniture for the home, the FA Club is sponsoring a tour of the Design Center on May 20 from 10 to 11:30 a.m. The center is located at 300 D Street, SW. The tour is limited to 25 people. Those interested in the attending should call Marie Mader at 426-8334.

### Awards and Rewards

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

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

Omar Spaulding, AAP, Patricia Schauer, AEE, Ida Cronauer, APR, Alfred Hodges, AFS, Charles Mayernik, AFS, Patricia Robinson, AFS, and Thomas Quinlan, AFS;

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

Delores Powers, ABU, Denise Yorkshire, ABU, Christine Coates, ALR, Ponjola Short, ALR, and Vanessa Dixon, APA.

### New CPR Rules Coming

New procedures for cardio-pulmonary resuscitation (CPR) Basic Life Support training are on the way from the American Heart Association. When the Labor Relations and Career Development Branch, AHR-100, receives these new guidelines, employees there will schedule recertification classes to bring initial CPR graduates up to speed. They also will schedule a new round of CPR classes for beginners.

Headquarters employees currently certified in CPR who would like to become instructors should contact Phyllis Burbank, AHR-140, on 426-8916.

### FA Club Gets Framed

The FA Club is sponsoring a picture framing class May 14 at noon in-room 5C. The class will offer a basic review of framing techniques. And if you have a print that needs framing, bring it in for a free estimate. For more, call Marie Mader on 426-3269.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## News in Brief

\* FAA has released a NOTAM advising pilots and air travelers that radiation from the Chernobyl nuclear plant accident near Kiev in the Soviet Union poses no threat to flights of U.S. air carriers anywhere in the world. The only potential concern, according to the NOTAM, would be flights below 20,000 feet near Kiev and the reactor site.

\* The agency has levied a maximum civil penalty of \$1,000 against tennis star Martina Navratilova for attempting to carry a concealed weapon and ammunition aboard an airplane at San Francisco International Airport March 2. The .38-caliber Smith & Wesson and 10 rounds of ammunition were detected in Navratilova's carry-on bag during routine screening.

\* A search and rescue satellite that would have been used to aid survivors of aircraft and ship accidents was one of the (See page 2)

## Weithoner Testifies on Drug Use

FAA expects to begin routine drug testing of agency controllers, pilots, and others with safety-related jobs by the end of the year. Associate Administrator for Human Resource Management Charles "Gene" Weithoner told Congress on May 7 that the testing would take place during the employees' annual medical examinations.

"The agency's medical staff is in the process of evaluating the qualifications of several laboratories which are competing to perform such drug screening on behalf of the FAA, and we hope to have this program in place this fall," Weithoner testified.

But Weithoner said there is "no reason to believe that illegal drug use is widespread within the agency, (See page 2)

## Engen Meets Canadian Counterpart



Administrator Engen gets around for safety. In Ottawa last month he studied U.S.-Canada air traffic control and safety issues with Canada's Assistant Deputy Minister for Aviation, Claude LaFrance.

## Judge Dismisses KAL 007 Suits Against FAA, DOD

A judge in the United States District Court in Washington, D.C. has dismissed damage suits against FAA and the Department of Defense by families of passengers killed when a Korean Airlines 747, Flight 007, was shot down by a Soviet fighter in Sept. 1983.

The judge asserted there was nothing in tape recordings of telephone calls to support the plaintiffs' contention that Air Force radar operators had contacted FAA controllers to alert them to KAL 007's possible peril. Even if government officials had been negligent in not somehow warning the KAL crew, the judge wrote, the Soviets' "unnecessary act of aggression" would remove any liability from federal employees.

An FAA statement released after the ruling said, "It has always been the contention of the FAA that our air traffic controllers at the Anchorage ARTCC had no knowledge of KAL 007's departure from its flight course and that they had no means of ascertaining that the flight had strayed from its assigned course."

## More on Pay Changes

Paychecks that reflect the 5.7 net pay reduction for employees hired after Jan. 1, 1984, will be issued May 20, not May 27, as previously reported in INTERCOM. The reductions come after the White House rejected a Congressional compromise pension plan that would have replaced an interim plan drafted more than two years ago for federal workers hired after 1983. As of May 9, Congress and the White House were attempting to forge a compromise on a new plan that could include refunds of the 5.7 percent increase in retirement payments.

## Briefs (From page 1)

cargo losses in the May 1 in-flight explosion of a NASA Delta rocket launched from Cape Canaveral. The satellite was to have been put into a geosynchronous orbit to augment an international satellite-aided search and rescue system credited with saving 525 lives since its inception in 1952. Currently there are four such satellites in orbit, one American and three Russian.

\* The controller recruitment advertising described in last week's INTERCOM reaches a lot of people, but it isn't as effective as word-of-mouth from FAA employees, says APT staffing expert Dee Richard. "Although advertising generates many inquiries, recruiters have found that applicants who follow through and become controllers are more likely to be those who were contacted personally by FAA employees. So any time you get chance to talk to a potential controller, do what you can for the ATC system."

## Drug Testing (from page 1)

agency, and, in fact, we are convinced it is not. Still, we believe that we have a special obligation because of our safety role to absolutely prohibit the use of illegal drugs by our safety employees whether such drug use is during off-duty hours or not."

Weithoner said that at the present time the agency has no plans for testing non-FAA employees in the aviation field, adding "although that issue is one we must continue to assess."



# Savings Bonds Campaign

# Headquarters Intercom



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

May 8, 1986

TO ALL FAA EMPLOYEES:

All of us would like to know that we have enough money put away in case of an emergency or to use for a special occasion, but many of us continually delay starting a regular savings plan.

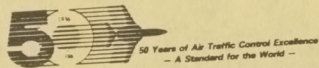
Now is a good time to take positive action and start preparing for the future. There is an easy and safe savings plan available to Federal employees—the U.S. Savings Bond Payroll Savings Plan.

This plan, with its 7.02 percent interest rate and unlimited interest ceiling, is very competitive with commercial savings programs and has benefits over many of them. You can start purchasing bonds with as little as \$3.75 withheld from your paycheck every 2 weeks. The interest earned is always exempt from State and local taxes and is not applicable to Federal taxes until the bonds are cashed.

The month of May has been set aside as a time to focus on U.S. Savings Bonds. I encourage you to use this month to learn about the benefits of bonds and start your savings program. Your keyworkers will have detailed information on bonds as a savings plan, and the benefits of the payroll deductions as a means for buying bonds. Take a few moments to listen to your keyworkers when they call. Start saving today; bonds are a great deal.

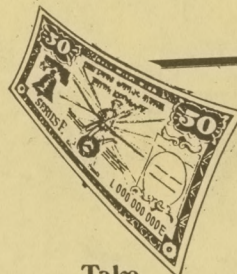
Sincerely,

*Don Engen*  
Donald D. Engen  
Administrator



## Why Savings Bonds Are a Better Investment

- \* HIGH MARKET INTEREST RATES  
Instead of the old fixed rates, bonds now pay variable rates like the money markets.
- \* GUARANTEED MINIMUM RETURN  
In addition to high variable rates, Savings Bonds offer the



**Take stock in America.  
Buy U.S. Savings Bonds.**



(From left) Judy Street, campaign mascot Teddy Bond, Don Bowman, and Wayne Startup plan campaign action.



Deputy Administrator Richard Jones at the 1986 kickoff ceremony.



Ken Knapp from the Treasury answers keyworkers' and coordinators' questions.



Day care artists with teachers Jodie Feldman (left) and Kathy Sidberry show pictures donated to the campaign.



Judy Street ,AMS, campaign education director, encourages bond participation.

protection of a guaranteed return.

\* IMPORTANT INCOME TAX SAVINGS  
Interest earned on U.S. Savings Bonds is exempt from state and local income taxes.

\* COMPLETE SAFETY  
Backed in full by the United States of America, Savings Bonds are a completely safe investment.

All in all, the payroll savings plan is a great way to save. It is convenient, automatic, affordable and flexible.

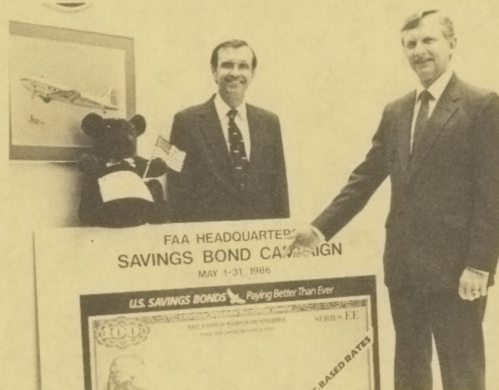
An entry box for bond buyers has been set up in the cafeteria, and drawings for 20 cafeteria meals will be held each Friday. Also, the grand prize of an original watercolor painting and other prizes will be awarded June 6.



