



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## News in Brief

\* New England Region Director Robert Whittington has been named acting FAA Administrator until President Reagan's nomination of T. Allan McArtor is confirmed by the Senate.

Quick action is expected from the Senate since McArtor's confirmation hearing has been scheduled for July 7.

\* A man convicted of firing a hunting rifle at a United Air Lines B-737 as it was approaching the Raleigh-Durham, NC, Airport has been sentenced by a Federal District Court Judge to 20 years in prison. He also was ordered to pay \$35,300 in restitution for damage to the aircraft.

\* FAA commissioned five new Automated Flight Service Stations (AFSS) in June. The most recent was the Fort Worth AFSS on June 30. Before that was Anderson, S.C., June 29; Bangor, ME, June 27; Princeton, MN, June 16; and Burlington, VT, June 13.

Of the projected 61 AFSSs, 38 now have been commissioned.

\* Intercom (See page 2)

## Seattle CASFO Wins 1986 Top Office Award



On hand for former Administrator Engen's presentation of the 1986 National Civil Aviation Security Field Office Award were (from left) Ray Salazar, ACS-1; George Paul, ANM-700; Robert Berkley, Manager Seattle CASFO; Engen; and Wayne Barlow, ANM-1.

Employees of the Seattle Civil Aviation Security Field Office are the winners of the 1986 National Civil Aviation Security Field Office Award. The winning trophy was presented to Seattle CASFO Manager Robert Berkley on June 24 in Washington, DC, by former Administrator Donald D. Engen.

The Seattle security staff was cited for its outstanding overall performance and specifically for exceeding its mission requirements in such key areas as on-site inspections. For example, it completed 334 airport and air carrier inspections instead of the 277 required and 413 hazardous material inspections which was well above the required minimum of 335.

Personnel of this relatively small office also contributed 255 work-days to Federal air marshal missions and 168 days to worldwide international airport assessments in support of the overall FAA mission.

## Briefs (From page 1)

was "had" when it ran a story about a Scottish boy named "Buddy" who wanted to get into the Guinness Book of Records by collecting a mountain of post cards. Now it turns out that there is no "Buddy" although the Scottish Post Office reports receiving over two million pieces of mail for him. That's the last time Intercom tries to render a public service.

\* FAA is cooperating with the Aircraft Owners and Pilots Association in distributing new AOPA publication on aeronautical decision-making for general aviation pilots. Government distribution will be through the National Technical Information Service. Manuals available are the student/private manual, an instructor's guide for this manual, and the instrument pilot manual.

## ATC Specialists Team up for Save

By the time controllers John Shields and Paul Thumser of the New York TRACON had guided the single engine plane to the final approach path at the New Haven, CT, Airport, the pilot reported that he was out of fuel. But he had the New Haven Airport beacon in sight and a few seconds later spotting the unlighted runway, he landed safely.

The non-instrument rated pilot first had contacted the Bridgeport Automated Flight Service Station, reporting he was caught in instrument weather and was looking for a place to land. Bridgeport immediately switched the emergency call to the New York TRACON, which radar identified the target and decided to land it at New Haven since all other airports in the vicinity were reporting instrument conditions.

## Engen Exits Praising FAA Workforce

In his farewell address as FAA Administrator, Donald D. Engen told the members of the National Press Club in Washington that air safety "is a news story that I must tell you has not been well reported." Citing the sharp reduction in accidents over the past several years, he noted that "a good deal of the criticism of the air travel system is based not on knowledge but on emotion and misinformation."

Engen also said he thought the "single most important achievement" over the past three years at FAA was in the human resource management area.

Engen closed his speech with words of praise for the FAA "professionals" who operate the nation's aviation system. "One of the great satisfactions of my career has been the opportunity to work with the men and women of the FAA," he added.

## Employee Evaluation Test Ready for Trial Run

The role-reversal program allowing employees to evaluate supervisors is now ready to be implemented on a trial basis, according to FAA's Office of Organizational Effectiveness.

Questionnaires will be mailed July 7 asking employees at selected test sites in the Great Lakes and Western-Pacific regions to rate supervisors on their performance of human resource management tasks.

The questionnaires must be returned to the contractor by August 11 with a report on the results due in September.

If the findings are positive, FAA expects to implement the test on an agency-wide basis next spring. FAA then would decide whether to use employee feedback in performance appraisals.

## Drug Program Formally Set

Secretary Dole plans to implement the previously-announced DOT-wide drug testing program for employees in safety-related positions by September.

The DOT program generally parallels the one already in effect at FAA with two important changes. One is a new requirement for random drug testing. The other is the addition of electronic technicians to the pool of employees to be tested.

In February, FAA began periodic drug testing for employees in certain safety positions, as well as for applicants for these positions. As of June 21, 7,100 FAAers had been tested as part of their required annual medical examinations and only six produced positive results. In addition, the agency screened 1,100 job applicants and got 13 positives.

Notices to all affected employees went out at the end of June and will be followed by another notice 30 days before the test program begins.

## DOT Requests Access To Federal Driver Records

Secretary Dole has sent the Congress proposed legislation that would give FAA access to the National Drivers Register in order to identify and screen out airline pilots with possible drinking problems.

In support of her proposal, Dole cited an audit by the DOT's Office of Inspector General last year which showed that 10,300 active pilots out of a total of 711,648

had their driving privileges suspended or revoked for drunken driving within the preceding seven years. However, 76 percent did not report this fact as required when applying for a medical certificate.

The National Driver Register was established in 1960 to help states exchange information on problem drivers. It includes information on license suspensions and revocations for drunk driving and other serious traffic violations.

## Computer Replaces Written Test for Airmen

Two flight schools in the Dallas/Fort Worth area now are using computer tests in place of written airman exams.

Dallas Flight Standards District Office Manager Robert Hazlett noted that one of the schools, Qualiflight Training, has been using the computer system for the past six months with great success in place of the Private Pilot written exam. Now, he said, American Flyer has taken the process a step further and is using a computer test as a replacement for all written exams through Airline Transport Pilot.

Project Manager Samuel Price said that questions are taken at random by the computer from FAA written test guides, which guarantees that no two computer tests will be exactly the same. Another important advantage, he added, is that tests can be scored immediately, so applicants can leave the exam knowing whether they passed or failed and, additionally, what questions they missed.

# Headquarters News



## Visitors From China

There was a special group of visitors that you may have noticed in the headquarters building from the Civil Aviation Administration of China during the week of June 29. They were here as a result of an FAA/CAAC cooperative agreement which promotes technical exchanges and visits between aviation officials of the two countries.

The Chinese delegation participated in briefings and technical discussions while they were in the FAA building. After leaving Washington, the group, escorted by FAA and the U.S. Information Agency, went to Pittsburgh, PA, and Roanoke, VA, to view airline maintenance, training operations, and air traffic control operations.

## Swift Honored For Lecture

Tom Swift, AWS, was awarded the Plantema Medal by the International Committee on Aeronautical Fatigue at the symposium in Ottawa, Canada, June 10. Swift is FAA's National Resource Specialist for Fracture Mechanics/Metallurgy. The lecture for which he was honored was entitled, "The effects of Stress Level Geometry, and Material on Fatigue and Damage Tolerance of Pressurized Fuselage Structures."

## FAA Team In RFK

Corporate Sports Battle Team captain George Dabrowski, ATO, wishes to remind all employees

that the team, supporting the Special Olympics, needs a cheering section for July 11 and 12th competition in the RFK Stadium. Admission for the 8:30 a.m. athletic event is free.

The FAA team, consisting of ten men and ten women, will challenge 47 other corporate teams for the right to attend the national finals in Orlando, FL, this summer.

## Retirement Video Coming

A special one-hour telecast to help employees make an informed decision in choosing between the Civil Service Retirement (CSRS) and the Federal Employees Retirement System (FERS) is scheduled to be aired at 11:00 p.m. July 9 and noon on the 12th on WETA, Channel 26.

The authentic program was prepared by the Office of Personnel Management. Viewers will learn about the characteristics of each system, meet and get to know something about 'typical' Federal employees and learn which plan was chosen by each and why it was chosen.

## Awards and Rewards

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

Mary Ann Guntow and Patricia Reed, AFS; Susanna Leon-Guerrero, ALR; Anthony Fazio, API; Zetta Proffitti, AGC; Helen Koch and Martha Finger, AIA; Eleanor Maginnis, APA.

### Quality Increases

Mary Jane Stolar, AIA.



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## News in Brief

\* Right on schedule, the IBM Host computer program hit the half way mark with delivery of the 10th system to the Cleveland air route traffic control center on July 3. Deliveries also are set this month for the Atlanta and Miami centers and all 20 enroute facilities in the contiguous U.S. will have the equipment by December. Meanwhile, the Houston center is gearing up for an operational cutover of the Host computer system on July 21, (See page 2)

## NTSB Blames ATC System For Cerritos Midair

The National Transportation Safety Board has blamed the air traffic control system rather than pilot error for the Aug. 31, 1986, midair collision between a private aircraft and an Aeromexico jet over Cerritos, CA.

The Safety Board's ruling at a July 7 meeting came despite undisputed evidence that the pilot of the private aircraft entered the Los Angeles approach control area illegally (without a clearance), did not establish required radio communications with the Los Angeles approach control room and did not carry the prescribed Mode C transponder that would have given controllers positive altitude information on his flight.

Evidence also was presented at the meet-

ing demonstrating that the lightplane pilot theoretically had ample time to see and avoid the airline jet but took no evasive action.

Nevertheless, the Safety Board ruled that "the probable cause of the accident was the limitations of the air traffic control system to provide collision protection, through both air traffic control procedures and automated redundancy."

Other factors, the Board said, were "the inadvertent and unauthorized entry of the PA-28 into the Los Angeles terminal control area and the (See page 2)

## FAAers Cited for TCAS Contributions



Receiving Certificates of Commendation from former Administrator Engen are Joe Walsh and Joe Fee, APM; Engen; Clyde Miller, AES; Jack Wojciech and Tom Williamson, APM; as Edward Harris, ADL; and Anthony Broderick, AVS, look on.

See page 4

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

joining the Seattle center in that select company.

\* The Society of Airway Pioneers has published the 1987 edition of the "Airway Pioneer." The 156-page booklet highlights the activities of FAA employees and retirees who have a minimum of 20 years service with CAA/FAA or the National Weather Service. For further information, write the Society at 28719 Blythewood Dr., Rancho Palos Verdes, CA

## **NTSB** (From page 1)

limitations of the 'see and avoid' concept to ensure traffic separation under the conditions of the conflict."

NTSB Chairman Jim Burnett has stated his intention to file an addendum to the Board ruling arguing that that lightplane pilot's role in violating the TCA should have been given greater weight in the determination of the accident's "probable cause."

FAA officials were constrained from immediate comment on the Safety Board's unusual ruling by the fact that the published report is not expected to be available until mid-August at the earliest. However, they noted that the agency has taken a number of actions since the accident in an effort to minimize further the chances for any recurrence of the tragedy that claimed 82 lives, including 15 on the ground.

These actions include new procedures for tracking TCA violators and tougher enforcement action against those who are identified, an accelerated requirement for Mode C transponders to operate inside the 14 Group II TCAs (effective Dec. 1, 1987), and a proposed rule that would require

Mode C transponders to operate within 30 miles of any TCA airport.

In addition, the agency is pushing ahead with rulemaking on Traffic Alert and Collision Avoidance System (TCAS II) and expects to issue a proposed requirement this fall that would apply to all airline aircraft.

## **FAA/PASS to Negotiate**

FAA and the Professional Airway System Specialists (PASS) will open negotiations for a new contract on August 19. The current FAA/PASS three-year contract expires July 31, but its provisions remain in effect until a new contract is signed. PASS will present a list of proposals to FAA on July 23, giving the agency at least three weeks to consider and research responses.

## **FAA's MTS Closes Doors At Cameron University**

First classes will be held at FAA's new Center for Management Development (CMD) in Palm Coast, FL, on October 19. The FAA Management Training School (MTS) at Lawton, OK, closed its doors for good on July 3, 1987. MTS had been located at Cameron since 1971.

Classes were held beginning July 7 in the Montego Bay Motel, also in Lawton. But this only was an interim arrangement until CMD opened.

Currently construction of dormitories, offices, and classrooms at the new FAA center is going ahead on a seven-day-a-week basis.

Embry-Riddle Aeronautical University has the contract to provide physical facilities for the CMD. The instructional contract for the facility is expected to be awarded in the near future.

## Doppler Radar at Denver

FAA has set up its Doppler weather radar test bed near Denver's Stapleton International Airport and is using it this summer to collect data on low-level wind shears, microbursts and other severe weather hazards.

The Denver program is a follow-on to ones conducted at Huntsville, AL, last summer and at Memphis, TN, in the summer of 1985. Researchers will validate the performance of microburst and gust front detection capabilities of the equipment in the dry climate of the Denver area. These algorithms were developed during the previous experiments conducted in the more humid climate of Memphis, Tennessee, and Huntsville, Alabama. The agency plans to conduct an operational demonstration during 1988 in which controllers will receive automatically generated hazardous weather warnings.

The FAA testbed includes a Doppler weather radar developed and operated by MIT's Lincoln Laboratory, which will be the primary measurement tool. The University of North Dakota is operating a second Doppler unit to provide additional information on wind shear events.

Other data sources include the enhanced low-level wind shear alert system at Stapleton and a network of 30 automatic weather stations around the airport. The University of North Dakota also will be operating a specially-instrumented Citation jet in the area to confirm the ground measurements.

## Tech Center Dedicates High-Tech Heliport

The FAA Technical Center now has the nation's most advanced, high-tech heliport. The new Nat-

ional Concepts Development and Demonstration Heliport on the Tech Center airport was formally commissioned on June 12 with FAA's blue and yellow Bell 222B helicopter making the first landing.

The research heliport is the only one in the nation that is fully equipped with such items as a microwave landing system, automated weather observing system, precision approach path indicator lights, and reconfigurable landing lights.

Tech Center researchers are using the facility to develop new safety and technical standards for rotocraft landing facilities nationwide.

## FAA Seen in Different Light

A least one person out there isn't buying the canard that the FAA bureaucracy is stodgy and unresponsive. His name is Johnny Hill, father of 11-year old John Kevin Hill, who recently became the youngest known pilot to complete a trans-continental flight.

Less than two hours before his son was to arrive at Washington National Airport. Hill anxiously called the FAA Public Affairs Office from a Washington hotel hoping to get the word to his son that a scheduled stopover at Dulles had to be scrubbed. All it took was a call from Headquarters to Harold Hale at the Indianapolis ARTCC and Mona Iddings at the Charleston, W.Va., tower and young John Kevin Hill was rerouted to his new destination.

This experience, plus an evening at the home of Public Affairs Specialist Phil Woodruff, left Johnny Hill puzzled about the FAA's typical image as "the iron hand of aviation." He said he was going to tell the President at their scheduled meeting the following day about the other side of FAA.

# Headquarters News



## Flexitime Is Alive

The Office of the Associate Administrator for Human Resource Management (AHR) is proposing the implementation of flexitime throughout headquarters based on the results of an experimental program held this spring.

AHR is recommending a program in which, among other guidelines, employees may change starting and ending times on a weekly basis. However, all employees must work the 9:30 am to 3:30 pm core hours and of course put in a full eight hour day.

Employees also may request special hours by phone at the last moment but supervisors have the final say.

In conclusion AHR says, "There is some potential for abuse with any type of flexitime program. Managers and supervisors may have to adjust meetings, or perhaps manage their staff resources differently. However, the advantages far outweighed the disadvantages during the AHR experimental program."

## Engen Honors Personnel In Ongoing TCAS Program

Certificates of commendation were presented to all FAA and support contractor personnel who made significant contributions to the TCAS system by former Administrator Engen July 1.

Currently TCAS equipment is being successfully tested in a Piedmont Airlines aircraft flying on regularly scheduled flights.

Six additional units are scheduled to be installed in Piedmont, United, and Northwest airlines aircraft this fall.

## Time for FERS Transfer

The transfer period for employees switching to the Federal Employees Retirement System (FERS) began July 1. The Labor Relations and Career Development Branch, AHR-140, will distribute OPM Form 1555 (Election of Coverage--FERS) during the week of July 13-17. Part I, acknowledging receipt of this form, must be signed and returned to AHR-140 by all employees whether they are transferring to FERS or not.

Employees who have former spouses that were awarded a portion of their annuity or a survivor annuity based on Federal service cannot transfer to FERS without the former spouse's consent. OPM Form 1556 will be provided for this purpose. For further information call AHR-140 on 267-8916.

## Facilitators Cited For Giving Assistance

Seven facilitators from the recently established Facilitator Intern Training Program were awarded Certificates of Appreciation by AHR Human Resource Management Division Manager James Alder recently.