Don Bowman ,APP, campaign marketing director, is the creator and donor of this grand prize painting.



Jo Officer ,APT, campaign publicity director, sends coordinator Anthony Williams into action.



Brooks Goldman (left) and Ernie Keeling support the campaign with their friend, Teddy Bond.

## Traffic Up; OP Errors Down

The performance of the air traffic system continues to improve in 1986 with controllers handling more traffic with fewer errors and only slightly more delays.

During this year's first three months, overall operational errors decreased by 24 percent, including a 33 percent reduction for the en route centers, as compared to the same period in 1985. This continued the improvement trend begun in 1985, when operational errors were down 25 percent from the 1984 total.

Meanwhile, air traffic increased three percent at the en route centers and 22 percent at airports as compared with the same period in 1985. But delays also were up about six percent due in large measure to very poor weather during February and March. In those two months, weather accounted for 76 percent of all delays in contrast to 68 percent figure for all of 1985.

## FAA to Turn Eastern Fine Over to Justice Dept.

FAA will ask the Justice Department to institute legal action against Eastern Airlines if the carrier does not pay a proposed \$9.5 million civil penalty for safety violations by May 16.

Eastern announced May 8 that it would "address any related penalty only when and if the agency elected to pursue the matter in civil court proceedings."

FAA proposed the \$9.5 million penalty because a special audit of the carrier's operations and maintenance programs had found more than 78,000 violations of the Federal Air Regulations. FAA said it will ask Justice "to recover the maximum civil penalties allowable under statute." That is, \$1,000 per violation.

## Air Commerce Act Signed 60 Years Ago

Here's another aviation anniversary for those who track these sorts of things: Sixty years ago this month, on May 20, 1926, President Coolidge signed the Air Commerce Act and started commercial aviation on the road to becoming the multi-billion dollar business it is today. The act empowered the Secretary of Commerce to regulate and foster air commerce and establish, operate, and maintain airways and aids to air navigation.

The new legislation came just in time for the boom in flying that followed Lindbergh's trans-Atlantic flight in May 1927. Between 1926 and 1938, when the Civil Aeronautics Act was passed, U.S. airlines increased passenger enplanements from 5,782 to 1.3 million and revenue miles from 4.3 million to 69.7 million. The Civil Aeronautics Act was superseded in 1958 by the Federal Aviation Act which created the present FAA.

## PWC Meets in Philly

Susan House of the Anchorage FSS is the new vice president of the Professional Women Controllers (PWC) and Mary Brown from the Aeronautical Center is the organization's new secretary. Both were elected this month at PWC's eight annual convention in Philadelphia.

The three-day meeting featured a workshop on stress management and other sessions aimed at professional and career enhancement. Speakers included Eastern Region Director Joe Del Balzo and the Technical Center's Deputy Director, Arlene Feldman.

## Headquarters News



### Mendenhall Named Aviation Safety Deputy

Otho Mendenhall reported to the Office of Aviation Safety as Deputy Director on May 5 from his previous post as the executive officer of the New England Region.

This is not Mendenhall's first stint in Washington. In 1978, before moving to New England as assistant chief of the Flight Standards Division, he was acting assistant administrator for general aviation at headquarters.

### Bike Tour for MS Planned

If you thought Wayne Waltrip's coast-to-coast bike trip for the National Multiple Sclerosis Society was admirable but a bit daunting, you may want to get involved with an event being sponsored by the MS group that works on a less superhuman scale. The "MS 150K" Bike Tour is a two-day, 150-kilometer (or alternate 75-kilometer) trip through Northern Virginia set for the weekend of May 31-June 1. The tour will benefit the National Capital MS Chapter by soliciting \$1-minimum pledges for bikers. The routes will take the cyclists from Washington Channel Park to Quantico, VA, on picturesque secondary roads and the Mount Vernon Bike Trail. To get information on participating as a rider or an administrative volunteer, call 466-6152.

### Navy Band to Play For Bond Drive

To support FAA's Savings Bond Campaign, the U. S. Navy Band Combo will play in the headquarters building lobby at lunchtime on May 20.

### 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:

Florence Chaney, AES, Robert Little, ATO, Robert Yatzek, APP, Elizabeth Willingham, AMA-200, Alvin Wayne Danner, AMA-225, William Gillespie, AMA-222, Constance Nalepa, AMA-220, Frank Thorpe, Jr., AMA-223, Leo Bender, AMA-125, Edwin Harrison, AMA-224, Robin Fledge, AMA-120, Victor Jordon, AMA-124, Leland Weatherholtz, AMA-220, Randolph Coates, AMA-215, Melvin Belt, AMA-215, Daniel Reid, AMA-238, Walton Kimble, AMA-120;

Special Achievement Awards Based on Special Acts or Services:

John Carnes, ATR, Gwendolyn Browne, AAT, William Granger, ATO, Cecilia English, AHP, Jim Spaulding, AHP, William Webster, AMA-322, Gene Hutchison, AMA-311, Patricia Steven, AMA-12;

Letter of Commendation:

Abe Tenenbaum, ALG, Carolyn McVickers, ALG, Don Hockman, AMA-123, Walton Kimble, AMA-120, Jimmy Pate, AMA-124;

Quality Increase Awards:

Omar Lamb, AMA-310, Neil Leach, AMA-310 Antoinette Williams, AMA-131.

### Three Retire in April

April was hardly a cruel month for three headquarters employees who decided to retire and begin new pursuits outside FAA. We wish the following all the best:

Arthur R. Bier, APM; Americo J. Cassuci, ACS; and Albert P. Albrecht, ADL.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## Retirement Plan Pact Adopted For New Feds

Congressional conferees and White House officials reached a tentative agreement May 14 on a compromise pension plan for federal workers hired after Dec. 31, 1983. Congressional leaders have pledged swift action on final approval of the new retirement system, and, with the signature of the president, it will go into effect next January.

All of which is good news for post-1983 employees. Early approval by Congress most likely will mean newer FAA workers will be spared the 5.7 percent cut in take-home pay that was to have covered higher retirement payments resulting from the April 30 expiration of a 1983 (See page 2)

## FAA's DC-3 Begins Tour At Andrews AFB Air Show



FAAers (from left) John Hanks, APA-8, John Kern, AFS-1, Don Clausen, APA-6, and Anthony Broderick, AVS-1, were on hand May 14 when the FAA's DC-3 stopped at National's Hangar 6 on the way to the Andrews AFB Open House and Air Show, May-16-17. The refurbished DC-3 and this exhibit heralding "Safety thru Service" are on a summer tour of eight air shows.

## News in Brief

\* FAA's FY 1986 \$80 million supplemental budget request is halfway to final passage in the Congress. On May 8, the House approved the "catch-all" supplemental spending bill that includes the agency's request. The Senate Appropriations Committee mark-up of the total supplemental spending bill occurred on May 15 and is ex-

pected to be debated on the floor before the full Senate shortly.

\* A good indicator of FAA's heightened emphasis on surveillance and enforcement activities is the fact that it has initiated certificate action against 81 air carriers since Dec. 1984. The agency began proceedings to suspend or revoke 62

airline operating certificates during 1985 and added another 19 certificate actions through April 1986. In the month of April alone, it initiated seven actions, including two against Part 121 (large aircraft) operators.

\* FAA received a birthday card of sorts recently from the (See page 2)

## Briefs (From page 1)

Aerospace Medical Association in connection with the fiftieth anniversary of the government's role in air traffic control. A resolution from the Washington, D.C.-based group was sent to Secretary Dole conveying "respect and gratitude to the pioneers of the technology of air traffic control as well as to air traffic controllers and maintenance personnel, past and present."

**Pension Plan** (from page 1) interim retirement plan. The cuts, which were to have shown up in the May 20 paychecks, have been deferred and probably will be nullified.

The proposed retirement plan, modeled after private-sector plans, is based on a three-part system offering Social Security benefits, a modified civil service pension, and earnings from a voluntary, tax-deferred savings plan.

Under the new plan, fully covered employees could invest up to 10 percent of their salaries in an investment plan that would be tax-deferred until employees retired. (Such investments would be subject to limitations imposed as part of any future tax reform.) The government would then match up to 4 percent of each employee's investment. Employees hired before 1984 could join the investment plan, but would not get the matching contribution from the government.

Workers under the new plan could retire at age 57 with 30 years of service, but the system offers incentives to work until at least age 62. Under the current system, most employees can retire at age 55 after 30 years of service.

## FAA Tests Hotline In Central Region

The agency has expanded its toll-free consumer hotline to include the four-state Central Region. The hotline now is in operation in four regions (Eastern, Great Lakes and Southern in addition to Central) and 27 states as well as Puerto Rico, the Virgin Islands and the District of Columbia.