Recommendations for the awards came from offices that had requested assistance from the specially trained employees. The Office of Air Traffic Evaluations and Analysis cited Naite ("Tina") Richardson Mallory, APA; Ruby Jones, ASF; Patricia Campion-McQueen, AES; Linda S. Walker, AWS; and Margaret L., Powell, AHR.

The Office of Airworthiness recognized Michael K. Lenz, ALR, and Gail L. Jefferies, APO, for providing excellence service.



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## News in Brief

\* T. Allan McArtor was confirmed July 17 as FAA's new Administrator by the Senate. He replaces Donald Engen who left the agency on July 2. McArtor comes to FAA from Federal Express where he was a Vice President. A pilot, he was a member of the Air Force Thunderbirds.

\* FAA revoked on July 10 the license to carry passengers and cargo of Cash Air of Lawrence, MA, operator of the Piper Seneca that crashed in Dorchester, MA, June 26. FAA inspectors found that the company's record keeping was fraudulent, that it had directed a pilot to change his logbook, and that it was operating with unqualified pilots.

\* Through July 12, a total of 9591 persons have been tested under the agency's drug testing program. Only 29, or three tenths of one percent, have tested positively. Of these, 15 were job applicants. Of the 14 employees in the positive group, eight were (See page 2)

## Instructional Contractor For New CMD Selected

University Research Corp. (URC) of Chevy Chase, MD, has been selected to provide the instructors for the agency's new Center for Management Development (CMD) at Palm Coast, FL.

Although the new facility is not scheduled to begin classes until Oct. 19, phase-in operations will start immediately. Approximately 35 to 40 URC instructors will be employed when the school is open.

URC has been in business for 22 years, and during that time has worked with FAA on a number of projects. Currently they are helping to design a methodology to improve manager and supervisor performance. In 1984 they redesigned FAA's employee orientation program. They also (See page 2)

## FAA's Sports Battle Team



FAA's much improved Corporate Sports Battle Team members are: (L to R) Mike O'Connell, AT0; Jim Skalecky, AEE; Jimmy Ransom, AMS; Tom Connor, AEE; Carmen Ortiz, AOA; Von Sparger and Jackie Thompson, AMS; Jim Conley, ATR; Cassandra Fletcher, AMS; Jim Rogers, AST; Tony Fazio, AEE; Marsha Bracy, AMS; Laurie Fisher, AEE; Carl McKinney, AT0; Robbie Langenfield, AHR; Connie Davis, AMS; and George Dabrowski, AT0, Team Captain. (See story on page 4.)

## Briefs (From page 1)

tested under the periodic testing program, two because of reasonable suspicion, and four were undergoing follow up testing.

\* China's top civil aviation officials toured FAA's Mike Monroney Aeronautical Center July 5 and 6. Accompanied by Office of International Aviation Director Thomas Messier, the 11-man delegation flew from Washington, D.C., where they had been visiting FAA headquarters, in the agency's 727 jet.

\* Piedmont Airlines has paid FAA \$30,000 for violations found during a recent in depth inspection. The violations were found in two areas -- flight crew duty time and aircraft weight.

## New CMD From page 1

developed a midlevel course on the use of microcomputers.

The CMD is the successor to FAA Management Training School, which has been located at Lawton, OK, since 1971. The MTS currently is operating out of a Lawton motel after 16 years on the campus of Cameron University.

## NASA Seeking Astronauts

Although America's manned space flight program is temporarily on hold, the National Aeronautics and Space Administration has the "Help Wanted" sign out for new astronauts and mission specialists.

Candidates must have an undergraduate degree in engineering, mathematics, or the physical sciences and at least three years of related professional experience. They also must pass stiff space physicals and meet specified height requirements. In addition, astronaut candidates must have at least 1,000 hours as pilot-in-

command of jet aircraft.

Additional information is available from FAA's Staffing Policy Division (APT-200) in Washington headquarters on FTS 267-8013

## Leave Transfer Test Conducted by OPM

The Office of Personnel Management (OPM) is going ahead with the leave transfer program that could have a substantial effect on FAA employees. FAA's Ed Curran, Director of the Office of Personnel and Technical Training said if the test program proves successful and is ultimately adopted for general use, Federal employees will be able to accept annual or sick leave donated by co-workers for serious medical or other hardship situations.

During the test OPM will make a study of the feasibility, desirability, and cost of permitting this kind of transfer.

## Acts to Prevent Tragedy

FAA has ordered operators of Boeing 757 and 767 aircraft with Rolls Royce RB211 series engines to install a switch guard between the two engine fuel control levers so the flight crew can't cut them off inadvertently.

The FAA's Airworthiness Directive is intended to prevent any recurrence of a June 30 incident in which the crewmember of a Delta Airlines 767 hit the wrong switches in responding to an engine problem and shut down both engines. The plane fell from 2,000 feet to 500 feet before the engines were restarted. The passengers and crew already had begun preparing for a ditching in the Pacific.

The telegraphic AD went out on July 1 and operators were given 10 days to comply.

## FAA Team Scores

FAA's Corporate Sports Battle team did twice as well this year as last. The team supports the Special Olympics and is the only Government team to enter the competition and raise their own money for the Special Olympics.

In spite of the intense heat, running barefoot and using an unorthodox stance, Jackie Thompson (AMS) took fourth place in the 60 yard dash during the July 11-12 competition. She ran faster than 40 other contestants and earned more points than any other FAA participant. The volleyball team was also a high scorer. Captained by Connie Davis (AMS), they made it to the quarter finals.

Tom Connor (AEE) and Marsha Bracy (AMS) got close to the finals in the free-throw basketball event before losing to a team that posted a new nationwide record for this event.

During closing ceremonies for the Sports Battle, FAA team captain George Dabrowski accepted a plaque for the whole team and presented a check in the amount of \$3,500 to the Special Olympics. Also, the entire team received special recognition for being the only Federal Government team to enter the competition.



Members of the volleyball team that carried through to the quarter finals were: (from left) Connie Davis, AMS, Captain; Jim Rogers, AST; Carmen Ortiz, AOA; Mike O'Connell, ATO; Marsha Bracy, AMS; and Jim Conley, ATR.

## FAA Conducting Special Delta Airlines Inspection

FAA has begun a special emphasis surveillance of Delta Air Lines to address an unusual series of safety incidents involving that airline in recent weeks.

To assist the Southern Region with the investigation, the agency is assembling a "National Special Emphasis Surveillance" team that will focus initially on the airline's long range navigation procedures and training, crew coordination for routine and abnormal procedures, and pilot training.

The data collection phase of the inspection already has begun and is expected to run three to six weeks. Preliminary results should be available within 90 days. However, deficiencies will be acted upon immediately.

The Delta flight incidents that sparked the inspection ranged from a near midair collision over the North Atlantic, the inadvertant shutdown of both engines on a Boeing 767 over the Pacific, and two landing errors -- one at the wrong airport at Frankfort, KY, and the other on the wrong runway at Boston's Logan International Airport.

FAA personnel, as a matter of established practice, already have begun follow-up investigations of these incidents to determine the specifics of what happened in each case.

## Headquarters News



### Theft Rises in FOB-10A

The Department of Transportation Office of Security notes that theft of government and personal property is on the rise in the FAA headquarters building. Accordingly, employees are urged to take prudent and common sense steps to protect property within their office area.

In addition, all employees are reminded that a "Property Removal Record" (DOT F-1660.2) is required to remove both personal and government property from the building. Security requests that employees save time and avoid security problems by having a properly executed form with them when leaving the building.

### Building Modernization

The "rough" draft of the plan to improve the FAA headquarters building was submitted to the Office of the Associate Administrator for Administration on June 30. It addressed the main issues of building maintenance including heating, ventilating, air conditioning, as well as the furniture policy.

Other issues and problems that were raised by employees on questionnaires were also covered. However, the matter of space allocation, unfortunately, wasn't ready for inclusion.

After this draft is thoroughly reviewed and space allocation material added, it will be submitted to the Administrator's Management Team during the first week of August.

In a related program, the procurement request for the

purchase of new furniture has been initiated and is now being reviewed by the Department. Soon after this is approved, FAAers in FOB-10A may begin to see a "new look" in their offices.

Brad Bradshaw, Building Modernization Program Manager, reports that the Task Force was disbanded June 26. He said of them, "This has been one of the finest groups I have had the pleasure of working with. In addition to skills, they each brought the hopes and concerns of the people who are going to work in the building."

### Awards and Rewards

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

Deborah Daniels, Deborah Osipchak, Marion Issac, and John Brown, AAA; Janice Peters, ADL.

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

John Dean, Juanita Owens, William Freeman, Gloria Dant and Cindy Zook, AHR; Judith Leach, ASF; Helen Libby, ADL; Donna Jackson, APR; Raymond Morris and Lee Mowery, AAA; Jeffrey Hall, APA; Mary Barnett, ATS; James Olavarria, ATO; Janice Peters and Anthony Willett, ADL; Carol Idol, AEE.

#### Letters of Commendation

Peter Keefe, Robert Baddy, Craig Lindsay, and James McMahon, AIA; Chris Early, APT.

#### Quality Increases

Alice Wood, AAA.



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## News in Brief

Secretary Dole has told Congress that approval of FAA's FY 1988 supplemental budget request for 955 additional air traffic control personnel will create more "room at the top" for full performance level (FPL) controllers. The Secretary said most of the 375 supervisory and other non-controller positions in the FY '88 supplemental request, as well as the 50 supervisory positions in the regular appropriations request, "will be filled by promoting FPL controllers." Dole closed her presentation before the Senate Appropriations Subcommittee on Transportation by urging passage of the FAA budget saying "we do not propose to economize on safety."

\* NAS Plan improvements and opportunities for additional improvements will be discussed at the Third Annual FAA Research Engineering and Development Conference in Washington August 18 and 19. Users will be told how benefits from NAS Plan subsystems can be expanded and ask for recommendations on where additional R&D is needed.

\* Secretary Dole and FAA Administrator McArtor were among the principal speakers at the DOT Conference on Drug Abuse in Transportation at Northwestern University in Evanston, IL, July 23 and 24. Other speakers focusing on prevention programs included Richard Stone from the Airline Pilots Association and authorities from TWA, (See page 2)

## McArtor Sworn In



Administrator T. Alan McArtor

T. Allan McArtor was formally sworn in as FAA's tenth Administrator by Transportation Secretary Elizabeth Dole on July 27.

McArtor told his audience that "FAA's leadership must continue to adapt to the demands of modern human resource management... We can not overlook the human dimension of technological change as it affects any of our team members."

He noted that Secretary Dole has pledged to do everything in her power to provide the material resources needed for FAA to do its job and added, "I am confident that you (in FAA) -- through your competence and commitment, your (see page 2)

## Briefs (From page 1)

American, and United airlines.  
\* The Associate Administrator for Administration Brooks Goldman reminds employees again that they must file their W-4 forms by October 1. Tax exemptions for those who fail to file will automatically be changed to one for a single person and two for a married person.

## McArtor (From page 1)

concern and your courage --will rise to the challenge of sustaining aviation progress as we form a firmer foundation for a fabulous future."

A graduate of the Air Force Academy, McArtor flew over 200 combat missions in Vietnam and later was part of the elite "Thunderbirds" precision flying team. Prior to his FAA appointment, he was Senior Vice President of Telecommunications for Federal Express.

Among the new faces the 45-year-old McArtor is bringing with him to serve on his personnel staff are Michael Goldfarb from DOT's Office of Commercial Space Transportation, and Don Brown and Janet Morrow, both from Federal Express.

## Delta Inspection Begins

A special FAA surveillance of Delta Air Lines operations and training programs began July 23 under the leadership of Marion Dittman of the Western-Pacific Region's Flight Standards Division. Dittman formerly was the Principal Operations Inspector for Continental Air

Lines.

Following a briefing by Flight Standards officials in Washington headquarters, Dittman joined the other six team members at Delta's home base in Atlanta to begin the three to six weeks data collection phase. Team members were drawn from six different regions and Washington headquarters. They are: Gene Houtz, Kansas City FSDO; Anson Gray, Grand Rapids GADO; Earl Culver, Valley Stream (NY) ACDO; Dexter Taylor, Dallas/Ft. Worth ACDO; Robert Januzzi, Seattle FSDO; and Roy Grimes from Hq. AFS.

## FAA Visible at Oshkosh

Once again, FAA will be taking advantage of the big crowds expected at the Experimental Aircraft Association's annual fly-in that begins July 31 at Oshkosh, WI, to push its theme of "Aviation Safety through Education."

On display will be FAA's restored DC-3 in its original Civil Aeronautics Administration colors that has proved a popular favorite at other air shows over the past two years. Pilots also will have an opportunity to fly the FAA "Vertigon," which demonstrates the effects of vertigo on flying skills. In addition, aviation safety seminars will be in session continuously in the FAA Forum Tent.

Meanwhile, a special team of FAA controllers in the Oshkosh tower will be keeping traffic at the air show moving and this year, for the first time, will have a satellite tower providing assistance in handling overflow traffic. This tower is mounted on a truck at near-by Fon du Lac Airport.

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## Employee Participation Group Training Conference

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# HEADQUARTERS INTERCOM

### What Happens?

HAPPENS WHEN YOU MIX 70 HEADQUARTERS EMPLOYEES FROM DIFFERENT ORGANIZATIONS TOGETHER FOR THREE DAYS WITH A HEAVY DOSE OF GROUP DYNAMICS TRAINING?? You get creativity, enthusiasm, and a renewed commitment to FAA's values and mission. At the annual headquarter's Employee Participation Group (EPG) three-day training conference held at the Rosslyn Hyatt Hotel in May, over 70 employees from 20 organizations within headquarters participated. The conference included training in group development, member roles, communication and listening skills, managing meetings, managing differences and difficult people in groups, the purpose and operating parameters of EPGs, problem solving techniques, and giving and receiving feedback. The workshop primarily involved having the employees participate in an experience and then discuss their learning. Quotes on these pages show how participants reacted to the conference.

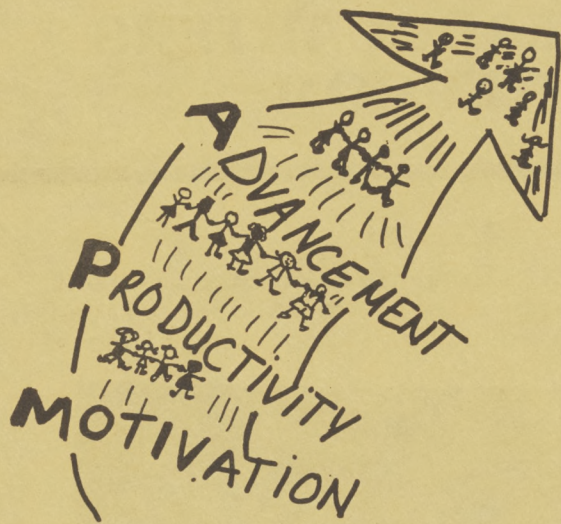
“Well organized with competent instructors; workshops related to actual working conditions.”



Emily Trapnell, AGC, seems to be enjoying workshop activities with other EPGs.



Steve Newborn, AAA, and Dick DePadilla, AMS, practice problem solving skills during a simulation exercise.



"Very necessary and timely--I hope it is given again next year for those who missed it and for new members."

Folks from APM used their creativity to develop a flag which portrays the spirit and purpose of EPGs. The flag captures the essence of what EPGs are--groups working with and through PEOPLE to help FAA achieve ADVANCEMENT, PRODUCTIVITY, and MOTIVATION.



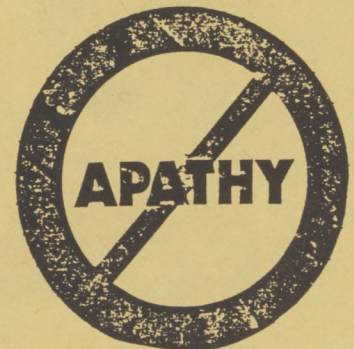
Tom Munroe, AST, and Marcia Bisenius, ABU, practice their communication and listening skills.

"I learned things about myself that I wasn't aware of before. I learned how I need to be open to making improvements."

"A great learning experience."

## Psychic?

It seemed to some that the sponsors of the EPG training conference were psychic when on the second day previously ordered buttons, expressing the sentiment of those present exactly, mysteriously arrived. The theme they saw on the buttons reflected their desire to reduce apathy in FAA. The APATHY BUSTER pins fit the bill perfectly and became a symbol of the EPGs. (Additional buttons for those who missed the conference are available in AHR-100, room 515.)



## Managers and Communication

One of the highlights of the training conference occurred on the morning of the third day when a group of managers joined the participants in a simulation exercise designed to look at the relationship between management and EPGs. This simulated exercise helped identify the importance of communication. It involved people up front in the planning stage giving instructions in a way that helped receivers to understand. The activity was both fun and frustrating as teams worked together to achieve their "mission."