Callers dialing the 800-FAA-SURE hotline number can get answers to questions concerning child safety seats, airport security procedures, and carry-on baggage. Questions about FAA services such as airman examinations, aircraft certification, and facility operations also are welcome.

## New Pay Rules Issued

The Office of Personnel Management (OPM) has issued new pay-for-performance regulations that aim to link more directly within-grade pay increases, quality step increases and cash awards to employee performance appraisal ratings. The regulations also require that raises and awards be based on a current rating, now referred to as a "rating of record." They will affect General Schedule, Wage Grade, and some Senior Executive Service employees.

The Office of the Secretary (OST) recently circulated a draft of a new departmentwide directive to implement the regulations and, despite a short deadline, FAA's human resource management organization was able to include some employee comments. The directive is expected to become effective later this year and will be reported in INTERCOM.

## **NTSB Cites Pilot in China Airlines Incident**

A China Airlines Boeing 747 took a 31,000-foot uncontrolled nose dive off the West Coast last year because of the captain's "preoccupation" with an engine problem and his failure "to monitor properly" the airplane's flight instruments. The captain's over-reliance on the autopilot after losing thrust on the No. 4 engine also was cited by the National Transportation Safety Board as contributing to the Feb. 19, 1985, incident.

NTSB's analysis of the aircraft's digital flight data recorder showed that the airplane rolled to the right, nosed over and entered an uncontrollable descent as the crew was attempting to restore normal power to the right outboard engine. The captain managed to pull the 747 out of the dive at an altitude of about 9,500 feet but the aircraft suffered major structural damage as a result and two of 274 passengers and crew received serious injuries. The flight then was diverted to San Francisco and landed without further incident.

## **NTSB Recommends Steps To Curb Runway Errors**

The National Transportation Safety Board (NTSB) has given FAA a dozen recommendations to reduce the potential for airport ground collisions that might result from "runway incursions." The May 14 report followed a special NTSB investigation of 26 such runway incidents over the past year.

The Board's recommendations included improved training of tower controllers, ranging from the use of simulation practices to memory aids; better control tower supervision and coordination; greater standardization in

operating practices for both controllers and pilots; improved reporting and investigation of incidents; and adequate runway and taxiway signs.

However, FAA already has initiated a number of actions on its own to reduce the incidence of runway incursions and this fact was recognized in the Board's report. These actions include a series of FAA directives to airport control tower managers that spell out various actions to minimize runway error problems, as well as safety alerts to airport operators identifying conditions that contribute to runway errors and providing general information on the marking of taxiway/runway intersections. New regulations also have been proposed to limit the access of ground vehicles to airport operational areas. In addition, the agency established a special task group in December 1985 to coordinate the various efforts underway to curb runway errors.

## **Safety Improves in '86**

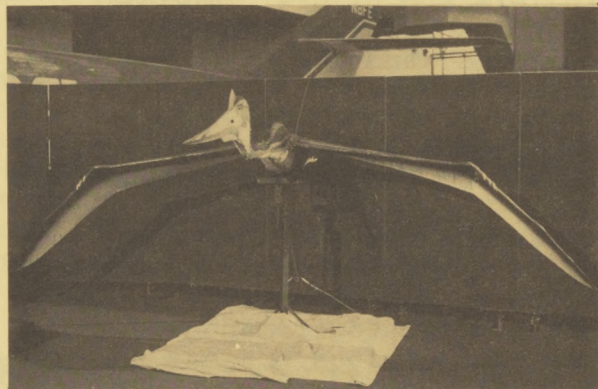
Through the first four months of 1986, every segment of civil aviation is showing an improved safety record when compared with the same period in 1985. Even general aviation, which is coming off the best year in its history, has recorded gains with fatal accidents down from 151 to 130 and fatalities from 285 to 243.

The airlines, commuters and air taxis exhibited similar trends with total fatalities down from 133 to 16 over the same four months last year. The airlines had no fatal accidents, commuters had one with three fatalities and air taxis had six with 13.

## Headquarters News



### Pterodactyl Debuts in D.C.



The National Air and Space Museum unveiled for Washingtonians May 16 its radio-controlled, down-scaled model of a pterodactyl. The bird from B.C. made its public flying debut at the Andrews AFB Open House and Air Show, May 16-17.

### Job-filling Made Easier

In a memo now circulating to top headquarters officials, Jim Adler, manager of the Human Resource Management Division, AHR-100, announces several steps his office is taking to shorten the time it takes to fill headquarters vacancies. AHR-100 already has improved timeliness by standardizing vacancy announcements, using more sophisticated word-processing equipment, and expediting the printing of announcements.

AHR-150 now is striving to have announcements ready for printing within 18 days of receipt, and to begin rating applications within 21 days after the closing date. The office also is setting aside a portion of each workday to be devoted to uninterrupted case processing. Adler is asking that calls and visits concerning job-filling be limited to the hours of 10 a.m. to 3 p.m. Urgent questions that arise outside these times may be addressed to Kate Horkan on 426-8018, or Judy Lucas on 426-3383.

### Awards and Rewards

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

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

Eric Mandel and Ruth Hinkley, APM, John Mydlow, AAT;

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

Carol Jarrett and Patricia Morris, AES, and Elaine Hunt, APA.

### Sports Battle Team Still Recruiting FAA Athletes

The "Corporate Sports Battle" try-outs held Saturday, May 10, elicited a small but enthusiastic turnout, says the FAA team's leader, Wayne Waltrip. Make-ups can be arranged by calling him on 426-8670. Planners are still looking for male and female FAA athletes to compete in the big event, to be held July 11-12, to benefit the D.C. Special Olympics.

Still needed are volleyball players, swimmers, obstacle course runners and tug-of-war team members. If you don't want to compete, why not help the FAA team with a small donation towards raising the \$3,500 entry fee for charity?

### FAAers Sign Up For Bonds

Some 145 headquarters employees have bought bonds since May 9, 75 buying for the first time and 70 increasing their payroll savings bond allotments.

Cafeteria manager Tony Dominick has donated 80 free meals as prizes in the bond campaign. Forty winners have been drawn so far and the rest of the meals will be won in two more drawings before the end of the month. All bond buyers are eligible.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Top Facilities Named

The winners of the 1985 air traffic "Facility of the Year" awards are: \*Minneapolis Air Route Traffic Control Center; \*Houston Tower (radar); \*Long Island Tower (nonradar); and \*Dayton Automated Flight Service Station (FSS).

The Minneapolis center broke all facility traffic records last year but still cut operational errors by more than 50 percent below the 1984 figure.

The center's human resource management team also developed computer programs that have been passed on to Washington for national implementation. Included are programs for personnel management and control of overtime. The Houston tower



Award winning Long Island Tower.

provided IFR services for over 150 airports and handled 651,975 IFR services. The tower also was cited for its high morale resulting from the facility's management style. (See page 2)

## News in Brief

\* The Technical Center has awarded a letter-contract to Bendix Communications Corp. of Baltimore for a microwave landing system (MLS) that will be used to obtain flight test data for terminal instrument procedure criteria development. Scheduled to be delivered in September, the new MLS will replace the center's outdated Bendix "basic narrow" microwave system.

\* Despite all the publicity to

the contrary, FAA security chief Billie Vincent told Congress recently that there is no "plastic," or "non-metal," hand-gun now on the market that "is not reasonably detectable by present technology and methods in use at our airports today, nor to my knowledge is anyone on the threshold of developing such a firearm." Vincent was referring particularly to the Austrian-made Glock 17, which is (See page 2)

## Top Facilities (From page 1)

At the Long Island tower, formerly Islip-MacArthur, high morale was again a key factor in maintaining a record of zero operational errors during the year.

The Dayton FSS became an Automated Flight Service Station on Feb. 12, 1986, as a result of work accomplished during 1985. Besides being part of the first "family" of AFSSs to go operational with the Model 1 automation system, the Dayton station was the first air traffic facility to install the Type III Integrated Communications Switching System (ICSS).

These changes required well over 3,000 hours of instruction for station employees. Station manager Thomas Cummings credited his employees' positive attitude for his facility's success in making the changeovers successful.

All winners were specially congratulated when Associate Administrator Walter Luffsey made personal telephone calls to facility managers and their staffs shortly after the award winners were announced.

## Briefs (From page 1)

commonly billed as a "plastic" handgun although it's 80 percent metal by weight. However, in the May 15 testimony, Vincent said, "It is important that our research and development activities be pursued with a full appreciation of the possibility that firearms technology could at some point threaten to outstrip state-of-the-art technology" for detection equipment.

\* The National Air and Space Museum's (NASM) flying model of a prehistoric pterodactyl made an

inauspicious public debut at the Andrews AFB Open House May 17, plunging 400 feet to the ground immediately after being released from its tow line. The computer-controlled, wing-flapping replica was decapitated on impact, ending a string of 21 perfect test flights and forcing the beast into what may be a second extinction. Disappointed dinosaur watchers will have to wait until June 20 for the premier of "On the Wing," the new NASM film that features the creature in better form.