Guest managers who participated in the workshop were:

Gene Weithoner, AHR-1  
Paul Galis, APP-1  
James Etgen, APM-1  
Len Bell, AMS-2  
Virginia Meadows, AAM-600  
Norm Solat, APM-600  
Robert Brown, APM-300  
James Wallace, AAA-200  
John Ryan, ATO-1  
James Alder, AHR-100

In addition to these managers who attended the workshops specifically for the session on 'Managers and EPGs,' a number of other managers who are associated with EPGs in their organizations participated in the conference for the full three days. One of the points stressed by the conference participants was the importance of having management support for their efforts, and one of the best ways to ensure a good working relationship is having management participate regularly in EPGs.



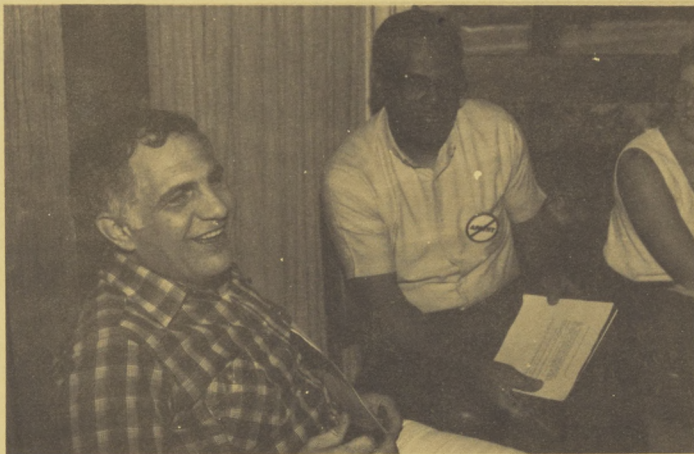
Bob Brown, APM, looks on as team member Jim Terry, ALG, tries to construct a 'hollow square.' Jim Alder, AHR, observes interaction with interest



Virginia Meadows, AAM, Jack Ryan, ATO, and Len Bell, AMS, work out details during the strategy session.



Gene Weithoner, AHR, smiles as his team "works" at understanding his instructions.



Ken Goldfarb, ATS, and Golden Roche, AT0, enjoy group dynamics with the AAT EPGs.



Norm Solat and Thomasine Mobley, APM, share their insights after one of the exercises.

## Training Coming

In an assessment of headquarters EPGs conducted last winter, one of the concerns expressed by both managers and EPG members was the lack of training in group process and problem solving. The Headquarters Human Resource Management Division, AHR-100, which has responsibility for supporting EPGs has committed resources to sponsoring an annual training conference for all headquarter EPG members. It is likely that the conference will be held each year in May. For further information, contact Margaret Powell, AHR-106 on 267-3884.



Al Hochstein, Lynda Deaton, and Jim Terry, all ALG EPG members, discuss survival techniques during a problem solving exercise.



Gienda Whiting, Frank Pirhalla, Brenda Adams, and Margaret Powell, from the AHR EPGs, try to decipher detailed instructions given by Gene Weithoner.



Steve Newborn and Bob Heefer, AAA, Denise Holbert, APM, Mariann Isaacs, AAA, and Virginia Meadows, AAM, work together to solve the problem.

## Houston Host on Line

The Host computer program continues to go like clock work with the Houston air route traffic control center becoming the second enroute facility to cut over to the new system on July 21.

The old IBM 9020 at Houston has been relegated to a second back up mode behind the Direct Access Radar Channel (DARC) and will be phased out entirely once the Host computer has accumulated sufficient operational experience.

Host deliveries now have been completed at 11 centers with Miami next in line. Seattle was the first enroute facility to achieve full operational capability with this equipment.

Host Branch Manager Art Simolunas of the Advanced Automation Program Office said the on-time performance record is the result of careful planning and preparation at all levels. Included were early visits by field personnel to the Technical Center for training on the first Host installation.

In addition, a joint team of automation, maintenance, air traffic, and IBM experts provided on-site briefings at each of the centers. Once Host deliveries had begun, controllers and technicians from around the system were brought into those sites that had the equipment for a first-hand look.

Simolunas also credited a general feeling of cooperation from all the various organizations involved for the continuing success of the program.

## Standards Mandatory

Effective Aug. 1, all FAA supervisors and managers will be rated increasingly on their performance in human resource management.

The new performance standards require that a minimum of 30 percent of supervisors and managers annual ratings be based on their accomplishments in Employee Performance Management, Employee Involvement and Equal Employment Opportunity. The recommended weights for each of the three critical job elements are 15%, 10% and 10%, respectively, for a total of 35%.

Developed by FAA's Office of Organizational Effectiveness, the new performance standards are outlined in Order 3400.19. Copies were distributed to all affected employees in May.

## New England Office Wins Certification Award

The New England Region is the home base of the winner of the 1986 National Aircraft Certification Office Award.

ANE's Engine Certification Office was the unanimous choice of the selection board for accomplishing some of the most sophisticated and technologically advanced certification programs in FAA's history. For example, the office certificated the new Pratt & Whitney 4000 engine, which is the most powerful and the most electronically advanced engine in existence today.

In addition, the office was instrumental in following multi-national programs and certificated engines built by the U.S. in cooperation with other countries. It also was cited for initiating positive programs in support of the Equal Employment Opportunity Program and the agency's Human Relations Policy.

# Headquarters News



## FAA Gets Presidential Award

FAA headquarters received the President's Combined Federal Campaign Award for achieving an average contribution of at least \$75 per employee and having a minimum of 75 percent employee participation. Acting Administrator Robert Whittington accepted the award for all employees during ceremonies held in Secretary Dole's office on July 8.

In addition, Washington Metropolitan Airports received a merit award for having an average contribution of \$50 and having more than 50 percent participation.

For their roles as FAA coordinators in the campaign, Charles Hoch and Marisue Prince of the Office of Aviation Safety received individual awards.



Former Acting Administrator Robert Whittington accepts for all headquarters employees the Presential Combined Federal Campaign Award from DOT Secretary Dole.

## July Fourth Confab

Amid the rockets' red glare and the 15,000 assembled patriots at the Derks Baseball Stadium in Salt Lake City, Utah, on the Fourth of July, was FAAer John Hanks.

A native of Utah, and a former radio and television news reporter, who now works in FAA's Public

Affairs Office, Hanks was Master of Ceremonies of the 45-minute patriotic cavalcade, "Proudly We Stand," dramatic fireworks display.

"It was a real honor to participate in that way," Hanks said, "I was especially proud to say I worked at FAA in Washington, the center of every Independence Day celebration."

## Air Conditioning Back

Most headquarters employees don't have to be told that the FOB-10A air conditioning system wasn't hitting on all cylinders during the week of July 20. The problem was that two of the three "chillers" that cool FOB-10A were down. Building manager Ed Neff reports that both were badly damaged but not beyond repair. Carrier was called in to repair the first chiller to go back on line over the weekend.

Neff says another contractor will repair the other unit and two, the number regularly used, should allow us to stay cool.



At the Sixth Annual ADL Awards Ceremony on July 15, Associate Administrator for Development and Logistics Edwin S. Harris presented 30, 25, 15, and 3 year service pins. Here Harris stands by as System "Engineering Service Director John E. Turner presents a certificate to Morrine Wilson, AES-120, indicating she recently won a Special Achievement Award based on a special act.

Jackie 7 3025



U.S. Department  
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# Headquarters Intercom

## McArtor Wants Action

FAA's "newest team member," thinks the agency has a good story to tell and intends to be its "proudest spokesman."

However, speaking at his formal swearing-in ceremony on July 27, Administrator T. Allan McArtor took note of current public concerns about air safety and cautioned that "it's not enough just to tell a good story."

He emphasized that action, as well as educational efforts, are needed to restore public confidence in air transportation and said, "we must take the short term measures necessary (See page 2)



After being sworn in by DOT Secretary Dole, Administrator McArtor talks to the FAA workforce.

## News in Brief

\* FAA employees at more than 360 offices and facilities were plugged into Administrator McArtor's formal swearing in ceremony on July 27. The talk was beamed via telephone lines from headquarters to regional and center offices and subsequently to individual facilities. In addition, the FAA Technical Center videotaped the entire ceremony and it is available from regional directors offices.

\* Three years old on Aug. 6, the Administrator's Hotline remains a popular and effective means for employees to bring their concerns directly to the attention of top management. Hotline manager Joe Stevens reports that the subject matter may change with events but the calls keep coming in at a steady pace with more than 2,500 received to date. The AOA-1 Hotline number is FTS 267-9532.

There's also a toll free number for those who do not have FTS. It is: 1-800-225-1111.

\* The ultimate honor for an aviation professional has gone to another ex-FAAer, John Baker, now president of the Aircraft Owners and Pilots Assn. His hometown airport in O'Neill, NB, now carries his name. Before joining AOPA, he was FAA's Assistant Administrator for General Aviation from 1970 to 1973.

## McArtor (From page 1)

to demonstrate immediate progress to a doubting public." He asked FAA employees to join him in an effort to find "better answers."

With Transportation Secretary Dole looking on, McArtor outlined some of his top priorities as Administrator.

These included: a top-to-bottom review of pilot training, modifying the FY 1989 budget to fund flight demonstrations of the next generation of traffic alert and collision avoidance systems (TCAS III), requiring airlines to conduct periodic internal audits, developing better safety indices, and emphasizing professionalism and pride among FAA employees.

"The public is concerned now," he finished, "The sooner we go to work on the solutions, the brighter will be the future of aviation for all of our people."

## Airport Delays Drop, As Percentage of Ops

Flight delays as a percentage of aircraft operations at the nation's 22 "pacing" airports dropped in the first six months of 1987 compared with the same period in 1986. The decline was achieved despite continuing traffic gains--five percent at FAA's 20 regional air route traffic control centers and 2.6 percent at the 22 pacing airports--and a higher incidence of severe weather during the six month period.

The total number of delays of 15 minutes or more at the 22 pacing airports in the January-June 1987 period was 162,770, which was only a fraction more than the 162,317 recorded during the first six months last year. However, when the increase in flights at the 22 locations was factored into the equation, the percentage of delays at the 22 locations actually de-

creased from 36 per 1,000 operations in the first six months of 1986 to 35 per 1,000 through June of this year.

Boston's Logan, Newark, New York's LaGuardia Airport, Minneapolis/St Paul, St. Louis, San Francisco, and Washington National were among those showing significant declines. On the other hand, Atlanta, Los Angeles, and Philadelphia recorded substantial increases in delays.

Weather has played an even more prominent role in the delay situation this year than in past years, accounting for 71 percent of the total. The figure was 68.2 percent in 1986 and 67.7 percent in 1985.

## FAA Orders Review Of Computer Performance

Administrator McArtor has ordered an immediate review of computer performance at the nation's 20 en route air traffic control centers. "I want to ensure that the current computer equipment maintains its high level of performance and safety during the ongoing changeover to the more sophisticated Host Computer system," McArtor said.

McArtor's order was prompted by computer outages at the en route centers in Boston and Washington, D.C. Safety was not compromised, but the outages caused flight delays. He requested an immediate report on the outages at the Boston and Washington centers and a systemwide report within 30 days.

FAA's new Host computer will be installed in all 20 en route centers by the end of the year.

## Higher Fines Asked

The Department of Transportation has again sent Congress proposed legislation that would increase the maximum civil penalty for safety and security violations from \$1,000 to \$10,000. The proposal also would make it a Federal crime to enter airport security areas without authority and subject violators to both fines and prison terms. Similar legislation was submitted in the last Congressional session but failed to win approval.

Another provision in the DOT proposal would apply FAA safety regulations to certain state and local government aircraft, including med-evac helicopters, leased for less than 90 days. Such aircraft are currently were exempt from most FAA rules.

## Top FSDO Named

The managers of the Scottsdale, AZ, Flight Standards District Office (FSDO) think they know why it has been picked as the top FS Field Office for 1986.

Office Manager Eldon S. Gubler said, "It is the people that make the difference, and we have an outstanding group of people."

For example, 88.2 percent of the FSDO staff expressed overall job satisfaction in the 1986 Employee Attitude Survey.

Overall, eight employees received outstanding performance ratings, ten received Letters of Commendation, and 21 got Letters of Appreciation.

The positive employee attitude has been reflected in increased productivity in such areas as accident prevention. From 1981 through 1986, accidents in the FSDO's area dropped 50 percent.

Last year, Scottsdale inspectors conducted 62 safety-related meetings that drew more than 6,000

participants. In addition, the FSDO's network of counselors held another 117 such meetings with more than 4,000 attendees. Overall, the accident prevention program reached 68 percent of certificated airmen in the FSDO area.

## 25,000th ATC Student Passes Through Academy

The FAA Academy has graduated the 25,000th student to enter the basic air traffic controller course since the present pass/fail system was adopted in Jan. 1976.

Number 25,000 is Brian Ferreira who reported to the Chicago air route traffic control center on July 20 and now is undergoing on-the-job-training.

Ferreira takes a casual view of his newly-bestowed celebrityhood and just wants to get on with the job of being a controller. "It's going fine and I am definitely looking forward to my career as a controller," he says. "It is something I have been working toward for a long time."

Since 1981, 16,981 students have entered the basic ATC course. Of these 59 percent graduated and moved on to controller careers.

## Former FAAer Sentenced

Former FAA Dr. Dlebert Lacefield has been sentenced to two years probation after pleading guilty to falsifying reports of post accident drug tests performed for the Federal Railroad Association.

Lacefield, who headed the forensic toxicology laboratory at the Civil Aeromedical Institute, resigned from the agency following disclosure of the incidents. In handing out the sentence, the judge cited Lacefield's fine work record.

# Headquarters News



## Ice Cold Lemonade Here

Ice cold lemonade at only 30¢ a glass was suddenly available in the cafeteria to headquarters employees in the middle of the recent heat wave and air conditioning problems in FOB-10A.

But this didn't just happen.

Employee group members, those from the ADL-APM Employee Participation Group and the Headquarters Human Relations Committee did a lot of planning and in four hectic hours organized the whole program.

They worked with cafeteria manager Roger Schindle to get the cold drinks and with FAA management to use the building public address (PA) system to announce that the cut-rate drinks were available.

With the cooperation of Brooks Goldman's Office of the Associate Administrator for Administration, the PA system was used to tell employees about the lemonade and how the repair of the building's cooling system was progressing.

## Voyager Aircraft Coming To Air and Space Museum

The "Voyager" aircraft that Dick Rutan and Jeana Yeager flew non-stop around the world without refueling last December has been donated to the National Air and Space Museum in Washington, DC.

The radically-designed aircraft, with a 111-foot wingspan -- about the same as a Boeing 727 -- will be suspended among other aircraft in the exhibit area. Composed primarily of resin-treated paper and carbon graphite fiber, the aircraft weighs only 1,800 pounds yet carried a 7,000 pound fuel load on its record-setting, nine-day flight.

## Wellness Program Set

A new "Wellness Program" has been established by the Labor Relations and Career Development Branch of AHR and the Federal Women's Task Force. The schedule of the one-hour seminars is as follows:

<u>Topics</u>	<u>Date/time</u>		<u>Place</u>
Eating & Health	8/5	noon	7AB
Pre-menstrual concerns	9/9	noon	7AB
	9/22	noon	9AB
Parenting concerns	9/16	1:30pm	9AB
	9/23	noon	7AB
	9/30	noon	8AB
Healthy Heart Care	10/7	noon	6AB
Stress Mgmt.	10/21	10am	5AB
Aids Expanding Your Awareness	11/4	noon	6AB

Additional information contact Diane Ables on 7-3880 or Tina Mallory on 7-3482.

## Telephone Problems

The Telecommunication Management Branch at DOT has requested that all problems with 267 or 366 exchange phones be reported to the 311 repair number. This includes problems with FTS calls.



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## Tiltrotors Have Promising Future, Study Finds

That half-airplane, half-helicopter hybrid, known as the "tiltrotor," has great potential for providing quick and convenient air service between city centers within a 600 mile radius . . . but you don't need to make a reservation right away.

This is the major conclusion of a new tiltrotor study that was conducted by the Boeing Company for the FAA, National Aeronautics and

Space Administration and the Department of Defense. The study was initiated at the suggestion of Eastern Region Director Joseph Del Balzo.

The study group found that the tiltrotor's unique capabilities -- being able to take-off and land vertically like a helicopter and then swivel its engines and operate like a fixed-wing aircraft -- make it ideal for the (See page 2)

## News Briefs

\* More good news for harried air travelers as preliminary FAA figures show that flight delays were down by eight percent again in July when compared with the same month in 1986. Over the past three months -- May, June & July -- delays have dropped by seven percent and are running almost dead even with last year for the first

seven months. Moreover, this has been achieved despite continuing traffic gains and a higher than normal incidence of severe weather over much of the country.

\* If FAA's air traffic controllers look "smart," it's because . . . well, they are. Agency statistics show that 90 percent of the post-strike graduates (See page 2)

## Tiltrotors

(From page 1)

short-to-medium range markets.

However, the report emphasized that development of a viable commercial market requires "an entire and comprehensive tiltrotor transportation system," including a suitable network of landing and support facilities. It recommended preparation of a national plan to address these concerns and move the program forward.

Commenting on the release of the study, FAA Administrator Allan McArtor said, "We still must resolve a number of safety and operational concerns before a tiltrotorcraft will be certificated for civil use. However, the opportunities are obvious, and the FAA will continue working with industry to develop tomorrow's technology."

The Boeing Company and Bell Textron currently are developing a military version of the tiltrotor (V-22 Osprey) that could be converted into a civil model capable of carrying 30 or more passengers. Derivates could carry as many as 50.

## Briefs

(From page 1)

from the FAA Academy have either a college degree or college training. Of the 10,000 controllers in the sample, 10 percent had high school degrees only, 46 percent had some college, 42 percent had a bachelor's degree and two percent had an advanced degree.

\* FAA has proposed the establishment of Airport Radar Service Areas (ARSAs) at five more locations. They are Abilene, Amarillo and Dyess Air Force Base, all in Texas; Lexington, KY; and Roanoke, VA. The agency currently has ARSAs at 89 airports across the country.

\* If things keep going the way

they have been, the Rutan brothers and Jeana Yeager will have to rent a warehouse to hold all of their trophies and awards. The most recent addition to their collection was the FAA Award for Extraordinary Service presented by Administrator McArtor at the annual EAA fly-in at Oshkosh. He called the flight "a shining example for others who seek to do what lesser spirits say cannot be done."

## McArtor Meets With Pro-Aviation Group

Six major aviation user groups that rarely see eye to eye on any given subject have banded together to increase public and Congressional awareness of the need for continued modernization of the air traffic control system and expansion of the nation's airport capacity.

Organized by former FAA Administrator J. Lynn Helms, the high-powered industry coalition met July 31 with Administrator McArtor to present him with a copy of its specific recommendations for enhancing both the safety and efficiency of the air transportation system. The group's basic premise is that a lack of national commitment and failure to dedicate adequate resources could pose a serious threat to continued aviation progress.

McArtor called the meeting "an important step in forging a continuing partnership" and promised to establish a continuing dialogue with the committee. Members of the group include the presidents of the Air Transport Assn., Regional Airline Assn., Air Line Pilots Assn., Aircraft Owners & Pilots Assn., National Business Aircraft Assn., and National Aviation Trades Assn.

## FAA Pursuing "Plastic" Gun Detection Methods

Despite all the publicity about the threat to aviation posed by so-called "plastic" guns, FAA's top security official says, "we are aware of no current 'non-metal' firearm which is not reasonably detectable by present technology and methods in use at our airports today."

However, in July 28 testimony before a Congressional subcommittee, Director of Civil Aviation Security Ray Salazar said the agency is not discounting the possibility that such weapons might be developed in the future and is "actively pursuing technology intended to improve the state-of-the-art in the detection of weapons."

Salazar noted that several promising approaches to detecting non-metallic firearms have been identified including infrared, x-ray and acoustics. Other technologies, such as chemiluminescence and ion mobility, are being tested for detection of plastic explosives and gunpowder.

## Foreign Repair Station Rules May Be Eased

FAA plans to issue a notice of proposed rule making in the near future that would expand the scope of work that foreign repair stations can perform on U.S.-registered aircraft.

FAA's Associate Administrator for Aviation Standards Anthony Broderick told a Congressional subcommittee on July 28 that the current rules have not kept pace with the changes in the aviation industry and need to be brought up to date. For example, he cited the increased use of foreign-made aircraft by U.S. airliners, particularly the regional carriers.

Currently, foreign repair stations are authorized to perform maintenance only on U.S. regis-

tered aircraft that operate outside the country on a full- or part-time basis. Airline groups want FAA to authorize these facilities to work on U.S. aircraft regardless of where they are used.

Broderick said FAA would propose an "easing of the current restrictions late this summer" but noted that it would be premature to discuss the specifics of the NPRM at this time.

## DOT Drug Testing Program Set

The DOT-wide drug testing program for employees will be implemented in September for employees in critical safety and security positions. The 30-day notices to employees were mailed on Aug. 7.

For FAAers already covered by the agency's drug testing program, the major change will be a new requirement for random drug testing. In addition, electronic technicians will be added to the pool of those subject to random testing.

Selection of employees for random tests will be done by computer to insure that the process is fair and even handed. Supervisors will notify the selectees verbally and privately about when and where to report for testing. Refusal to take the test will result in the employee being removed from the Federal service.

All urine samples will be tested for the presence of five classes of drugs: marijuana metabolites, cocaine metabolites, opiates, phencyclidine (PCP), and amphetamines.

In addition to drug testing, the comprehensive DOT program also provides for extensive drug awareness and education campaigns as well as counseling and rehabilitation assistance.

# Headquarters News



## Where To Call To Make It Right

Here is something to cut out and tack up on the bulletin board. The place to report building conditions that need repair is the Building Service Section in the Acquisition and Materiel Service (ALG-235). The phone number is 78849.

ALG-235 enters all requests into an automatic tracking system which is used to make sure the work gets done in a timely manner. Callers will be asked to provide feedback on the repairs and sign for certain items such as replacement of light bulbs and ballasts.

Any questions should be addressed to Sharon Fletcher on that 78849 number.

## Yoga Is the Answer

Feel stress from your job or daily life? Looking for a non-aerobic way to get in shape? Want to do something healthy instead of gobble a pizza on your lunch hour?

Well, we may have the answer. Try Yoga. This ancient blending of physical and spiritual disciplines can stretch and tone all the body's muscles and bring new balance into one's life activities.

It's worth a shot anyway and noontime classes began this month right here in FOB-10A taught by professionals from the Sivananda Yoga Center. There is a nominal charge for the series of eight to 10 sessions but otherwise all one needs to participate is a towel and workout clothes. Call Pat Alston (73437) or Judy Branting (73931) for more information.

## Photo Contest Set

The National Air and Space Museum (NASM) is running a contest any FAAer could possibly win on his or her lunch hour. All he or she needs is a camera.

The NASM photo contest begins Sept. 1 and runs through Nov. 30. Entries will be judged in three categories: Form & Function (the NASM building, itself), People Plus (NASM visitors) and Capturing the Collections. There must be prizes but NASM didn't say what they are. Contact the museum's (not FAA's) Public Affairs Office for additional information.

## NASA Suffers Too

On the assumption that misery loves company, we might point out that headquarters FAAers weren't alone in suffering with the heat the past two weeks. NASA and FAA share the same heating and A/C systems so what affects us also affect them and vice versa.

The problem with the A/C, of course, has been the "chillers" and we won't bore you with the technical details. Suffice it to say that the A/C system should again be hitting on all cylinders by the time you read this ... or soon thereafter.

## Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance  
Don Leabo, APP.

Special Achievement Awards Based on Special Acts or Services

Shirley Hunter and Dorothy Smith, APM; Pamela Wade and Brenda Goelling, APT; Roberta Brown, AHR.



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## News in Brief

\* Responding quickly to the Aug. 14 near midair collision involving President Reagan's Marine Corps helicopter, FAA has issued an emergency order revoking the certificate of the private pilot who caused the incident. FAA said the offending pilot flew through the prohibited area over the President's Santa Barbara ranch and passed 150 feet below the helicopter. However, the Marine Corps pilot had been alerted by FAA controllers to the traffic and was able to make proper avoidance maneuvers.

\* FAA has proposed to establish Airport Radar Service Areas (ARSAs) at three more airports, Fayetteville Municipal and Pope AFB, NC, and Shaw AFB, SC. The ARSAs would replace non-regulatory Terminal Radar Service Areas at these locations. The agency now has 89 ARSAs in place and others proposed for 13 airports.

\* Frequent travelers are again reminded that all bonuses earned during official travel are the property of the U.S. Government. A DOT employee recently was prosecuted for personal use of these benefits and the powers-that-be say the same could happen to any of us who try to play fast and loose with Federal property. So play it safe and check with the Servicing Accounting Office before using travel bonuses for any purpose.

\* Carol Harms' co-workers at the National Communication (See page 2)

## McArtor Orders Immediate TCA Changes at LAX

Administrator McArtor has issued an emergency order changing the terminal control area (TCA) at Los Angeles International Airport (LAX) in order to provide a higher level of flight safety.

The action will increase the ceiling of the TCA from 7,000 to 12,500 feet and close a flight corridor through the control area that is now available to pilots operating under visual flight rules (VFR) without an air traffic control clearance. It is effective August 19.

McArtor said, "I have taken this action to lessen the risk posed to the traveling public by VFR aircraft in and around the Los Angeles basin." He also said (See page 2)

## A.F. Committee Officers



Recently elected Airway Facilities SUPCOM national officers are: (From left) Gene Crabtree, ASO, Committee Officer; Jim Wolf, AGL, Chairman; and Ralph Todd, ANM, Committee Officer. (See story P. 2)

## Briefs (From page 1)

Center in Kansas City, MO, have started a fund to help her bear the financial burden of coping with Lupus disease. A NATCOM computer operator, Carol has remained on the job although her work schedule has been rearranged to accommodate her illness. But now all the sick and annual leave is gone and she can use a helping hand. Donations should be sent to Rosie Newman, NATCOM, 1200 E. Bannister Rd., Kansas City, MO 64131.

## TCA at LAX (From page 1)

he was considering similar action at other TCA airports.

Between Aug. 1, 1986, and Aug. 1 of this year, McArtor noted, there were a total of 51 near midair collisions reported in the Los Angeles basin, more than any other area of the country. This compares with only 14 such reports between Aug. 1, 1985, and Aug. 1, 1986.

The changes were also prompted by the rapid growth of traffic at LAX. Through the first six months of 1987, LAX traffic was up almost 20 percent over the same period last year, or four times the rate at any other major U.S. airport.

## Supervisors Committee Elects National Officers

The newly established Airway Facilities Supervisory Committee (AFSUPCOM) has picked a slate of officers to guide it through the 1988-89 time period.

Officers are Jim Wolf from the Great Lakes Region, chairman, and Ralph Todd from Northwest Mountain and Gene Crabtree from the Southern Region, both national officers.

Modeled after the successful Air Traffic SUPCOM, the new organiza-

tion held its first meeting in June and is planning a follow-up session in October. Priority issues currently under review include implementation of the National Airspace System (NAS) Plan, performance evaluation ratings, and equitable treatment for all employees. The organization also will provide progress reports for headquarters, regional, and field participants.

In addition to the regional representatives, key headquarters officials participating in the initial meeting were Martin Pozesky, Deputy Associate Administrator for NAS Programs, and James Etgen, Edward Kelly, Herbert Bachman, and Katie Sullivan, all from APM.

## Controller Helps Non-Pilot Make Safe Landing

Controller Jerome Tremblay of the Groton-New London, CT, Airport Tower virtually landed a single-engine airplane from his controller's position after the pilot had suffered an apparent heart attack and his non-pilot wife radioed for help.

"I can't land this airplane," the woman said over the radio, but Tremblay said she did a good job lining up with the runway. "I talked her through the final approach and landing," he said. "I tried to make it clear to her that there was someone down here in control, and this seemed to calm her down."

"She followed instructions well until the plane was on the ground," he explained. At that point the plane went out of control, left the runway and crashed into two parked aircraft.

The pilot, who had in fact suffered a heart attack, died before reaching the hospital, but his wife escaped injury.

## More East Coast Plan Changes Underway

With Phase I of the Expanded East Coast Plan credited with reducing flight delays at the New York airports by 40 percent this year, FAA is moving ahead with plans for the implementation of Phase II this fall.

The Eastern and New England Regions are closely coordinating all actions to ensure a smooth transition of the major Phase II operational elements. For example, by Nov. 21, new procedures will allow controllers at the Boston en route center to hand off flights directly to the New York terminal radar control room (TRACON).

Also, the two regions are planning to expand the number of jet departure routes from the New York area to the northwest and west from one to four. After Nov. 21, there will be one route each for Chicago, Detroit and the West Coast traffic with the fourth route handling the overflow.

Other airspace changes will allow Syracuse Approach Control to hand off directly to the New York Center or TRACON. Plans also are in the works for direct hand offs from the New York Center to the Washington and Baltimore airports.

## FAA Pulls Delta Captain's Ticket

In an emergency action, FAA has revoked the airline transport pilot rating of the Delta captain who inadvertently shutdown both engines of his Boeing 767 shortly after takeoff from Los Angeles International Airport on June 30. He came within 500 feet of ditch-

ing his aircraft in the Pacific Ocean.

FAA said the captain followed incorrect procedures in responding to a cockpit message indicating a possible problem with the Electronic Engine Control (EEC) and erroneously shut off the fuel control switches to both engines instead of the two EEC switches. The jet fell from 2,000 to 500 feet before the engines were restarted.

The FAA action prohibits the Delta captain from flying as pilot-in-command, but he can apply for a commercial pilot's certificate that will allow him to fly in the right seat as first officer. He may appeal the order to the National Transportation Safety Board.

## Avoiding Crowded Skies

As part of its Sector Traffic Management Program, FAA's Air Traffic Operations Service has published a new handbook that identifies the nation's busiest airspace sectors so pilots can flight plan more effectively.

Keyed to the peak summer flying season, the special edition of Air Traffic Flight Information publication, "Sector Traffic Management Program," lists those sectors in each air route traffic control center area that "have the potential of reaching and/or exceeding operationally acceptable levels of traffic." The altitudes and the times of day when this is most likely to occur also are listed.

Some 90,000 copies of the publication have been distributed to FAA facilities across the nation as well as to airlines, fixed base operators, and other aviation organizations.

## Headquarters News



### Bowling League Rolling

Something you might have missed unless you're a regular reader of the back pages of the sports section--the bowling season is upon us.

The FAA 26-team Mixed Bowling League had their organizational meeting August 12, and begin playing September 3, at the Fair Lanes Seminary Bowling Center in Alexandria.

League Secretary/Treasurer Darlene Hickox, AAS, 7-8730, and President John Saledas, APM, 7-8546, are the contacts. Saledas was a member of last year's winning team, the "Blackjacks," which also included Louise Dille, AAM; Jerry Sandors, AES; Bob Thompson from the Army Audit Agency; and FAA retirees Reuben Michaelis and Fred Bauer.

### Talk About Aviation

"What should be done to make U.S. aviation safer and more efficient?" This is the question now under consideration as a possible national high school debate topic for the 1988/89 school year.

After sending a representative to FAA headquarters, the National Federation of State High School Associations voted to include aviation among possible high school debating subjects. If the general topic of aviation is chosen, debating coaches will then decide whether the specific subject debated by all teams should be airports, aviation safety, or regulations.

### Building Modernization Plan Delivered to AMT

The Building Modernization Task Force, chaired by Brad Bradshaw, ALG, presented its draft plan for improving the FAA headquarters building to the Administrator's Management Team on August 11. The final plan will be available after comments on this draft are resolved.

Major objectives of the draft plan are to provide equitable space distribution, locate organizations in a logical manner, improve the work environment, and comply with all space standards.

Some plan highlights are:

- A comprehensive list of building problems that will be presented to the General Services Administration for correction. The air conditioning, elevator, and leaky roof problems are high on this list.
- Use of systems or modular furniture throughout much of the building. This is considered essential to provide quality work stations and adequate work areas.
- Redistribution of space between organizations, assuring fair treatment of all headquarters employees. This is also critical in preparing for 1990 requirements, and may require moving some offices from one floor to another.
- Removal of interior walls to return major portions of the general office space to the open bay concept.



U.S. Department  
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# Headquarters Intercom

## News in Brief

\* Administrator McArtor sees accelerated development of the Traffic Alert and Collision Avoidance System (TCAS) as one of the agency's immediate research and development priorities. Speaking at the agency's annual RE&D Conference he also said, "We must get on with the application of automation and communication technologies needed to improve safety and enhance capacity levels for both en route and terminal airspace." He also cited the need for new airport security systems and continued advances in the area of aircraft flammability.

\* The Department of the Treasury has announced that payroll savers will receive their bonds as usual and that bonds will carry the proper issue date for the effected pay period despite recent Congressional problems surrounding the national debt ceiling. Treasury further stated that bonds should be issued within the next few weeks.

\* The Office of Personnel and Technical Training had a need to develop a video tape to clarify pay issues affecting Federal Air Marshals who provide security on airliners. The tape emphasizes such matters as overtime and the Fair Labor Standards Act. To get the job done, Position and Pay Policy Manager Dick Cullen rented a camera, drafted his wife, and filmed it over the weekend.