\* Official congratulations to the agency on the 50th anniversary of federal air traffic control continue to stream in. The city of Monterey, Calif., recently proclaimed July 6, the date of the 50th, Air Traffic Control Day.

## Contest Winners Named

The national winners of FAA's 1986 Aviation Education Essay Contest on how air transportation affects people's lives and the economy are: Alan Blount, 17, from Palisade, CO, in the senior high category; Brooks Thomas, 13, from Stillwater, OK, in the junior high category; and David Hershey, 11, from Omaha, NE, in the elementary school division.

Blount received two checks totaling \$1,500 for his essay and the other winners were awarded \$500 apiece. In addition, the three students' sponsoring teachers were recognized with checks for \$250 each. The cash awards and scholarships were provided by the Air Traffic Control Assoc., the National Business Aircraft Assn., and the Aircraft Owners and Pilots Assn.

## FAAer Gets Birthday Call

When Administrator Engen called John Doster, Manager of the Allentown, PA, General Aviation District Office, recently to wish him a happy 70th birthday, Doster wasn't available. The 45-year FAA veteran was up flying, doing what he loves to do. However, after he landed, he talked with Engen and told him he would be glad to stick around FAA for another 45 years.

It was not unusual to find Doster flying. During his career he has accumulated 24,000 hours of accident-free flight time. As a FAA pilot, he has given over 7,500 check rides and nearly 1,700 pilots their jet ratings.

## FAA Is Standardizing Engen Tells Congress

FAA has made significant progress in standardizing its aviation inspection and surveillance programs, Administrator Engen told a Congressional aviation panel on May 22.

"My sense is that FAA has grown too 'decentralized' over the years," Engen said. "We have been and will continue issuing stronger policy guidance and directives from headquarters to better assure a national program rather than a number of regional ones."

Engen cited as one example of increased standardization the National Work Program, which details a surveillance program designed to create a more balanced inspection program nationwide. Engen also noted increased inspector staffing, improved hiring procedures, and enhanced training as other examples of recent improvements in the inspection program.

## Employees, Union Roles Vital to 1986 Survey

The 1986 Employee survey will be distributed to each FAA employee at the beginning of June through the regular internal mail system at their worksites.

Administrator Engen has encouraged employees to participate, pointing out that, "This is your opportunity to influence the goals and direction the FAA will take in human resource management and in accomplishing its mission.

"After two years of work in trying to develop a better work environment and more effective human resource management, it's time to evaluate our progress and see how far we still need to go."

Associate Administrator for Human Resource Management Charles "Gene" Weithoner said he would like to see this year's

participation increase from the level of 54 percent in 1984 to 75 percent or more. To this end, the FAA has actively sought the support of those unions that are the exclusive representatives of FAA employee groups. Both the National Association of Air Traffic Specialists (NAATS) and the Professional Airways Systems Specialists (PASS) have endorsed the participation of their bargaining unit members in the survey. Many of the local unions representing other smaller groups of FAA employees also have expressed their support for participation in the survey by employees in their bargaining units.

All employees will have the opportunity, if they wish, to take work time and complete the survey.

# Headquarters News



## U. S. Navy Band Jazzes up Bond Drive

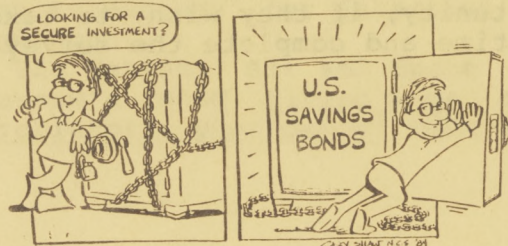


Admiral Engen checks out the Navy Band, supporting FAA's Savings Bond campaign. Band members are Chief Jim Mall, piano; Todd Lucia, drums; Mike Nicholson, Bass and Barry Craig, vocal. Don Bowman APP, director of marketing for the campaign is talking with Engen.



## Time for New Clocks

The headquarters clock system is being replaced by GSA with individual battery-operated clocks in order to save on expensive maintenance. Clocks in the main corridors and lobby have already been removed and the new ones installed. Administrator Officers may have their clocks replaced by the new models by contacting the building manager's office on 426-3340. Subsequent maintenance of each office clock will become the responsibility of office staff.



## Awards and Rewards

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

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

Floyd Messick, AES;

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

Antoinette Barnes, AES;

### Letter of Commendation:

Janis Rodriguez, AGC, Nancy LoBue, AGC, Rose Millar, AAA;

### Quality Increases:

Phyllis Vallario, APM.

## Kranidas Named APO-1

Ellen Kranidas has been appointed Director of the Office of Aviation Policy and Plans. She comes to FAA from the National Highway Traffic Safety Administration and brings with her wide experience in government and industry. Kranidas has a Masters degree from Georgetown University in Political and Economic Studies and a law degree from the University of Athens. She also speaks three foreign languages.

## Radio Antenna Installed

A high frequency radio antenna, visible from C and 6th streets, has been installed on the roof of the headquarters building as part of the agency's new emergency radio system.

FAA's Operations Center manager Jim Davis explains that the new equipment can be rotated and aimed toward a distant station to increase its range and can be used if phone links are down. In addition, it will enable FAA officials to stay in contact with aircraft during emergencies such as hijackings over remote areas.



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# Headquarters Intercom

## News in Brief

\* The air traffic controllers register is now open indefinitely. To get on the register, applicants must obtain form 5000B from any FAA personnel office, the Office of Personnel Management, or the Special Examining Div., P.O. Box 26650, Oklahoma City, Okla 73126.

\* FAA Associate Administrator for Policy and International Aviation Donald R. Segner returned to the private sector on June 3. He has been with FAA since April 1981. Among other accomplishments, he headed the U.S. delegation and successfully concluded aviation safety agreements with the Soviet Union and Japan.

\* Garland P. "Cass" Castleberry, Director of the Mike Monroney Aeronautical Center, has been named director of the Southern Region. He replaces Jonathan Howe who has been named president of National Business Aircraft (See Page 2)

## Your Survey Answers Help All

With the 1986 Employee Survey forms now scheduled to be mailed June 6, Administrator Engen once again is encouraging every employee to participate. "We want each member of the FAA family to understand just what the survey responses do for the agency and for the people who work here," he said.

Specifically, the Administrator noted that the survey will provide a direct, unfiltered view of how employees feel about working for FAA and how they see FAA working for them. The responses will tell management what works, what's been accomplished and what still needs to be done. "Deputy Administrator Jones and I specifically requested some additional items for this year's survey," the Administrator continued. "We're (See Page 2)



Deputy Administrator Richard Jones (left) and Administrator Donald Engen check survey forms before they are sent out.

## Briefs (From Page 1)

Association. Castleberry, who was FAA's Princeton Fellow in 1974, began his FAA career in 1958 as an air traffic controller at the Memphis Center. He was brought into Washington as a management analyst in 1964 and has held increasingly responsible management jobs since.

\* The FAA Consumer and Community Affairs Liaison Division, APA-400, has revised and expanded its helpful consumer questions guide and the results are published in the front of the new May 1986 FAA Directory. Contained in these pages are tips to help the harried FAAer respond quickly and accurately to queries from the public on subjects ranging from airline service to aviation safety to aircraft noise. Also provided are a list of the 25 most asked questions, with the right answers, and information on the FAA Consumer Hotlines.

## Some Get Backpay

Some FAAers may be eligible for back pay under a recent decision by FAA's Office of Personnel and Technical Training. Affected are employees who were asked to decide between a temporary promotion or per diem, or those denied per diem while on temporary promotion. Claim forms and additional information are available from servicing human resource management offices. Claims should be filed with the General Accounting Office (GAO), citing the specific circumstances of each situation. GAO's address is 441 G Street, NW, GGD Claims Group, Room 5047, Washington, DC 20548.

## Survey (From Page 1)

looking for some firm data from agency people in several new areas. This information will lead to actions directed toward improvement and excellence in the work environment." Local, regional and national action planning activity and follow-up personal interviews held locally with employees are part of this process.

Engen emphasized that the survey gives employees an opportunity to "communicate directly with all levels of management" and allows them to "participate in decisions that improve their own work environment. But participation in this process requires that employees first take the time during their work day to fill out the survey form with thoughtful, accurate responses," he said, "and to send it in."

## More ARSAs Established

The number of Airport Radar Service Areas (ARSA) will increase to 60 on June 5 when seven more sites are scheduled to go operational.