## FAA/PASS Open Contract Talks

FAA and the Professional Airways Systems Specialists (PASS) are renegotiating the national labor agreement covering airway facilities technical work force.

Bargaining talks began August 19 at the PASS Washington headquarters and are scheduled to run through August 28. Future meetings will depend on the progress made at these initial sessions.

The FAA team is led by Gary Baldwin of the Office of Labor and Employee Relations and Ed Kelly from Program Engineering and Maintenance Service. Other (See page 2)



Speaking to a general aviation audience at the Oshkosh, WI, EAA Fly-In, Administrator McArtor emphasized the importance of people in aviation safety, but he also underscored the importance of the modernization of the National Airspace System.

## **Contracts** (From page 1)

members include Labor Relations and Airway Facilities managers drawn from both Washington headquarters and the field.

The current three-year FAA PASS agreement expires Aug. 31. However, its provisions will remain in full force and in effect until a new contract is negotiated.

## **FSS Time Credited To ATCS Early Retirement**

President Reagan has signed legislation which allows air traffic control specialists to credit pre-January 1, 1987, flight service station time toward early optional retirement. This action alleviates the problems created by OPM's interpretation that the extension of early ATCS retirement to the flight service option was prospective only. Originally, the extension of the early retirement to the FSS option was attached to the FERS law enacted in June 1986.

## **DOT Expands Airline Schedule Investigation**

The Department of Transportation is expanding its investigation of airline scheduling practices to determine how and to what extent they may contribute to flight delays.

Earlier this year, DOT began looking at airline schedules at Atlanta Hartsfield, Boston Logan, Chicago O'Hare, and Dallas Fort/Worth Regional airports. It's now adding Denver Stapleton, Newark, LaGuardia, and San Francisco International.

DOT officials currently are reviewing data already collected to determine if enforcement action is in order.

## **Floods Make O'Hare Island**

When O'Hare Airport became an island during heavy flooding in the Chicago area, some controllers had to fly to work from nearby airports. However, many passengers were unable to get to their flights and those who made it to the airport could not get out.

In all, airline passenger flights were cut down to a little over half of the usual number on the first day of the flooding.

The FAA Great Lakes Regional Office also took on water like a sinking ship and ended up with 18 inches in the basement. The water supply was contaminated for a day, and the cafeteria was closed for more than a week. More importantly computers and cables were saturated, causing no one yet knows how many thousands of dollars worth of damage.

Despite these difficulties, FAA employees stayed on the job and kept the region running.

## **Automated Bulletin Board Already Is Popular**

The computerized human resource information bulletin board, developed by APT's Position and Pay Policy Division, already is a success although "debugging" of the system continues. The Computerized Human Resource Information System, also known as "CHRIS," can be accessed from anywhere in the country through a personal computer or any other computer terminal with a modem and communications software.

It provides information on classification, pay, and staffing. Although still in a test mode, the system already has almost 100 subscribers, most of whom are daily callers. For instructions to access the system, employees should contact their Human Resource Management Office.

## FAA to Move Test Pilots To Initial Assignment

FAA needs Engineering Flight Test Pilots (EFTP) and will pick up the moving bill if the initial assignment requires a geographic move. The decision to pay for the move was made after a government-wide study, conducted by FAA's Office of Personnel and Technical Training, confirmed that engineering flight test pilots are in a shortage category.

To qualify as an EFTP, applicants must have a minimum of 1,750 hours total flight time of which 1,150 hours must be as pilot-in-command. They also must have completed a military or FAA flight test course or had at least one year comparable experience.

Applicants for these jobs should apply to their regional Human Resource Management Division.

## Employees Best Recruiters Informal Survey Finds

FAA must be doing something right when its own employees turn out to be the best sales people for an agency career.

Recently, Adri-Anne Trammell, who is the Acting Manager of the Aeronautical Center's Special Examining Division, surveyed an incoming controller class at the FAA Academy and found that 145 of the 163 students in the sample had been turned on to the job by FAA employees.

However, Personnel and Technical Training Director Ed Curran would like to see FAA employees do even more, especially now that the agency is beginning a major new controller recruitment drive with newspaper, TV and radio advertisements.

Potential candidates should be encouraged to send a postcard to the FAA Aeronautical Center, Dept. 1C, P.O. Box 26650, Oklahoma City, OK 73126.

## McArtor Asks For Pilot Support

Administrator McArtor is asking the Air Line Pilots Association to work with FAA "to improve the skills of the nation's air carrier pilots."

Speaking at an ALPA Safety Forum in Washington, D.C., on Aug. 19, he said, "I would like ALPA to work with us to ensure that drugs and alcohol have no place in the nation's cockpits... Let's seize the opportunity now to remove drug and alcohol abusing pilots from the nation's skies."

In addition, he asked for ALPA's help "to identify cockpit complacency--that is, people who follow well-worn habits rather than systematic checklists and good crew coordination procedures. He noted that "we need to recognize the signs of reduced performance and develop ways to enhance performance through improved training."

Another area of concern, he said, is a five year growth of more than 300 percent in pilot deviations, runway incursions and other safety incidents. He pledged FAA's full cooperation in a joint effort to resolve these problems

## Another Host Delivered

The Host computer system was delivered to the Los Angeles Air Route Traffic Control Center August 21, as deliveries of the new, sophisticated computer continue on schedule. This was the 13th Host delivery with all scheduled to be on site by December.

## Headquarters News



### FERS Elections Clarified

The July 29 memorandum to all employees from AHR's Human Resource Management Division regarding election of coverage under the Federal Employees Retirement System (FERS) has resulted in many inquiries from headquarters employees. Division Manager James Adler said the memo was confusing, and, with a "sorry about that," issued a clarification. Those who have not seen the latest memo, dated August 19, or still have questions regarding their opportunity to transfer to FERS should contact AHR-140 on 267-3811.

### All Invited to DOT Annual Awards Ceremony

DOT Secretary Dole has invited all employees to the Twentieth Annual Awards Ceremony in the Departmental Auditorium at 9:30 a.m. on September 16. The auditorium is located on Constitution Avenue between 12th and 14th Streets, N.W. Bus transportation will be available beginning at 8:30 a.m. and immediately after the ceremony from FOB-10A, the Nassif Building, and the Trans Point Building.

### Found in Nassif Building

Over a week ago a pair of glasses with reddish frames were found in Room 9100 of the DOT headquarters building. Anyone who lost glasses fitting this description should contact Vince Careatti, M-60, phone 366-4248.

### Secretaries Needed

AHR Employment Branch Manager is once again asking for help in filling secretarial positions at grades 3, 4, 5, 6, or 7 levels. Employees should ask interested friends to contact Nadine Adams on 267-8007.

### Voyager Date Set

October 9 has now been set as the date of opening the Voyager display in the Air and Space Museum. The first plane to fly around the world without landing or refueling will be suspended in the museum's south gallery.

### Awards and Rewards

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

Daniel Darmstadter and Jeffrey Lane, AMS; Brian Langdon, APO; Peter Keefe, Lynn Jackson and Joaquin Archilla, AIA; Iris McKinney, AAP; Dennis Cooper, ADL; Ann Warning and Geraldine Robinson, APR; Alan Lewis, Julius Ganoza, Sharon Datcher, Charlene Brown, Carol Strong, and Gail Jefferies, APO.

#### Letters of Commendation

Kenneth Giordon, APT; Virginia Giordon, Lessie Dorse, and Anne Smith, AMS.

#### Quality Increases

Bernice Dawson, AEU; and Lenora Jordan Harris, APM.

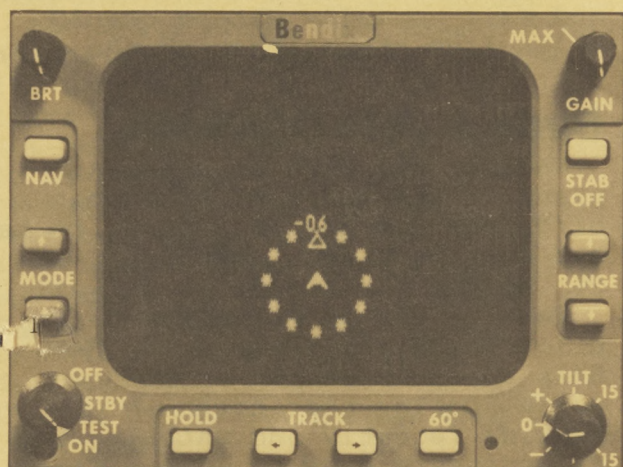


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# Headquarters Intercom

## FAA Proposes TCAS Rule



TCAS II DISPLAY- The pilot of this TCAS II-equipped airplane has traffic dead ahead 600 feet below him and another aircraft coming his way 400 feet above. He will get a "resolution" advisory ("climb" or "descend") if the TCAS computer thinks a collision hazard exists.

FAA has issued a proposed rule that would make Traffic Alert and Collision Avoidance System (TCAS) equipment mandatory on virtually all airline aircraft by the end of 1991. It also would apply to foreign air carriers flying into the United States.

In addition, commuter airlines would have to carry TCAS equipment in the 1992-1993 time frame. Large turbine-engine aircraft in the commuter fleet would need TCAS II, and smaller turbine-powered planes, the less sophisticated TCAS I.

Both TCAS I and II detect the presence of other aircraft carrying radar beacon transponders and provide traffic alerts to the pilot on those that present potential collision hazards. (See page 2.)

## News in Brief

\* At the request of Administrator McArtor, the Eastern Region has begun an Operational Review of Stewart Airport at Newburgh, NY, following a runway collision there between two cargo jets on Aug. 20. Representatives from the New York Transportation Department will participate in the review that will cover

such items as airport lighting, visual aids, runway and taxiway markings, and the air traffic control services provided by the non-FAA tower. The review is scheduled for completion by early September.

\* Retired FAA employee Harold D. Hoekstra has been picked by the National Aeronautic Association for its

"Elder Statesman of Aviation Award" in 1987. Now 84 and still an active pilot, Hoekstra spent 33 years with CAA/FAA and was Chief, Engineering and Safety Division, Flight Standards Service, at the time of his retirement in 1970. The award presentation is Oct. 27 in Washington, D.C. (continued on page 2)

## TCAS Rule (From page 1)

TCAS II -- but not TCAS I -- also provides the pilot with vertical escape maneuvers, if necessary, to help him avoid a collision.

FAA currently is evaluating TCAS II in a Piedmont jet. This fall, it will begin a more extensive test program involving three airlines (Piedmont, United and Northwest) and a total of six aircraft.

The agency's aim is to have a final TCAS rule published by September 1988.

## Briefs (From page 1)

\* Here is an offer from Uncle Sam you can't refuse, especially if you are a general aviation pilot. It's a new reduced subscription rate for FAA Aviation News, the agency's bi-monthly aviation safety magazine. The old, \$13-a-year rate has been slashed to \$5.50 in this special, once-in-a-lifetime offer. Contact the magazine staff on 267-8102 for a subscription form and sample copy.

## Nine New Terminal Control Areas Proposed

FAA plans to establish Terminal Control Areas (TCAs) at nine additional airports in a move designed to enhance operational safety at those locations.

The airports are Washington's Dulles International, Baltimore-Washington International, Charlotte, Orlando, Tampa, Memphis, Houston Hobby, Phoenix and Salt Lake City. The agency will begin issuing notices of proposed rulemaking on each site this month.

FAA presently has 23 TCAs in place with all pilots flying into those airports subject to special procedural and equipment requirements. For example, they must obtain an air traffic control

clearance before entering a TCA. They also must carry a Mode C altitude-reporting transponder when operating in one of the nine busiest TCA airports. The Mode C requirement will be extended to all TCAs effective Dec. 1, 1987.

Generally, TCAs are circular in shape and are configured like an upside down wedding cake to accommodate private aircraft operating from satellite fields outside the TCA. Each of the nine new TCAs will have a ceiling of 12,500 feet and will normally extend out 30 miles from the airport at the top.

## Birds & Jets Don't Mix

Whether the bird hits the airplane or the airplane hits the bird, chances are it's going to be bad for the bird. Sometimes, it can be bad for airplanes as well.

That is why an Air Force F-16 pilot immediately asked for FAA help after ingesting an unknown avian species over northern Florida recently and watching his oil pressure drop to zero. Tampa approach control worked with the Jacksonville and Miami en route center to "sterilize" the airspace around the jet as the pilot tried to gain as much altitude as possible with his gasping engine.

At 18,000 feet the engine failed, and the pilot requested a landing for his "glider" at Tampa. Controllers immediately began vectoring him toward the airport and calling off mileage checks. He broke out of the clouds 3.5 miles from the airport with enough altitude to make the runway. The landing was uneventful.

It was just another "routine" day at Tampa approach control and the professionals who made it so were Peter Farrington, Michael Phalin, Joe Pawelkop, Howard Rainey and Marvin Hudspeth.

## NTSB Cites Flap Setting In Detroit Accident

The National Transportation Safety Board says that physical examination of the wing wreckage of the ill-fated Northwest Airlines Flight 225 indicates that the flaps were in the retracted position.

The findings support information obtained from the aircraft's flight data recorder and cockpit voice recorder which suggests that the flight crew neglected to deploy the flaps prior to takeoff.

The Board notes that examination of the slat mechanism is continuing but, again, data from the recorders indicates that they were not deployed either. Also still to be determined is whether a mechanical problem or human intervention prevented an alarm from alerting the crew to the zero flap setting.

The Northwest MD-80 crashed seconds after liftoff from Detroit's Metro Airport on Aug. 16. At least 156 people died in the accident.

## LLWAS Tested at Denver

The agency is testing an enhanced low-level windshear alert system (LLWAS) at Denver's Stapleton Airport to measure its effectiveness in detecting a severe, localized form of windshear known as microbursts. The modifications to the LLWAS hardware and software were developed for FAA by the National Center for Atmospheric Research in Boulder, CO.

During the test, the enhanced system will be evaluated by meteorologists and air traffic controllers in the Denver airport control tower, as well as by pilots flying into the airport. If the evaluation is successful, FAA plans to modify LLWAS units at the other 109 U.S. airports that have

or are scheduled to get the equipment.

The Denver LLWAS has 12 sensors located on and around the airport that measure wind speed and direction. Alerts are generated on a new display in the control tower, and the information then can be passed on to pilots.

The test at Denver began on August 3, and the first phase is scheduled to run through the first week in September.

## Looking for Top People

The Office of the Associate Administrator for Development and Logistics plans to establish a Supervisory Identification and Development Program (SIDP) to help managers fill first-line supervisory jobs left open by retirements and attrition. The SIDP steering group is drawn from headquarters and regional Airway Facilities divisions in the Southern, Great Lakes, and Northwest Mountain regions. The group chairman is Jack Nager of the Systems Engineering Service.

To prepare for their task the steering group is studying other similar programs within FAA, the National Aeronautics and Space Administration, the Department of Defense, and industry.

## Hotline Down

At press time on August 28, the FAA Personnel Hotline, 267-8220, was out of service. The telephone company was notified immediately, but if you are still having trouble getting through, continue to try, since equipment is being repaired.

## Headquarters News



### Wellness on the Way

If you have seen Taking Part -- The Guide to Medical Self-Care Decisions, you have taken a step toward making informed choices on matters affecting your health. This informative, bi-monthly newsletter is now being distributed by AHR-150 in FAA headquarters to the Branch Office level.

The current issue features such subjects as drug abuse, how to lift properly, testicular cancer, and choking. Comments about the Wellness Program are welcomed by Diana Ables on 73880.

### Meet Me at the Fair

Know someone who is looking for a great secretarial or clerical position in the Federal service? Now is the time to tell that person about the September 18 and 19 Job Fair being conducted by agencies throughout the Washington area. The FAA booth will be managed by employees from the Human Resource Management Division who hope to attract high quality applicants for secretarial and clerical vacancies in the agency.

The Fair will be held at the Department of Labor Building, Third Street and Constitution Avenue, N.W., Room S-1207. Hours are from 9 am to 7 pm on Friday, September 18, and from 9 am to 3 pm on Saturday, September 19.

### Found

A lady's watch was found in the "A"-level garage. If you can identify the lost article call Vivian Grissinger on 73911.

### Dulles Turning 25

Although Dulles is not "our baby" anymore, we might point out that the airport turns 25 in November and really isn't a baby anyway.

To get ready for the event, the new operators of Dulles and friends are planning a series of public events leading up to the November 17 anniversary of the airport's dedication.

For example, on September 9, there will be a huge "Happy Birthday" cake-cutting ceremony in the main airport terminal with 1,000 free tote bags given away free on a first-come, first-served basis. Save us a piece of cake if you get there first!

### Sieg Poritzky's Son Dies

Paul E. Poritzky, son of recent retiree Siegbert Poritzky, died of cancer August 22. He owned and operated a computer software company, Mercury Microsystems, at the time of his death.