ARSAs eliminate the potentially dangerous mix of known and unknown traffic by requiring all pilots operating in the area to be in contact with the air traffic control. A typical ARSA extends upward to 4,000 feet with a radius of 5 miles from primary airport with an outer ring up to 1200 feet extending 5 to 10 miles from the primary airport.

The seven new ARSA sites are: Albuquerque International; Davis Monthan AFB (AZ); Greater Cincinnati International; Indianapolis International; Phoenix Sky Harbor; Tucson International, and Wichita Mid-Continent.

## Towers Tighten Procedures

As a result of the May 17 near miss between two airliners at Chicago's O'Hare Airport, FAA is evaluating new relief procedures for persons working the local controller position there.

Under the new procedures, the local controller coming on duty will be assisted for a 30-minute period by the person he is replacing. The evaluation will run for at least 30 days.

In addition, Washington headquarters sent out instructions on May 23 to all terminal facilities directing controllers to state runway number following take-off clearance at any airport where more than one runway is active. Facility managers also were told to stress compliance with specific ATC handbook provisions which might have been a factor in the incident.

The agency presently is evaluating other recommendations from the National Transportation Safety Board, including one calling for establishment of a new local control coordinator position at O'Hare on a trial basis.

## Ellett Asks Congress For Stiffer Penalties

FAA Chief Counsel E. Tazewell "Ted" Ellett has urged Congressional approval of proposed legislation to strengthen criminal sanctions for falsifying aviation records and increase the maximum civil penalty for violations of the Federal Aviation Regulations. Ellett told the House Judiciary Subcommittee on Criminal Justice that fraudulently kept records "tear at the fabric of the aviation safety infrastructure."

Increasing the maximum civil penalty per violation from \$1,000 to \$10,000 also is necessary, Ellett said, to keep operators from accepting a \$1,000 fine as a less costly alternative to cancelling a flight filled with

passengers. "A potential penalty of \$10,000 drastically changes the economics of such an illfounded decision," he noted.

## Contest Winners Honored

The national winners of FAA's 1986 Aviation Awareness Contest are Alan Blount of Palisade, Colo. (senior high), Brooks Thomas of Stillwater, Okla. (junior high), and David Hershey of Omaha, Neb. (elementary school). Blount and Thomas wrote on "Aviation in My Community" and Hershey on "Eppley Airfield: It's More Than Just Planes."

All three were honored May 29 in Washington headquarters. They received a total of \$2,500 from the Air Traffic Control Association and the National Business Aircraft Association, as well as free introductory flight lessons from the Aircraft Owners and Pilots Association. AOPA also is providing cash awards of \$250 each to the teachers that sponsored the national winners.



Winner of FAA's Aviation Awareness Contest traveled from near and far to be at the presentation ceremony in Washington with Administrator Engen. They are: from left) Alan Blount from Palisade, Colo., Senior High; Brooks Thomas of Stillwater, Okla., Junior High; and David Hershey of Omaha, Neb., elementary school.

## Headquarters News



### Owen Flanagan and the "Infant of Prague"

For some people, the Infant of Prague is just a statue. But for the National Flight Data Center's Owen Flanagan (ATO-258), it meant considerably more. It also was the name of the Boeing B-29 that he piloted in the Pacific during World War II and brought him through that conflict unscathed.

Memories of those days were revived recently when Flanagan's boss, NFDC Manager Jim Burns, presented him with a scale model of his B-29 complete with working lights, authentic markings and the name, "Infant of Prague" painted on the side. It represented two years of off-and-on work by Burns and Pete Divinere (ATO-230). Flanagan recalls that he had always wanted to fly one of the big WWII bombers, and had prayed to the Infant of Prague to help him achieve this goal. He even promised to name his airplane for the Christ child.

In April 1942, at the age of 19, the dream began to take shape when he became an aviation cadet in the Army Air Corps. Later, he qualified as a B-29 pilot and was assigned to a bomber wing on Guam. He flew 18 missions in the "Infant of Prague" and never took a hit.



National Flight Data Center Manager Jim Burns (left) and Specialist Owen Flanagan admire the model of Flanagan's WWII B-29.

But, ironically, he had one mission in another B-29, ran into heavy flak, and was forced to make an emergency landing on a fighter strip on Iwo Jima.

Burns learned of Flanagan's war experiences when the latter was in the hospital for surgery in 1984. He then decided to build an exact replica of the "Infant" and enlisted Divinere to help.

When the model was presented to Flanagan recently, he noted that, "It was a beautiful airplane, and this model really does it proud." Having survived both the war and cancer surgery, his faith in the Infant is stronger than ever.

### Telephone Training Planned

Training for all headquarters employees on the new Northern Telecom Inc. (NTI) telephone system now being installed in FAA/ DOT offices is scheduled to begin the first week of June. There will be four levels of user training including: system orientation for all users; training of FAA lead instructors; and management orientation for the Administrator, Deputy Administrator, and Associate Administrators. All of this

training will be given by NTI personnel. It will be followed by training of all FAA employees by FAA lead instructors. Telephone area coordinators will contact all employees concerning the training schedule.

The training is necessary to understand how to use all of the features of the new system according to the Acquisition and Material Service.



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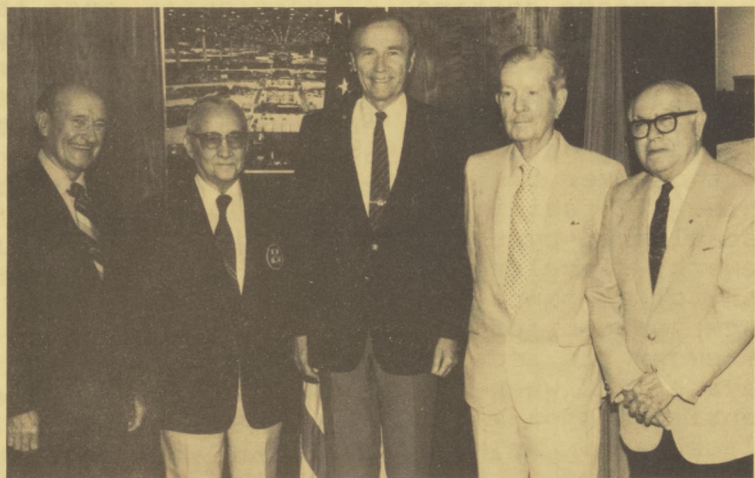
## News in Brief

\* Most employees, if not all, should have received their attitude survey questionnaire by now. The Associate Administrator for Human Resource Management Charles Weithoner encourages all FAAers to complete and mail their survey to CAMI within a week or two.

The new Director of the FAA Aeronautical Center in Oklahoma City is James Richardson, who moves up from the Deputy's job he had held since 1980. He succeeds Garland Castleberry who has been named Southern Region Director. Richardson has been at the Aeronautical Center since he was named chief of the FAA Depot in 1974. He began his FAA career as a supervisory electronics technician in 1958.

\* Administrator Engen has directed the Office of Airworthiness to develop an NPRM proposing that the maximum distance between exits on all carrier aircraft be 60 feet. He also stipulated that the maximum (See Page 2)

## ATC "Originals" Return for 50th



Four original controllers who were recently honored at headquarters in conjunction with the 50th anniversary of air traffic control are (from left) Lee Warren, John Huber, Administrator Engen, John Tighe, and Emerson Mehrling.

Four of the "original" air traffic controllers, whose government service dates back 50 years, were reunited at Washington headquarters recently.

Administrator Engen played host to the four ex-FAA employees at a June 2 ceremony in the headquarters auditorium and presented each with a bronze plaque commemorating their pioneer service. The guests of honor were John L. Huber of Vero Beach, FL; Emerson Mehrling, Fairfax, VA; John Tighe, Port St. Lucie, FL; and Lee E. Warren, Sun City, AZ. Plaques also were awarded in absentia to two other ATC pioneers, Hugh H. McFarlane and R. E. Sturtevant, who couldn't attend the ceremony because of ill health.

The controllers were part of a group of 15 people who joined the (See Page 2)

## Briefs

(From Page 1)

distance between any passenger seat and the nearest exit be 30 feet.

\* As a result of a Treasury Department mistake, some FAAers have been receiving their paychecks late. The problem arose when Treasury switched check types, and their data processing system left the zip code off addresses. This situation has been rectified, but the Office of Accounting still recommends that employees use the Direct Deposit/Electronic Funds Transfer to make sure they get their checks on time.

## 50th Underway

(From page 1)

government on July 6, 1936, when it took over the operation of three ATC facilities previously established by the airlines at Newark, Cleveland and Chicago to control en route air traffic. Each spoke briefly at the ceremony and recalled the early days of ATC when their equipment consisted of a map table and a blackboard. As Mehrling put it, "We operated with equipment that had no moving parts."

They also talked about traffic peaks, noting that half of their business came at 8 a.m. and the other half at 5 p.m., prompting a controller in the audience to call out, "And it still does."

Following the ceremony, the four men were interviewed by FAA Historians Nick Komons and Ned Preston.

## FSS Specialists Get Early Retirement Benefits

New legislation that for the first time will make flight service station specialists eligible for early retirement has passed both houses of Congress and needs only a Presidential signature to become law. The Federal Employees' Retirement System Act of 1986 also continues early retirement for terminal and en route center controllers.

For covered employees in all three options hired prior to January 1984, the new law carries over the guaranteed 50 percent annuity provision from previous early retirement laws. It also provides a modified formula for ATCSs hired after 1983.

The post-1983 controllers will contribute an additional 1/2 percent of their salary to the Federal retirement system above what other employees will contribute. In return, they will accrue a basic annuity at a rate of 1.7 percent of "high three" average pay for each of their first 20 years and one percent a year thereafter. Other employees under the new system will accrue an annuity at the rate of 1 percent for each year of service. The retirement ages for air traffic employees hired both before and after January 1, 1984, remain age 50 and 20 years of service, or 25 years of service at any age.

Like some other employees retiring early under the new system, ATCSs who select this option will receive a supplemental payment until they are eligible for social security at age 62.

The extension of the early retirement provisions to FSS specialists was achieved through the efforts of the National Association of Air Traffic Specialists (NAATS).

## Carry-On Baggage Rule Proposed by Agency

The agency has tackled the controversial subject of carry-on baggage by issuing a notice of proposed rulemaking to require U.S. airlines to exercise greater control over the items passengers take on board their flights. The proposed rule is aimed at keeping improperly stowed carry-on luggage from creating safety problems in such situations as emergency evacuations.

Under the proposal, the airlines would be required to establish an "approved program" for monitoring carry-on luggage prior to boarding, so flight attendants would not be burdened with the last-minute task of finding stowage space for excess items. These programs could be tailored to fit different aircraft and operational conditions but all would have to be approved by FAA.

The agency has scheduled a July 16 hearing in Washington headquarters to discuss the proposal.

## Jones to Leave Agency

Deputy Administrator Richard Jones has announced that he will resign from FAA July 15 and return to the private sector. Jones came to the agency as deputy administrator two years ago. Before that he was an Eastern Airlines captain and a senior partner in a prominent law firm.

Speaking of his stint as deputy administrator, he said, "My two years with FAA have been the most challenging of my aviation career." Administrator Engen said Jones would certainly be missed. He added, "Dick Jones was the first active airline pilot to work for the administration in a senior capacity and that experience, plus his law background, made him an ideal partner in the executive office."

## IBM Gets Automation Support Contract

FAA has contracted with IBM to provide automation support services in the 20 domestic air route traffic control centers. The contract is part of a previously-announced program to reduce non-controller ATC staffing by the end of the fiscal year in line with a OMB mandate. Related contracts to perform the training functions in the centers already have been awarded.

The IBM contract sets an October 1 date to complete the transition to contract employees with each center scheduled to get 14 people. Some 322 FAA employees will be affected and Administrator Engen has pledged a maximum effort to find suitable positions for those displaced. Those eligible to control traffic will be returned to controller duties.

IBM will manage the over-all project with two sub-contractors supplying the personnel. NYMA of Greenbelt, MD, will be responsible for centers in the New England, Eastern, and Southern regions with Diversified International Sciences Corp. of Columbia, MD, handling the remaining regions.

## New Award Established

A new award, called the "on-the-spot" award, has been added to FAA's repertory of awards. This award is a type of Special Achievements Award based on a special act or Service but is designed for simplified processing. Normally, these awards may be granted up to \$100 but, during the current temporary reductions in authorized amounts for all awards, on-the-spot awards are limited to a \$25 honorarium.

A new presentation form, FAA form 3450-19, is being sent to hg., region and center offices.

## Headquarters News



### APT HAS SAVINGS BOND DEAL

"Have I got a deal for you!" is how the Office of Personnel and Technical Training advertised their "absolutely free" Savings Bond raffle.

The \$50 bond was put up by office director Edward Curran and deputy director Theodore Fagan, and it was won by office stalwart Dolores "Dee" Richard during an exciting drawing on June 2. Walking away with the second prize box of candy was Margarete Berrios.

When asked about the raffle, Curran said he was thankful for all the office members who helped double APT's participation in the 1986 Savings Bond campaign.



AAA director Ernest Keeling draws name of \$50 Savings Bond winner, Dee Richard, APT, from box held by Carol Brooks, APT-1 secretary.

### IBM TO DISPLAY PCs

IBM will be in the headquarters building rooms 9A & B on June 26 from 9 a.m. to 3 p.m. to show off their PC family. The display will feature new portables and devices designed specially for engineers. For more info call Marquerite Quinn, 301-564-2531.

### AWARDS AND REWARDS

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

Special Achievement Awards Based on Sustained Superior Performance:

Wrensey Gill, APP; Jean Hetsko, ARP

Special Achievement Awards Based on Special Acts or Services:

Dorothy Pennino, ACS; Kenneth Giordan, APT; Sheila Robinson, AHR; Carol Hoffman, AOE

Letters of Commendation:

Thomas Marker, ALG; Tina Amereihn, ALG; Robert Burns, and William Davis, both ATO.

### TRANSPARENCIES AVAILABLE

Copiers in the fifth floor Copy Center have been damaged by people using the wrong type of transparency material when making vugraphs. But, now the Department is furnishing transparencies, available from the Copy Center attendant.

### API LEADS SOFTBALL PACK

At the first quarter mark of the 1986 championships, the Office of Policy and International Aviation is tied with a Martin Marietta team for first place in the Coed Softball league. Both teams have perfect records of five wins with no losses.

Following the leaders are three teams with only one loss. They are: the Office of Aviation Safety, the National Transportation Safety Board-West, and the Acquisition and Materiel Service teams. Teams play a total of 15 games during the year, and there is a single elimination tournament at the end of the season.



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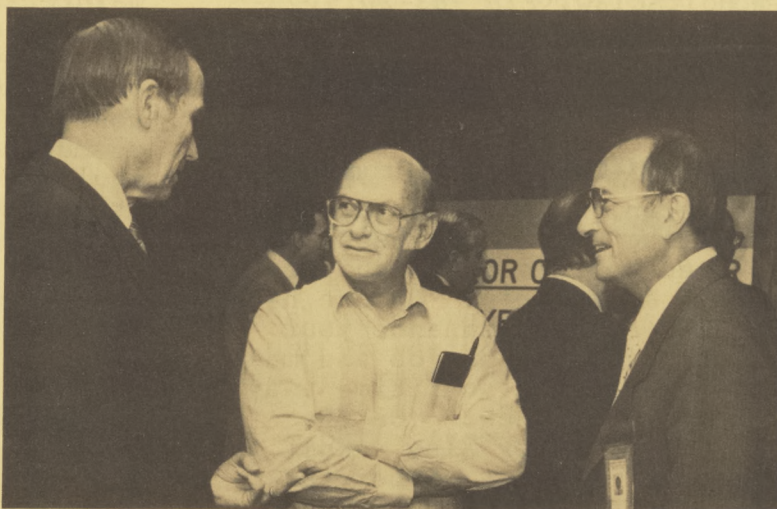
## News in Brief

\* President Reagan on June 6 signed into law the legislation that provides retirement benefits for all civilian Federal workers hired after Dec. 31, 1983. The new system includes social security, a modified civil service pension, and a tax-deferred thrift plan similar to plans available in the private sector.

\* FAA's Aero Center in Oklahoma City is now 40 years old. On June 6, 1946, the first plane load of employees and equipment arrived from Houston to set up the middle-of-the-country training, supply, support and records center which is now officially called the Mike Monroney Aeronautical Center. Happy Birthday!

\* The FAA Consumer and Community Affairs Liaison Division, APA-400, has revised and expanded its helpful consumer questions guide and the results are published in the front of the May 1986 FAA Directory. Contained in these pages are tips to help the harried (See Page 2)

## Engen Visits Sector of the Year



Administrator Engen (left) queries just retired supervisory electronics technician Jerry Freund (center) on why the New York Center's Airway Facilities Sector is the AF "Facility of the Year" for the second year in a row. Standing by is sector manager Vince Laurentino. Engen, who visited the winning sector for the award presentation ceremony, said "There's no substitute for meeting directly with those in the FAA family to discuss their views, interests, and concerns." Since becoming Administrator, he has talked to thousands of FAAers while making over 260 visits, including 60 "all-hands meetings," to ARTCCs, FSSs, GADOs, ATCTs, and other FAA groups. For example, on June 13 Engen visited and addressed the Professional Airways Systems Specialists (PASS) convention in Las Vegas. This was the first appearance of a FAA Administrator at a PASS convention.