Paul's father, who was the director of ADL's System Studies and Cooperative Programs when he retired on August 3, will be associated with the Airport Operators Council in the near future.

### Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance

Charles Moles, APO; Denise Hall, AGC; Deborah King, AGC; Jean Herz, AIA; Marianrique DeBerry, AHR; Gene Lanzillo, AHR; Marion Normandy, AFS; Jere Styer, AMS; Pamela Trebbe, AGC.



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# Headquarters Intercom

## News in Brief

\* Secretary Dole on September 2 announced a Department of Transportation rule that directs major air carriers to file regular monthly reports on their delay and baggage handling records, so that passengers can get information to help them make informed choices on which flights to take to avoid such problems. Covered by the rule are non-stop flights by 14 of the largest airlines serving the 27 largest airports. Carriers will provide the information to the Computer Reservation Service.

\* The largest number of air traffic control students in a single class since November 1982 entered the FAA Academy on August 26. The 286 students will be divided into 16 sections and taught in two shifts, approximately half in the morning and the other half in the afternoon. The 12-week course has had an average 60 percent pass rate.

\* FAA, the National Aeronautics and Space Administra- (See page 2)

## FAAers Honored in 20th Annual DOT Awards Ceremony

Three FAA air traffic employees will receive awards for valor and another 29 FAAers will be honored during the Department of Transportation's 20th Annual Awards Ceremony on September 16 in the Departmental Auditorium.

John Preuit, Fort Dodge, IA, Automated Flight Service Station, was cited for exceptional courage in rescuing three injured people from their burning automobiles; Gary Black, Houston ARTCC, showed heroism in extreme danger without regard for his personal safety when he rescued a neighbor from a burning house; and James McMahan, Monroe, LA, ATC Tower, disregarded his personal safety and rescued a man injured when scaffolding fell against power lines. Nine FAAers will receive the Silver Medal for meritorious (See page 2)



Students in the restarted predevelopmental program in their first class at the FAA Academy. At back of photo (a little right of center) are Instructor Pam Edwards, who was herself a predevelopmental, and AT Branch Manager Doug Murphy, both of the Academy. (See story on page 3)

## Briefs (From page 1)

tion (NASA), and the Air Force Civilian Air Patrol (CAP) have established the National Aviation and Space Education Network to foster cooperative programs, policies, and activities in aviation and space education. The three organizations have agreed to emphasize programs and policies that will benefit the general public.

## Awards (From page 1)

contributions of unusual value to the Department. They are: Glenn Bales, AEA; Franklin Cunningham, AAL; Benjamin Demps, Jr., AEU; Joe Fee, APM; Virginia Hancock Krohn, APT; Virginia Meadows, AAM; Constantine Sarkos, ACT; Thomas Williamson, APM; and Cynthia Zook, AHR.

The only DOT employee to receive the Community Service Award will be Sherry Dottin, ANE, for sustained work on behalf of mentally retarded citizens.

In all 13 FAAers are scheduled to receive the Excellence Award. They are: C. Lorraine Bush, ACE; Dixie Dean, APR; Leila Flynn, AEA; Gloria Fullerton, AEA; Marilyn Gray, AGL; Adele Harrison, ACE; Bobbie Jones, AWP; Carol Montgomery, AHR; Jih Ng, AEA; Teri Nyhaug, AGL; Beverly Sluder, AAC; Carolyn Walker, AAL; and Janet Walker, ASW.

The Equal Employment Opportunity Award for outstanding and continued support in furthering employment opportunities for minorities and women will be presented to Sydney Alleyne, ACE; John Howard, AVN; James Lucas, ANE; Carmen Mena-Moreno, ANE; and Linda Ross, AGL.

The Lawrence Schneider Award will be awarded to Vicki Leemon, AGC. This award is made annually to an especially competent DOT attorney who has been admitted to the Bar within the past 10 years.

## McArtor Stresses Training In Chief Pilot Meeting

Administrator McArtor stressed "vigilance in the cockpit" and "public confidence" when he met with the chief pilots of the nation's airlines in Kansas City on August 27. He told them that he would take a deep look at pilot training programs, especially in the area of crew coordination.

To illustrate the point, he said, "Pilots don't land on the wrong runways; crews land on the wrong runways."

In the invitation to the meeting sent to 240 airlines, McArtor said, "While we have the safest transportation system in the world, we need to restore public confidence in air travel. To this end, I want to meet with senior pilot representatives from scheduled airlines to discuss such issues as pilot training, vigilance and discipline in the cockpit, cockpit resource management, and crew coordination."

At the meeting, representatives from aviation groups and airlines generally supported the Administrator's program. Some suggested the need to use expanded technology, such as more simulators in training programs.

McArtor agreed with pilots who noted that the American commercial aviation record is the best in the world, but he asked, "Is the system as safe as we can make it? No, I don't think it is."

He also plans to have another similar meeting with airline executives. The Air Transport Association responded by offering to take the program a step further by convening another meeting of pilots in the near future.

## Host Program On Beam

September is a busy month for the Host Computer Program. Transition Switches have been pulled at the Seattle Center, making it the first to completely unhook the IBM 9020 computer. The old computer then will be sent to the FAA Depot in Oklahoma City where it will be available to other centers if needed.

The Denver and Boston Centers are scheduled to become operational with the new Host on September 8 and 25, respectively.

Washington and Chicago Centers are expected to reach Initial Operating Capability (IOC) on September 8 and 22.

New Host Computer equipment is scheduled to be delivered to the New York Center on the 4th and to the Kansas City Center on the 18th. Also during the month, there will be a site acceptance at the Los Angeles Center and site surveys at Minneapolis on the 2nd, Indianapolis on the 15th and Jacksonville on the 29th.

## Meet Administrator McArtor In Sept. FAA World

The September issue of FAA World will lead off with a close up and personal profile of Administrator McArtor. In addition, there is an article on the Employee Assistance Program and an explanation of the retirement options (CSRS vs. FERS) now facing Federal employees. Also check out the story of the FAAer who dumped his commanding general in the drink while playing ground controller in Vietnam and the historical account of the first flight through the "sound barrier" by Chuck Yeager 40 years ago. Look for the regular features, too.

## Attitude Survey Revisited

Teams of headquarters and field Human Resource Management employees will soon be visiting air traffic, airway, aviation standards, and airport offices and facilities in all regions and centers to assess the local actions taken as a result of the 1986 Employee Attitude Survey. This follow-up on the survey is being led by Associate for Human Resource Management Gene Weithoner and Director of the Human Resource Planning and Evaluation Office Dorothy Berry.

The visits will begin on September 28, and, following completion on or about November 20, Administrator McArtor will be briefed on the results. Regional and center directors will be briefed when the assessment of their regions or centers are completed.

## Predevelopmental Program Starts Up at Academy

The FAA Academy has restarted the Air Traffic Control Predevelopmental Training Program, designed as an avenue for minorities, women, and others to enroll in the regular developmental ATC training. The first class of the 17-week course began at the Academy on August 25.

Beginning in FY 1988 this program will be conducted by a contractor.

## Headquarters News



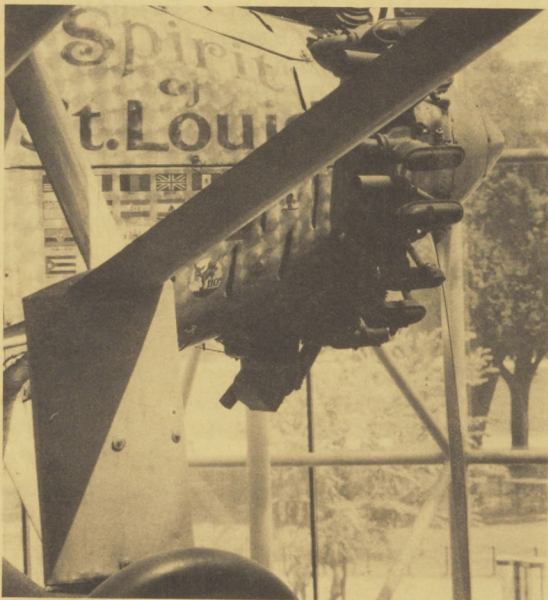
### NASM Holds Photo Contest

Winners of the National Air and Space Museum photo contest can win up to \$500, have their pictures displayed in the museum, and published in the magazine Air & Space/Smithsonian. For black-and-white, or colored 8 x 10 inch photos of the museum building, aircraft and spacecraft in the collection, or visitors to the museum, amateur photographers also may win runner-up prizes of \$250, \$100, or camera bags.

Judging criteria will include pictorial composition, technical excellence, and consistency for the categories listed.

Entries must be postmarked before November 30, 1987, and winners will be announced December 18, 1987.

For additional information and an entry form, write NASA, Office of Public Affairs, Room 3363, Sixth Street & Independence Ave., S.W., Washington, DC 20546.



This photo of the Air and Space Museum's "Spirit of St. Louis" was a winner in last year's photo contest. The plane, of course, is the one that Col. Charles Lindberg flew solo, non-stop from New York to Paris in 1927.

### Day Care Center Gets Check from Engen Friends

A \$500 check from friends of former Administrator Donald Engen was presented to the DOT Day Care Center on August 26 by Deputy Administrator Special Assistant Larry Kotzker. Funds for the check came from hundreds of friends who made donations before Engen's farewell dinner.

The Center was established in September 1985, during Engen's tour as Administrator.

### Hispanic Open House

All employees are invited to the Hispanic Heritage Week open house on September 18 from 2 to 3 p.m. in the headquarters building cafeteria. The theme of the cultural tribute sponsored by the Hispanic Employment Program is "A Proud History, Enhancing America's Future."

### Garage Resurfacing Set

The General Services Administration has notified the FAA Building Manager's Office that the resurfacing of the "A" Level garage is expected to be completed by the end of September. -Areas which appear to be finished but are still roped off need extra work. Preliminary work on "B" level will begin this month and is scheduled to be completed by the end of November.



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# Headquarters Intercom

## FAA Supports Park Bill

FAA issued two NOTAMS on September 2 to implement portions of the National Park Overflights Act of 1987 and will publish the prohibitions in both the Airman's Information Manual and the Airport Facility Directory in the November 19, 1987, issues. The bill was signed into law by President Reagan on August 18. The first NOTAM prohibits flights over Yosemite National Park in California to 2,000 feet above ground and the second prohibits flights over parts of Haleakala National Park in Hawaii below 9,500 feet above sea level. These prohibitions will remain in effect while the Department of Interior studies airspace problems over National Parks.

In addition, the legislation directed FAA to implement an aircraft management plan at the Grand Canyon where last year's collision of an airplane and helicopter killed 25 people.

The plan, which will be based on the Department of (See page 2)

## REP Issued for Advanced Automation System

In a major step forward, FAA issued requests for proposals to IBM and Hughes Aircraft on August 31 for the acquisition phase of the \$3-billion-plus Advanced Automation System (AAS) of the National Airspace System Plan. This is the biggest procurement in the NAS Plan.

The AAS will provide new controller work stations called Sector Suites, new computer software, a local communications network, and new processors. These improvements will give the air traffic control system the capacity to handle the projected traffic load into the 21st century and the capability to perform the new functions to be introduced into the system through the 1990s.

The RFP will lead to the award of a production contract to one (See page 2)



From left are Preston Martin, AAP, Jim Cain, AAP, Frank Bassett, AAP, Mike Perie, AAP, Debbie Wilson, ALG, and Lee Page, AAP, following the signing of the Requests for Proposals for the Advanced Automation System.

## **Bill** (From page 1)

Interior study, is expected to prohibit most aircraft from flying below the rim of the canyon.

FAA must also conduct surveillance for 180 days over the Minnesota Boundary Water Canoe Wilderness Areas. Currently flights below 4,000 feet in these areas are prohibited.

On a continuing basis, FAA will be responsible for enforcement actions regarding violations of the Yosemite and Haleakala prohibited airspace areas.

## **AAS** (From page 1)

of the two companies in the summer of 1988. The two companies have been developing competing designs since the "design competition" phase contracts were awarded in August 1984.

Once the contract is awarded, the AAS will be developed and deployed in four major steps: (1) the initial sector suite system will be implemented to provide new controller work stations; (2) new hardware will provide terminal advanced automation capabilities; (3) new control complexes will be implemented to provide automation support in air traffic control towers; and (4) additional software will be implemented in the area control computer complex to provide capability for integrated en route and terminal control operations.

## **Community Support For Airports**

The Office of Airport Standards has issued the Advisory Circular AC 150/5050-7, Establishment of Airport Action Groups, designed to help airport users and operators marshal community support for their airport and foster understanding of the vital role it plays in local affairs.

When organized, the groups can actively participate in promoting the benefits of airports and aviation to the community and in working to enhance airport safety.

The circular notes: "In many cases, opponents and detractors of an airport are all too visible and vocal while the users and benefactors are relatively docile and silent.

The creation of airport action groups can help balance the scales against airport opponents by being in a better position to demonstrate to communities the diversified role and economic and social importance of an airport."

## **Excessive Approach Speed Was Probable Cause**

The National Transportation Safety Board (NTSB) has determined that the captain's failure to stabilize his approach and excessive speed during the approach to a wet runway was the probable cause of the Piedmont Airlines B-737 crash at Charlotte, N.C., on October 25, 1986. Although there were no fatalities, passengers were injured and had to evacuate the plane using emergency chutes.

Also cited as causes were the captain's failure to use the plane's deceleration devices optimally and the lack of effective crew coordination during the approach.

Factors contributing to the severity of the accident were the poor frictional quality of the runway and a concrete culvert located 318 feet beyond the end of the runway that the aircraft hit.

Recommendations stemming from the accident investigation included a requirement that airport managers remove obstacles adjacent to runways and correct runway conditions that do not meet recommended friction criteria.

## Flight Delays Drop

Flight delays in the nation's airport and airway system dropped 32 percent in August from the previous month, according to preliminary agency figures. It was the largest monthly drop since January.

The August delay figure was also 23 percent below the number for August of last year.

In the four-month period, May through August, flight delays dropped by 10.6 percent from the same period last year. This record has been achieved despite continuing increases in the numbers of flights and implementation of a new traffic monitoring system in airspace sectors nearing capacity or impacted by weather. So far this year, the number of flights handled by FAA's 20 air route traffic control centers is up five percent over 1986.

FAA Administrator Allan McArtor credited the efforts of the air traffic controllers for the improvement in the delay situation as well as the continuing impact of the agency's Expanded East Coast Plan that went into effect in mid-February and created new arrival and departure routes for the New York airports. He also cited the airline scheduling talks called by Secretary of Transportation Elizabeth Dole in March and April that resulted in shifting approximately 1,000 flights at the nation's busiest airports to less congested time slots.

## ICAO Seeks Applicants

The International Civil Aviation Organization (ICAO) is seek-

ing applicants for the following positions: PC-87/22/P-4, Field Operations Officer, Montreal, Canada; and PC-87/26/P-4, Technical Officer, Rules of the Air Air Traffic Services and Search and Rescue, Mexico City, Mexico.

Copies of the ICAO application (144/2) and the announcements, which include qualifications, salary, allowances and benefits, can be obtained from your servicing personnel office. Applications for these positions are due in API-19 NLT on September 26. Government employees accepting these positions are entitled to reemployment rights.

## FAA and Nation Celebrate Constitution's 200th Year

FAA personnel joined millions of Americans September 16 in a "Celebration of Citizenship" sponsored by the National Commission on the Bicentennial of the Constitution. President Reagan addressed an estimated 60,000 people attending the event at the Capitol's West Front.

Bands from all uniformed services opened the ceremonies at noon. Through a national television linkage, classrooms across America joined in a recitation of the Pledge of Allegiance. Former Chief Justice Warren Burger, Chairman of the Commission, also spoke about the nation's heritage under the Constitution.

The ceremony opened a five-year celebration authorized by the Congress in 1984. On September 17, additional ceremonies were held in Philadelphia, where the Constitution was adopted and signed two-hundred years ago.

## Headquarters News



### FAA Coed Softball

The FAA coed Softball League has ended its season with the team from the Office of the Associate Administrator for Policy and International Aviation (API) winning the post-season tournament. One of two Martin Marietta teams, SEI-WEST, won the regular season championship with a record of 13 wins and 2 losses. The team representing Hughes Aircraft Association was voted the winner of the Sportsmanship Trophy.

### GSA Issues Revised Regs For Smoking Areas

The General Services Administration (GSA) has issued revised smoking regulations for GSA controlled buildings.

In compliance with the new rules, the DOT has delegated implementation responsibility to the heads of operating administrations for designating smoking areas at all field activities occupying GSA assigned space. Administrator McArtor, in turn, delegated this responsibility to region and center directors in the field and to the Associate Administrator for Administration at headquarters.

Even though the GSA regulations apply to GSA-controlled buildings only, the FAA policy will encompass all FAA owned or leased buildings.

### Court Supports FAA

The U.S. District Court for the District of Columbia has denied the petition of the American Federation of Government Employees (AFGE) for a Temporary Restraining Order to prevent implementation of the Department's random drug testing program. Meanwhile, AFGE has also filed a request for a preliminary injunction to prevent the testing. A hearing on the request was held on September 14. In the meantime, the Department is proceeding with plans to begin testing.

In an action related to the DOT/FAA random drug testing program, Professional Airways Systems Specialists (PASS) has filed a series of Unfair Labor Practices alleging that DOT and FAA failed to meet an obligation to bargain with the union prior to implementation of the program.

### Awards and Rewards

Special Achievement Awards Based on Sustained Superior Performance  
Ponjola Short, ALR.

Special Achievement Awards Based on Special Acts or Services  
Theodore Oliver, Carolyn Williams, Gerry Camp, George Williams, and Richard Clevenger, ALG; Beatrice Cox, David Hobbs, and Anthony Largay, AIA; Nancy Lobue and Patricia McNall, AGC; Terence Wendell and Patricia Morris, ADL.

Letters of Commendation  
Michael Peace, Al Barr, and Richard Clevenger, ALG.

Quality Increases  
Dr. Lyle Malocky, ACS.



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## News in Brief

\* FAA Deputy Administrator-designate Lawrence Hecker has asked the White House to withdraw his nomination for the agency's No. 2 job because of the long Congressional delay on his confirmation hearings. The former TWA pilot and executive has joined Wicat Systems as Vice President for Aviation Affairs.

\* The Aeronautical Center has begun mailing "hometown" news releases on graduates from the FAA Academy's air traffic control initial training course. Initiated by the AAC Public Affairs Office with the Sept. 1 graduating class, the program is similar to ones the military services have been using successfully for years. For the Sept. 1 class of 93 graduates, Public Affairs staffers mailed out 164 releases to the hometown newspapers of 74 class members who authorized. (See page 2)

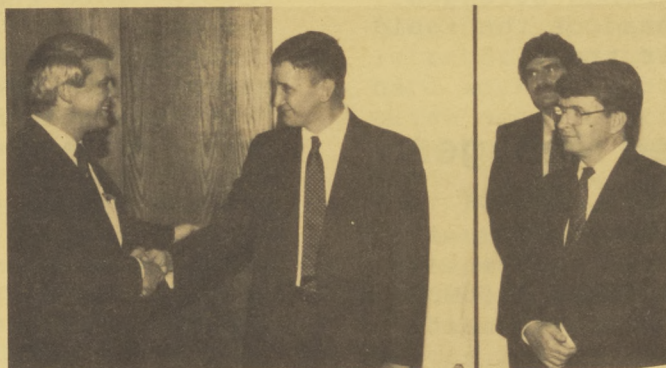
## McArtor Wants More Airline Accountability

Administrator McArtor wants to increase "airline accountability" and said the agency is developing a self-inspection manual for the carriers that will help them "voluntarily identify problems and propose corrective action."

In a Sept. 15 speech to the Aero Club of Washington, McArtor noted that the increased emphasis on self inspection by the airlines in no way diminishes FAA's responsibilities for ensuring compliance with the agency's safety rules and regulations. "It must be a joint FAA-industry partnership," he added. "I'm not looking to levy fines, rather to improve quality.... We must make reporting of problems an incentive, not a disincentive for industry."

The FAA Administrator also pointed to a doubling of pilot deviations in the last year and said the agency has begun a thorough examination of crew training and cockpit procedures. He predicted that the effort will lead to issuance of new regulations in this area, "the first major regulatory update since the turbojet aircraft was placed in service."

In addition, McArtor promised to (See page 2.)



Administrator McArtor greets FAA's new Federal Air Surgeon, Colonel Robert McMeekin of the Army Medical Corps, at a reception held for the newcomer in the headquarters building Sept 15. Standing by to meet McMeekin is Associate Administrator for Aviation Standards Anthony J. Broderick and Michael Goldfarb, Chief of Staff for Administrator McArtor.

## Briefs

(From page 1)

orized the stories.

\* Air navigation systems, satellite navigation issues, and the FAA National Airspace System Plan are among the topics to be discussed when FAA and the British CAA hold their 27th annual meeting Oct. 1-2 in Washington. Administrator McArtor will head the FAA team and CAA Chairman Tugendhat will lead the British delegation. This will be the first meeting between the two aviation chiefs.

\* The interest on retirement contributions required to credit post-1956 military service for retirement begins to accrue on Oct. 1 for employees hired before Oct. 1, 1983. For all other employees, this occurs on the third anniversary of their Federal employment. For both groups the interest rate on or after the accrual date will be 11.125 percent for CY 1986 and nine percent for CY 1987. Inquiries should be directed to the Human Resource Management Office.

## Accountability (from page 1)

press for the hiring of "as many controllers as needed to maintain the margin of safety built into our air traffic control system." He said he was particularly concerned about "our bench strength and getting out ahead of the rapid growth curve in air travel."

## Newman Named Manager Of New Training Center

FAA veteran William Newman will be the manager of the new Center for Management Development (CMD), when it opens for business next month in Palm Coast, FL.

An FAA employee since June 1966, Newman has been Assistant Superintendent of the FAA Academy at

Oklahoma City for the past three years. He began his career with the agency as an Employee Development Specialist in Atlanta, GA.

In addition to a change of name and location, the new CMD will be staffed by a new instructional contractor, University Research Corp. (URC) from Chevy Chase, MD. URC will be responsible for developing new courses and delivering management training.

The official dedication ceremony is scheduled for Oct. 15 with Administrator McArtor as the featured speaker.

## Secretary Dole Resigns

Elizabeth Dole may be the first woman as Secretary of Transportation, but she has more than made up for the delay by serving in the job for longer than any of her seven male predecessors.

On Oct. 1, Mrs. Dole will step down from the Secretary's post after four-and-a-half years to devote her formidable talents to the Presidential campaign of her husband, Sen. Robert Dole of Kansas, the minority leader in the U.S. Senate. The move could be the first step in transforming Washington's foremost "power couple" into the nation's first family.

In accepting Mrs. Dole's resignation with "deepest regret," President Reagan praised her leadership of the Department and singled out her commitment to improving safety for special mention. "Because of your personal emphasis on transportation safety, it is now a national priority," the Chief Executive said. "Countless lives have been saved and crippling injuries prevented on our highways, railroads, and in the air because of your leadership."

## New Air Surgeon On Board

Colonel Robert R. McMeekin of the U.S. Army Medical Corps was sworn in on Sept. 15 as FAA's new Federal Air Surgeon. McMeekin will remain on active duty with the Army during his FAA assignment.

A former Director of the Armed Forces Institute of Pathology (AFIP) in Washington, DC, he was counselor to the Undersecretary of Health and Human Services before moving to FAA.

As Federal Air Surgeon, he will be responsible for the management of FAA's aviation medicine program. He holds an airline transport pilot's certificate and is a recognized authority on aircraft accident investigation.

McMeekin is a graduate of Yale Medical School and received a law degree from Georgetown University. He is a professor at the Uniformed Services University of the Health Sciences in Bethesda, Md.

## Health Plan Open Season Announced by OPM

The Office of Personnel Management has set Nov. 9-Dec. 11 as the dates for this year's Federal Employee Health Benefits "open season."

Although OPM said the general trend will be for increased premiums -- an average of 31 percent for non-postal employees -- there will be many exceptions, particularly pre-paid health maintenance organizations. Also, 92 new pre-paid plans will be joining the FEHB program in 1988.

During the open season employees not registered in a health plan can join and those already registered can change plans. New enrollments and changes will be effective on the first day of the first pay period in 1988.

## Op Errors Drop in August

FAA's on-going program to reduce operational errors by air traffic controllers is beginning to pay off. The number was down 14 percent in August when compared with the same month in 1986. It was the first monthly decrease since November 1986.

The agency's enroute and terminal control facilities reported a total of 111 operational errors in August as opposed to 129 in August 1986. For the year, controller errors still are 12 percent above the 1986 figure, but that's down from 20 percent at the end of June.

Operational errors declined by 25 percent in 1985 and another 14 percent in 1986. However, a reversal of that trend this year prompted FAA to initiate a special emphasis effort to identify and implement corrective actions.

## PWC and McArtor Meet

True to his pledge to improve communications with all segments of FAA, Administrator McArtor recently met with Rose Marino, President of the Professional Women Controllers (PWC). Discussions focused on the career challenges facing women in the air traffic control field.

Marino reported that the Administrator congratulated PWC for its hard work in promoting professionalism among controllers and said that he would like to see more women in ATC. He also pledged his full support and assistance to PWC in meeting mutually beneficial goals and promised to maintain a continuing dialogue.

The organization, which includes men as well as women, will hold its 10th annual convention in Arlington, VA, next April.

## Headquarters News



### Engen to Speak At Patuxent Anniversary

Former Administrator Donald Engen will be the principal guest speaker at the Patuxent River NAS radar approach control facility's 30th anniversary on October 9. The Patuxent RATCF is considered to be the oldest radar approach control facility in the U.S. Navy.

### Lynch Opens Bicentennial Speaker Program

Edward J. Lynch of the Office of Public Affairs kicked off a Department of Transportation program commemorating the bicentennial of the U.S. Constitution by discussing "The Ratification Debates: Enduring Issues in American Politics" at noon September 23 in the FAA auditorium. The event is the first in a monthly speaker's program to provide people with different perspectives on the Constitution.

Lynch noted, "The nation celebrated the signing of the Constitution September 16 and 17, but that was only the start. Before adoption, people in every State debated about democracy. The Constitution's drafting was done behind closed doors, but ratification involved intense public controversy. Opponents of the Constitution raised many issues--about the powers of the President, the Supreme Court, and links between the branches of government--that are still controversial in our politics. The first debates demonstrate why the Constitution remains vital to our nation."

Besides working for the Environmental Protection Agency and the Department of Education, Lynch taught Political Science at Texas Tech before joining FAA.

### Pozesky Honored by DOT In Annual Awards Ceremony

A late addition to the list of FAAers honored in the Department of Transportation's 20th Awards Ceremony on September 16 was Martin Pozesky, Deputy Associate Administrator for NAS Programs. He received the Department's highest award, the Gold Medal, for his leadership, fresh thinking and strong management for the \$16 billion NAS Plan, which will completely transform the air traffic control system.

### Yeager Coming to NASM

Retired Air Force General Charles "Chuck" Yeager, the man who is Mr. Aviation to a generation of pilots, will talk about going "Faster than Sound" and his career as a military and test pilot at the National Air and Space Museum October 16 at 7:30 p.m. Tickets will be available starting at 5 p.m. Doors open at 6:30.

### Jimmy Ray Tucker Dies

Jimmy Ray Tucker, APM-310, a long-time FAA headquarters employee, died in the Fairfax Hospital, Annandale, September 16. He had 27 years of service with the agency at the time of his death.

Friends may make memorial contributions to The Kidney Foundation.



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## FAA People

\* FAA Administrator Allan McArtor says his "biggest surprise" since taking office "is that I have been struck with the willingness of the entire aviation community -- from the operators to the pilots -- to recognize deficiencies in our own system and the urgency of working with FAA to effect change and improvement." Responding to a reporter's question at a Sept. 21 news conference, he said he also was impressed with the willingness of FAA employees to recognize and respond to the need for changes and added that "it's very, very encouraging."

\* The transition from FAA Administrator to private citizen hasn't diminished Don Engen's advocacy of aviation or slowed him down one bit. Since leaving FAA in July, he has appeared on national news and talk shows, testified at Congressional hearings and addressed various industry and trade organizations. His favorite theme continues to be the need for more airports and (See page 2)

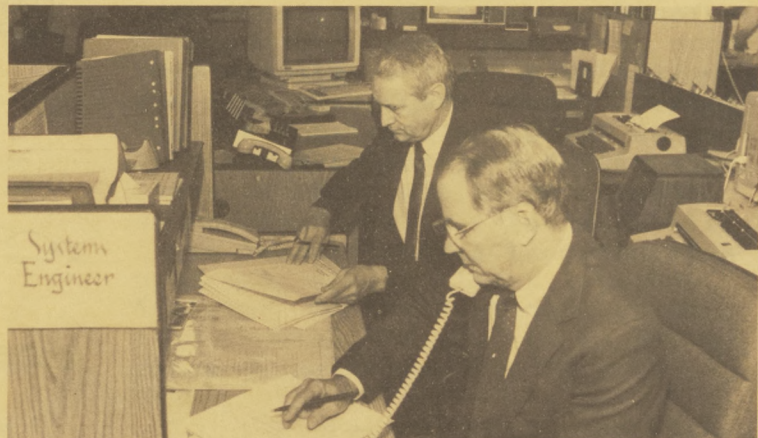
## Special Inspection Of Aircraft Industry Set

Responding to a directive from Administrator McArtor, FAA's Office of Airworthiness (AWS) is busy organizing an in-depth inspection of the aircraft manufacturing industry, including companies that make aircraft parts.

The AWS Aircraft Manufacturing Division will direct the inspection program that will involve a random sampling of approximately 40 of the 1,300 companies in the aircraft manufacturing industry and probably will include such big names as Boeing, McDonnell Douglas, Cessna and Beech. The program is scheduled to get underway in October and be completed in 15-18 months.

The inspections will be conducted by teams composed of both headquarters and regional personnel. (See page 2)

## Keeping Track of Maintenance



System Engineers Harvey Mayer (left) and Doug Walton keep in touch with field AF facilities from the NAS Maintenance Center in the Central Flow Control Facility at headquarters.

PHOTOGRAPHY BY BOB LAUGHLIN

## People

(From page 1)

he recently told a meeting of Associated Press managing editors in Seattle that new/expanded airports are the only long-term solution to the problem of flight delays.

\* FAA's Public Affairs Officer in Anchorage, Paul Steucke, is featured in the Sept./Oct. issue of Midwest Art as one of Alaska's leading artists. The magazine points out that "Steucke's representations of Alaska's people and its scenery have attracted a loyal following of art collectors throughout Alaska as well as the rest of the United States." Steucke has a fine arts degree from Virginia Commonwealth University and has won numerous art awards. Lord knows how he ended up in Public Affairs.

## Inspection

(From page 1)

There will be a minimum of four teams that each include four inspectors, an engineer and two contract employees. A flight test pilot also may be added for certain inspections.

McArtor announced the program on Sept. 21 emphasizing that he was not questioning the quality or safety of the industry's products. However, he added that "there have been a number of recent developments that make it incumbent upon us to make sure that the quality stays at its existing high level." These changes include advances in technology, such as increased use of automation and composite materials, and the proliferation of international and multinational aircraft programs.

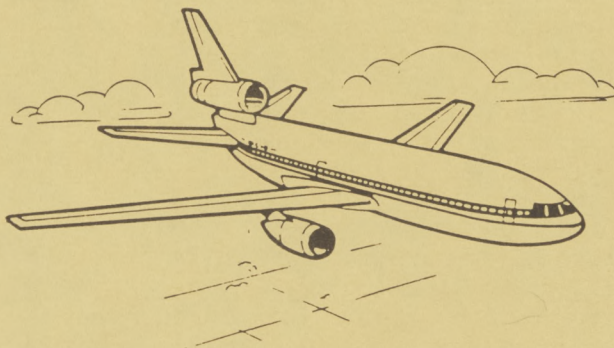
## Delta Told to Upgrade Crew Training and Discipline

FAA has told Delta Airlines that it needs to improve the guidance and training given to flight crews because of instances of poor cockpit coordination observed during a recent special investigation of that airline.

Although the FAA inspection team found Delta in "general compliance with FAA regulations," it noted that crewmembers "frequently are acting as individuals rather than as members of a smoothly functioning team." Delta crews were monitored on 116 flights by the 10-member FAA team, headed by Marion Dittman of the Western-Pacific Region.

Most of the deficiencies identified by the team were in the area of crew coordination which it said may result from the company policy of "delegating the maximum degree of responsibility and discretion to its crewmembers." It recommended tighter controls including publishing materials defining the duties of each crewmember.

The inspection was begun July 29 following a series of incidents involving Delta aircraft. Team members, in addition to Ms. Dittman, are James Edwards, Lloyd Tincher, and William Molesworth, all from AWP; Gene Houtz, ACE; Anson Gray, AGL; Earl Culver, AEA; Dexter Taylor, ASW; Robert Januzzi, ANM; and Roy Grimes, AFS.



## NAS Maintenance Center Set Up in Flow Control

A new National Airspace System (NAS) Maintenance Coordination Center now is operational on an around-the-clock basis in the Washington headquarter's Central Flow Control Facility.

Staffed by Airway Facilities system engineers from the field, the center tracks facility outages, resolves conflicts and coordinates repair efforts when more than one facility is involved. The information is fed directly to the Associate Administrator for Development and Logistics (ADL-1) who, in turn, keeps the Administrator and other top-level officials informed about systems maintenance performance.