## Engen Cites Challenges In PASS Convention Speech

The job of the system maintenance technician will continue to evolve in the years ahead, providing new opportunities for those who meet the challenge, Administrator Engen told the Professional Airways Systems Specialists (PASS) convention on June 13.

In becoming the first FAA Administrator ever to address a PASS (See Page 2)

## Briefs

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FAAers respond quickly and accurately to queries from the public on subjects ranging from airline service to aviation safety to aircraft noise. Also provided are a list of the 25 most asked questions, with the right answers, and information on the FAA Consumer Hotline.

\* All FAAers, retired or active, who had any affiliation with the old Detroit Center are invited to a reunion in Las Vegas, NV, Sept. 28 and 29. For details contact Jim Holtsclaw, FTS 983-2019.

## Challenges

(From Page 1)

convention, Engen said the increasing use of new technology has been a mixed blessing for the union's membership. On one hand, "the new systems enhance your productivity on the job and make fewer demands on your time away from the workplace." On the other hand, "they also result in a reduced need for numbers of people to maintain the system.

"I'd like to be able to assure you that things are going to get much better soon," he added. "But that would be deceptive."

He noted that new ways to provide essential services at reduced costs must be found and cited "contracting out" as one alternative. However, he promised that the agency would carefully evaluate all such experiments to assure that safety and service levels are sustained.

Above all, Engen cautioned his audience not to become discouraged by events. "Let me encourage you to rise to the challenge. You can and should learn new skills while shepherding this new technology into operation. Let's manage the change needed in these dynamic times, so that we can move forward together."

## AF Pilot Program set

FAA has received OST approval to solicit industry comments on a draft Statement of Work for a pilot program to test the cost effectiveness of contracting out additional maintenance of selected ATC equipment and facilities.

The Eastern, Great Lakes and Southern regions have been selected for the program, and specific locations are expected to be announced within 90 days.

Under the program, contract maintenance would be limited to facilities at low-activity airports with VFR (non-radar) towers or no tower at all. Contractors would maintain a variety of communications and navigation equipment if a costs-benefits study showed it was in the government's best interest.

Approximately 500 full time equivalent AF positions could be involved, but the agency plans to offer reassignment to all affected employees. AF management has said it will take every possible action to assure continued FAA employment opportunities for displaced technicians.

The target date for awarding a contract is the fall of 1987, but the impact won't be felt in the field until mid '88 because of the lead time required for the contractor to recruit and train personnel. The program is expected to run several years with the results used to define the future role of contract maintenance.

The agency has placed an advertisement in the Commerce Business Daily announcing the availability of the draft statement and inviting all interested parties to a July briefing at the FAA Aeronautical Center in Oklahoma City. The Professional Airway Systems Specialists (PASS) previously was provided with a copy of the draft statement and briefed on its contents.

## Operation VAMP to Help Vacancy Info Distribution

The agency soon will begin testing a new Vacancy Announcement Microfiche Proposal (VAMP) in Washington headquarters and selected regions.

Under this new system, national announcements will be distributed in microfiche form to headquarters and all field offices participating in the test program. Employees will be able to check a comprehensive index and then print out any announcements that interest them.

If this 90-day experiment is extended nationwide, the Office of Management Systems expects VAMP will cut the waiting time between the preparation of the announcement and the opening date of the position by at least 50 percent. For more information contact your office administration manager.

## Travelers' Help Available

FAAers scheduled for a business trip to Washington headquarters now can use the lodging assistance and reservation program set up in the Hq. Travel Management Center. The service is available to travelers who call 800-553-9100 between 9 a.m. and 5 p.m. (EDT) and ask for the "Group Desk." This desk will provide them with information on reasonably priced accommodations and then take care of reservations and other details. For more information call Deborah Osipchak on FTS-426-8141.

## AEU Security Specialists Cited for Professionalism

Two European Region security specialists, David Forrest and Warner "Dusty" Rhoads, both performed "tireless work" during the hijacking of TWA 847 and the

explosion on board TWA 840 and recently received plaques from Regional Director Benjamin Demps. The pair stayed on duty around-the-clock and were cited for "devotion to duty."

Following the hijacking of the Athens to Rome flight, which led to one fatality, the U.S. further tightened security at international airports. The explosion on the plane also flying between Athens and Rome, but going the opposite way, caused four fatalities.

## Statue of Liberty Airspace Restricted for Celebration

Those planning a trip to New York for the big Liberty Weekend celebration next month shouldn't count on seeing it from the air. FAA has restricted flight in the airspace surrounding the Statue of Liberty from 0800 EDT July 2 to 1200 July 7. Generally, the restricted airspace reaches from the George Washington Bridge south to beyond Sandy Hook, N.J.

Eastern Region Accident Prevention Coordinator John Pallante "strongly advises" all pilots to avoid the area. Those entering it will be prosecuted by FAA to the fullest extent of the law.

## World Suspended for '86

The May issue of FAA WORLD proved to be a bit prophetic in carrying an article on the economies resulting from the Gramm-Rudman-Hollings Act. WORLD now is one of them with publication suspended through the remainder of FY 1986. The WORLD staff plans to use the break to develop a new livelier format that will have greater relevance to the work force. See you in the fall.

# Headquarters News



## Women's Baseball Team Scores First Victory

After a slow start, the FAA women's Fast Pitch Softball Team scored its first victory of the season June 10 by scoring three runs in the final inning to defeat a Post Office team 11-10. This victory was sparked by the consistent play of team captain Judy Leach (ASF) and Linda Booth (AAP). Also making outstanding contributions to the team's first victory were Lois Smith (ALG), Pam Trebbe (AGC), and Marcia Plante (AEE)

Games are played on 23rd Street and Constitution Ave. fields on Tuesdays at 6 or 7:15 p.m. each week. A team spokesman notes that the self-funded team would welcome support from other FAA employees. For schedule details contact Judy Leach on 426-3512.

## FAA Headquarters Supports Special Olympics

FAA's Corporate Sports Battle team of 12 men and 12 women is ready to support the Special Olympics by competing in the "battle" on July 11-13. However, now they need your support to get into the battle and thereby help the Special Olympics.

ATO-440 has already contributed \$150 and challenges other branches in FOB 10A to match it.

The FAA volunteers will be competing against other agencies and Washington companies in a number of events, including the 5K run, the shuttle relay, the 50 yard freestyle swim, a volleyball match, and a tug of war.

For more information contact George Dabrowski or Wayne Waltrip on 426-3636. Waltrip, of course, is the controller who rode the bike all the way from the West Coast to support M.S.

## Awards and Rewards

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

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

Milton Myers, AIA; Margaret Wilson, APM; Vera Edwards, ALG; Russell Robertson, AMS; Lisa Taylor and Charles Schaffer, AFS; Deborah Osipchak, AAA

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

John Rybka, ABU; Kasper Videnieks, ACS

## Retired

The following Washington headquarters employees retired during May:

Grover C. Russman - ALG  
Neville H. Weber - ALG  
Richard T. Golrick - ALG  
Robert N. Cook, Jr. -- AES  
Patsy L. Buchanan - ATO  
John H. Corr -- ATO  
Ralph A. Cooper - ATR  
Margaret K. Boylan - AOA  
Elsie J. Haist - AGC  
Ralph C. Grossman - APM  
Robert R. Weber - APM  
John F. Schroeder - APM  
Roderick D. Mason - APM  
Elsie N. Hauge - AAA  
Emily A. Jones - AHR





U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom



Pausing to admire the ATC 50th year anniversary banner in the lobby of the headquarters building are: (from left) Special Assistant to the Deputy Administrator Lawrence Kotzker, Deputy Administrator Richard Jones, Mary Ellen Kraus, AAT; James Loos, AAT; and Walter Luffsey, Associate Administrator for Air Traffic.

## News in Brief

\* The General Services Administration has proposed a near total ban on smoking in the buildings it owns and leases, including FAA Washington Headquarters. Under the proposed regulations -- scheduled to take effect in the fall -- smoking would be limited to special areas of cafeterias and around vending machines. Government agencies have 60 days to comment on the proposal. After comments are received and studied, GSA will issue a final rule that will take effect immediately. (See Page 2)

## FAA on Target to Meet Controller Staffing

FAA is on schedule to meet its controller work force goal of 14,480 by the end of the current fiscal year and 15,000 by the end of FY 1987, Associate Administrator for Air Traffic Walter Luffsey told Congress on June 12. In May, the work force increased by 132 to a total of 14,168.

On the whole, he noted that the staffing of terminals has gone well, with FAA achieving 103 percent of the controller staffing standard of 5,988. (See Page 2)

## Briefs (From Page 1)

\* FAA has adopted stringent new fire safety standards for the baggage compartments of all future transport aircraft types. The rule will require the use of more flame resistant materials such as fiberglass. The rule also restricts for the first time the size of Class D cargo holds to 1,000 cubic feet so as to limit the supply of oxygen available to feed a fire.

\* The Netherlands' ambassador to the U.S. and DOT Secretary Dole recently signed an agreement providing for closer cooperation between the two countries on aviation security. The agreement calls for the U.S. and the Netherlands to provide assistance to each other to counter terrorism aimed at air travel.

\* The Central Region has directed that some 6,400 potentially faulty altimeters be returned by July 1 to the manufacturer, United Instruments, Inc., of Wichita. In March the agency notified aircraft owners that the altimeters could have defective parts and give erroneous readings. As of June 15, 2,367 of the altimeters had been returned, with 501 found defective.

## Panel OKs Supplemental

House and Senate conferees agreed June 18 to recommend to the Congress approval of an FAA supplemental budget that would give the agency an additional \$84.2 million for Operations in FY 1986. FAA's original request was for \$80 million.

The lawmakers also recommended authorization of a \$72 million transfer from the agency's Facilities and Equipment budget to help fund the Advanced Automation System.

The conference committee recommendations now go to a final vote before both houses. The bill then goes to the president.

## Staffing (From Page 1)

In the harder-to-staff en route centers, he noted that FAA now has 84 percent of the staffing standard of 5,519. He cited the "cross-option" program of transferring volunteers from terminals to selected centers as one means for increasing en route staffing.

Luffsey firmly rejected the idea of hiring fired controllers to meet the requirements of hard-to-staff facilities. "At this juncture," he said, "I would emphasize that rehiring controllers who were terminated for striking is not a consideration, nor, for that matter, will it be."

## Inspectors Needed

There's a critical need for aviation safety inspectors in the Washington headquarters Aviation Standards organization. The positions are at the GS-13 and 14 levels in the air carrier operations and general aviation operations/avionics and airworthiness fields.

Those selected for these positions are entitled to return rights within four years of their transfer to Washington, if they so desire. Interested applicants are asked to apply immediately since AVS expects to fill these jobs by the first week in August. For more information see announcement AVS-86-296 or call FTS 426-8007.

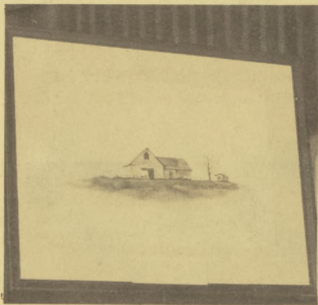




Brooks Goldman, AAD-1, Vice Chairman of the Bond Campaign, delivers his accolades and directs the awards program.



The award for achieving the highest increase in participation went to the Office of Accounting. Receiving the award from Administrator Engen and Deputy Jones were George Fineberg (left) and Tony Williams. The award for achieving the highest percent of participation with the greatest number of buyers went to the Office of Labor and Employee Relations. Director Joe Noonan and keyworker Scott Roberts were both honored. Also recognized were the offices of the Associate Administrator for Administration and the Associate Administrator for Aviation Standards for achieving 100 percent participation.



The grand prize, an original watercolor, was won by Sandra Messina, APT.



John Rice, AAS, won a solar calculator.



Robert Madison, AES, received the beautiful silk flowers



Teddy Bond, the campaign mascot, was won by Lauretta Blakeslee, AWS, a campaign keyworker.



Jean Hetsko, ARP, was the winner of a candied orchid.

## FAAers Team Up to Save

The Lufkin, TX, Flight Service Station and the Houston Center recently teamed up on a flight save involving a non-instrument rated private pilot who was lost in the clouds and on the verge of vertigo.

After receiving the pilot's near-hysterical call for help, Lufkin FSS specialist Roger Parker first calmed the man down and then dealt with the vertigo problem. He told the pilot to concentrate on the artificial horizon and not look outside of the cockpit. Following Parker's advice, the pilot succeeded in controlling the plane and climbing to an altitude where it could be "seen" by the Houston radar. Houston center controller Francis Kozar took over and guided the plane until it broke out on top of the 7,200 foot ceiling. He then vectored the aircraft to College Station, TX, where it descended through a hole in the broken cloud cover to a safe landing.

During the month of April, 85 flight assists were reported in the ATC system. Flight service stations were responsible for 33, terminal facilities for 32, and centers for 20. There were 337 persons on board the aircraft involved.

## AT Assistants Recruited

FAA has the "Help Wanted" sign out for Air Traffic Assistants to work in towers and enroute centers systemwide. Applications for these GS-5 -- 7 positions will be accepted through July 31 at Office of Personnel Management Federal Job Information Centers.

Air Traffic Assistants perform such support functions for controllers as delivering departure clearances to pilots

and operating teletype equipment. They also operate the computer equipment used to simulate air traffic situations for training exercises.

## AT System Employees To Get NBAA Award

In recognition of the 50th anniversary of the air traffic control (ATC) system, the National Business Aircraft Association will present its 1986 Award for Meritorious Service to Aviation to the men and women who operate and maintain that system. As winners of this award, the FAA controllers and technicians will join such aviation greats as Lindbergh, Rickenbacker, and Doolittle. The presentation ceremony will take place on September 30 at the NBAA convention in Anaheim, CA.

## Employee Groups Queried

The Office of Organizational Effectiveness conducted telephone interviews the week of June 16 to find out what issues Employee Participation Groups (EPG) are concerned about today. Information was gathered from EPGs, Human Resource Committees, and Quality Committees.

The results will be used to develop recommendations for improving the employee participation process. These will be distributed to appropriate offices and services in headquarters, the regions and the centers. For more information call Harold Alexander on FTS 426-3437.

# Headquarters News



## New Phones Due July 14

The new telephones in the headquarters building are due to start ringing July 14. With the new system will come all new numbers, which will be listed in a directory to be distributed the first week of July.

The old system will not be turned off until July 18, giving users a full week to get used to the new system and the new numbers. Intercept operators will be on hand after the new system comes on line to help with the transition.

Northern Telecom, Inc., the firm that produced the system, reminds users that once the electronic phones are programmed, tested, and plugged in, they must not be unplugged.

## Special Olympics Video, Bake Sale Planned

A video program on the Corporate Sports Battle will be shown in the auditorium on June 26 at 10 a.m. Also, Vickie Tassan of Special

Olympics will be on hand to explain how FAA's participation in the Sports Battle will benefit her organization.

At 11 a.m. the same day a fund-raising bake sale will be held in the lobby, with various confections being raffled off. Raffle tickets are available from Robbye Langenfeld and Brenda Ellis-Newbern on 426-8034.

## Awards and Rewards

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

Special Achievement Awards Based on Sustained Superior Performance:

Raymond Morris, AAA; Richard Pogue, APM; Jane Caldwell, AES; George Sakai, AES; Judy Jenkinson, Barbara Bowen, Robert Palmersheim, Cynthia Pearson, APM;

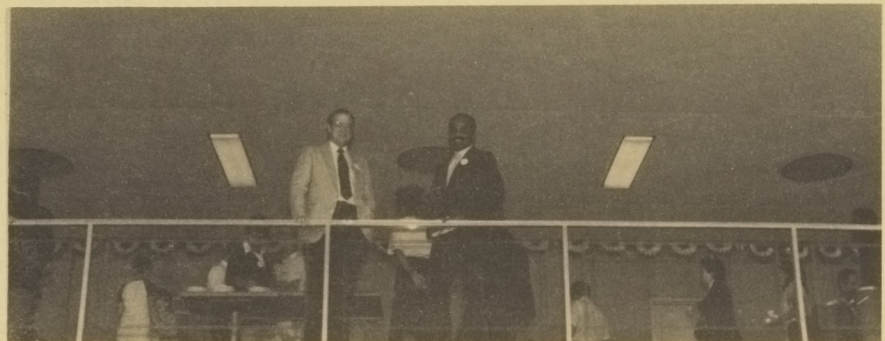
Special Achievement Awards Based on Special Acts or Services:

H. Allen Kann, ALG; John Lynch, AFO; Michele Trump, AAA; Kenneth Chin, ASF.

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## Washington National Airport Celebrates 45th Birthday

Director of the Metropolitan Washington Airports James Wilding (left) and National Airport Manager Augustus Melton both took part in National Airport's 45th birthday party held June 16. On the airport's anniversary day all airport employees were treated to refreshments on the balcony above the airport's main lobby. The cornerstone of the airport's terminal building was laid September 26, 1940, by President Roosevelt, and National Airport officially opened for business June 16, 1941. Roosevelt was again on the scene to observe the first official landing, an aircraft piloted by Bennet Griffin, who in 1947 became manager of the airport.



HAPPY BIRTHDAY  
WASHINGTON NATIONAL AIRPORT  
45th ANNIVERSARY JUNE 16th 1941 - 1986