Ed Kelly, Acting Deputy Director of the new Systems Maintenance Service, said the center "gives us real-time, 24-hour-a-day capability to communicate directly with region and field facilities when there is a problem in the system, separates the chaff from the wheat and expedites follow-up action when necessary." He also noted that air traffic specialists in Central Flow are finding the data increasingly useful for their operational planning purposes.

Field personnel currently on temporary assignment at the center are Harvey Mayer, Atlanta Center; Jim Franklin, Houston Center; Doug Walton, Miami Center; Chris Tressler, Seattle Center; Fred Blumberg, Cleveland AF Sector; Dave Smith, Jacksonville AF Sector; and Jim Friend, Minneapolis Center.

## Four More ARSAs Set

FAA will establish three more Airport Radar Service Areas (ARSAs) on Oct. 22, pushing the total nationwide to 22. The new

locations are: Grand Rapids-Kent County Airport, MI; Rochester-Monroe County Airport, NY; and Toledo Express Airport, OH. In addition, Akron-Canton Regional Airport, OH, has been designated as a future site with an Oct. 20, 1988, implementation date.

## ADL to Reorganize

A new System Maintenance Service (ASM) will begin operating in Washington headquarters on Oct. 4 as one part in the reorganization of the Development and Logistics (ADL) organization.

ASM's Acting Director at the outset will be Donald J. Schneider, who is the Airway Facilities Division Manager in the Central Region. His Acting Deputy is Edward Kelly, who is moving with his entire organization, the Maintenance Engineering Division (APM-100), to the new service.

In addition to the former APM-100, ASM also is picking up other elements of both APM and the Systems Engineering Service (AES). The three main divisions will be Maintenance Engineering, Maintenance Operations, and Telecommunications Management and Operations.

Other changes include retitling the streamlined APM to the Program Engineering Service (APS). Besides transferring its maintenance and telecommunication management programs to ASM, it also will give its air traffic control automation programs, except Flight Service Stations, to the Advanced Automation Program Office. It is being renamed the Automation Service (AAS).

For the present, employees will stay where they are with the same phone numbers.

# Headquarters News



## CFC Kickoff October 6

The kickoff for the annual Combined Federal Campaign (CFC) is scheduled for October 6 in the third floor auditorium. This year Associate Administrator for Air Traffic Keith Potts is campaign Vice Chairman. Both he and campaign Chairman, Administrator McArtor, will speak at the kickoff. Also speaking will be a special guest, a prominent community figure who has not yet been selected.

The kickoff program will also feature songs by the "Sweet Adelines" and the U.S. Coast Guard presenting the colors.

CFC Coordinators and key workers as well as the Chairman and Vice Chairman invite all to take part in the activities and to remember that someone out there needs someone like you.

## No Furniture in Halls

The Property and Service Branch of the Acquisition and Materiel Service has received complaints of furniture and equipment in the corridors of the headquarters building. This violates building and fire regulations. Branch Manager Clayton Deaton requests that anyone who finds it necessary to move furniture into the hall even temporarily, first contact their Property Custodian for instructions.

## Handicapped Week Movie

For the National Employee Handicapped Week, Oct. 5-9, a special movie, entitled "A Different Approach," will be shown on Oct. 6 in room 8 AB at 10 a.m. and on the 7th in room 5 AB at 3 p.m.

## Women's Task Force Corner

The Federal Women's Program Task Force is looking for new members -- both men and women. Their goal is to have members from all offices and services within the agency.

For those interested in joining, Membership Chairpersons Cynthia Atlee, 267-8957, and Lucretia Jones, 267-8537, are awaiting your call.

## FAA Eagles Win Golf

The FAA Eagles flew into first place in the DOT Golf League when they won all matches on the final day of the season. Members of the team are Bill Hohe, Murry Camp, and George O'Connell, ALG; Paul Michaels and Art Winder of the Washington Airport Authority; and Ken Jacobs, Washington ADO.

## Awards and Rewards

### Special Achievement Awards Based on Sustained Superior Performance

Karen Bury, AGC.

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

Susan Myers, ATO; Sharon Flemming, Helen Martinez, Brenda Shelton, and Donna Stenski, ATR; Denise Daniels Ross and Patricia Lane, AGC; Darlene Kirby, ADL; Carol Driscoll and Richard DeBow, ALG; David Curtis, APR; Regina Vivic and Mary Ann Bourgeois, ATS; Rhonda Norman, API; and Arlene Williams, AAP.

### Letters of Commendation

Alan Kann, James Ammons, Amanda McDuffie, Cecil Bradshaw, Carol Driscoll, Richard DeBow, and Robert Kopp, ALG.



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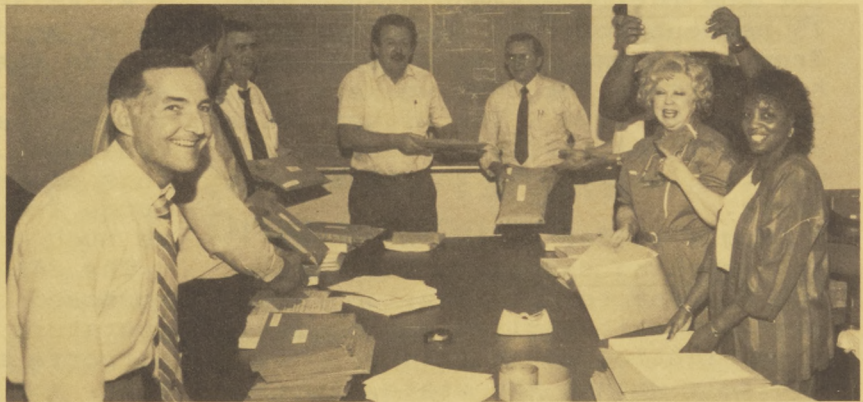
Federal Aviation  
Administration

# Headquarters Intercom

## Office Automation Systems To Be Standardized

FAA has taken a major step forward in its program to implement office automation agencywide, one of the major goals of Administrator McArtor's IMPACT 88 program.

On Sept. 29, it issued Requests for Proposals to approximately 1,500 companies for a contract that will supply FAA and the rest of DOT with microcomputer hardware and software, as well as training and maintenance services. Some 26,000 workstations in FAA alone could be provided and serviced under the eight-year contract.



After months of working on the RFP, team members from various organizations stuffed envelopes to make sure the request got out on time. They are (from left), Bill Tomasetti, AMS; Larry Hayes, AAC; John Larson and Dave Bryant, ASO; Ruble Garner, AAC; (behind the envelope) Herb Smith, and James Rusling, AAC; Pat Haynes and Vi Wimbrush, AMS.

The three-year award August 1988. It will with options for five help achieve standardi- additional years is zation of office auto- scheduled for award in mation (See page 2)

## News in Brief

\* A Federal Court in Washington, DC, has ruled in favor of DOT's random drug testing program which got under way Sept. 10. U.S. District Court Judge Gerhard A. Gesell dismissed a suit filed by the American Federation of Government Employees saying the program "reflects a high degree of concern for employee privacy interests and is carefully tailored to assure a minimum of intrusion." Judge Gesell supported the government on both the Constitutional and procedural issues.

\* The October FAA WORLD looks to the past and the future with articles about the semi-mysterious disappearance of Amelia Earhart 50 years ago and an assessment of the tiltrotor aircraft's role in the air transportation system of the 21st century. There also are here-and-now articles such as the account of an outstanding flight save by a Groton, CT, controller, a piece on FAA's aircraft evaluation groups and a description of the agency's new rate-your-boss program. All in all, (See page 2)

## Briefs

(From page 1)

it's a pretty good read.

\* FAAers who failed to file a revised W-4 form by the Oct. 1 deadline will discover in their Nov. 3 paychecks that Uncle Sam has done it for them. The problem is that he only allows one deduction for a single person and two for a married couple. That may cause some problems in meeting mortgage payments and the like.

\* Another change to look for in the Nov. 3 paycheck is a cutback in the maximum deductions allowed for the Thrift Savings Plan. The 15 percent for FERS employees will drop to 10 and the seven and one-half percent for CSRS workers will go down to five. The higher rates were allowed initially because the Thrift Plan got off to a late start.

\* Long a leader in the national anti-smoking campaign, California now has enacted legislation that will prohibit airline passengers from lighting up on flights entirely within the state, like the busy Los Angeles-San Francisco route. California is the first state to take such action and the legislation is likely to be tested in the courts because of the potential conflict with Federal statutes. If tested and upheld, the law will take effect on New Year's Day.

## Airports Office Program Helps Reduce Delays

FAA-industry task forces are taking an in-depth look at eight major terminals in an effort to increase capacity and further reduce delays at these locations. The airports are St Louis, Memphis, San Francisco (with Oakland and San Jose), Detroit, New York (LaGuardia and Kennedy), Boston, Miami, and Phoenix.

In addition, a task force earlier this year completed an Airport

Capacity Action Plan for Atlanta's Hartsfield International Airport. The St Louis, Memphis, and San Francisco studies are expected to be completed by year's end.

Organized by FAA's Airport Capacity Program Office, the studies involve an examination of navigation aids and air traffic control procedures at each airport. Team members also look at the physical aspects of the airport, including runway orientation, runway exits, and taxiway configurations.

At Atlanta, for example, 15 major projects were recommended by the task force, including airspace procedures, airport development, new facilities, and new equipment. The annual delay savings of each of these projects range from 2,000 aircraft hours to as much as 119,000 hours.

The FAA-industry task forces are composed of airport and airline operators, local experts, and FAA airports specialists. In addition, the FAA Technical Center supports the program by generating computer simulations of proposed improvements to determine the delay reduction benefits. Studies take about a year to complete.

## Automation

(From page 1)

equipment which presently includes 54 different brands of microcomputers, many of which are incompatible with one another. Each office will continue to pay for its own equipment but use of the single contractor will assure uniformity in procurements of hardware, software and services.

This initial "OATS" phase Office Automation Technology and Services will be followed by "CORN" or Computer Resource Nucleus -- provides for large mainframe computer support that will compliment provided by "OATS."

## Black Coalition Meets in Atlanta

Some 200 FAAers from across the country gathered in Atlanta Sept. 17-19 for the 11th Annual Conference of the National Black Coalition of Federal Aviation Employees.

One of the highlights of the three-day get together was the selection of Air Traffic's Spann Watson as this year's recipient of the C. Alfred Anderson Award for his contributions to aviation and for promoting equal employment opportunities in aviation. A 22-year FAA veteran and a member of the famed, all-Black 99th Fighter Squadron in World War II, he is the first FAAer to receive the award.

Participants also saw a videotape presentation featuring Administrator McArtor and Coalition President Evelyn Washington of the Tulsa, OK, Flight Service Station. McArtor expressed his strong support for affirmative action and equal employment opportunity.

Also during the conference, scholarship awards to high school graduates recommended by FAA employees were announced.

## Take DAB to CMD

FAAers flying to the new Center for Management Development (CMD) in Palm Coast, FL, should have a tag on their luggage that says "DAB."

The reason is that FAA has arranged for ground transportation service between Daytona Beach Regional Airport (DAB) and the CMD campus. Students who fly into

Orlando (MCO) will have to make their own arrangements for ground travel to Palm Coast.

Daytona-Orlando Transit Services -- appropriately called DOTS -- will provide the shuttle service at a cost that will vary with the number of passengers. Just follow the signs at the airport to the pick-up area.

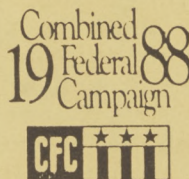
Students driving their own cars to the CMD or using other transportation should remember that FAA payments will be limited to the combined plane and DOTS bus fare. The new per diem rate for CMD is \$6.

## New Rule Targets Drug Smugglers

Effective March 7, 1988, aircraft flying through off-shore air defense identification zones will have to display 12-inch registration markings to help airborne law enforcement officers tell the good guys from the bad guys (drug smugglers).

In addition, these airplanes must have an externally-mounted identification plate to permit quick cross checking of serial numbers against registration numbers when on the ground. The aim again is to help identify suspected drug smugglers as is an additional requirement that pilots must carry appropriate documentation covering the installation of any extra fuel tanks.

FAA estimates that the 12-inch marking requirement could affect as many as 13,500 aircraft.



*Remember,  
Someone out there needs  
Someone like you.*

# Headquarters News



## 1988 CFC Highlights

The annual Combined Federal Campaign is well underway. This year's program is star-studded with various special events to support the enthusiasm and spirit generated by the campaign. Most events will be in the FAA Lobby. Watch for details in a Special CFC Newsletter and flyers. Come join the fun!

OCT. 14: U.S. Marine Corps Silent Drill Team; CFC Bake Sale; First Raffle Drawing.

OCT 21: Campaign Fun Run; Second raffle drawing.

OCT. 22: CFC Pancake Breakfast.

OCT. 28: Army Fife and Drum Corps, "The Old Guard"; Third raffle drawing.

OCT. 30: Halloween Trick or Treat.

NOV. 4: FAA Chorale Singing Group; Final raffle drawing.

## FAA Chorale Performing

With a reputation of spirited entertainment preceding it, the FAA Chorale will be performing again this year for the FAA's Combined Federal Campaign. You can catch the show November 4 in the FAA Lobby from noon to 12:30 pm.

They will also perform at DOT's CFC kickoff program in the Nassif Courtyard from noon to . pm, October 13.

The volunteer group of FAAers had several notable performances in 1986 for the CFC and the U.S. Savings Bond Drive, and will be singing the national anthem in the Capital Centre during the upcoming basketball season.

FAAers with even the slightest tune-carrying ability can sing with the Chorale. Anyone interested in joining should contact John Hanks at 267-3464.

## Use Plastic Utensils For Take Out Lunches

Metal utensils are disappearing from the headquarters building cafeteria. The so called "silver" is being replaced with plastic which means metal utensils will be gone completely from the cafeteria unless people stop taking them out.

Also the cafeteria management is asking those with metal forks and knives at their desks to please return them.

## Voyager on Display

The display of the first airplane to fly non-stop around the world without refueling will open at the Air and Space Museum on October 9. The radically designed aircraft will hang in the South Gallery.

## Ski Trips Planned

The Pentagon Ski Club, which is open to all government employees in the Washington area and their families, is planning weekend and longer trips to the Northeast, the Rockies, and Europe. Meetings to learn about the economy excursions are held at the Cameron Station Officers Club, 5010 Duke St., Alexandria on the third Thursday of each month at 7 p.m. The next is Nov. 17. For additional information call 587-2073.

## Fall Fundraiser

A bake/book sale to supplement the DOT Volunteer Fund is scheduled for Oct. 8, 11:30am to 2pm in the NASSIF courtyard and the area behind FOB-10A. Your donations ARE NEEDED and can be brought to Room 523 by 9:30 am, Oct. 8.



## Briefs (From page 1)

controllers dropped again in September for the second month in a row. In August, op errors were down by 14 percent and last month by 10 percent, compared to the same months in 1986. For the year, through September, op errors still are up nine percent over 1986, but this represents a substantial drop since the end of June when the figure was plus 20 percent.

\* A Special Intercom detailing the Administrator's IMPACT 88 program is being mailed in bulk to all FAA offices and facilities and should be in employees' hands shortly after mid-October. The illustrated, four-page newsletter lists the eight major program areas included in IMPACT 88 and provides a status report on each. It concludes by noting, "The success of IMPACT 88 depends on us as the agents of change in the system."

## Delays Plummet (From page 1)

comparable figure for 1986. Through September, the agency logged 280,502 delays of 15 minutes or more in the system in contrast with 305,445 for the same period in 1986.

The September delay figure was 26,586 for a daily average of 886 as compared with 44,868 and 1,496 per day in September 1986.

Air Traffic's Jack Ryan attributed the drop in delays in part to the more realistic airline schedules that were implemented following DOT/FAA meetings with airlines this spring and to improved ATC procedures, such as the Expanded East Coast Plan.

## FAA Launches Review Of ATC Training

FAA has launched a comprehensive review of FAA air traffic controller training, similar to the one already underway in the area of pilot training. Both efforts are part of Administrator McArtor's IMPACT 88 program.

Two contractors are pursuing the review of controller training. Human Resource Research Organization (HumRRO) of Alexandria, VA, is developing the "Design of the Next Generation ATC Training System" and the Non-profit Educational Foundation (NEF) of Colorado Springs, CO, has a project entitled "ATC Training: Analysis and Long-Range Plan."

Over the next six months, the two contractors will be visiting a large number of FAA enroute centers and towers, as well as the FAA Academy and the Technical Center, and the agency is urging everyone to give the researchers their full cooperation.

Ann Hoffer, manager of APT's Technical Training Division, said, "The studies will be finished in March 1988, and we expect solutions to air traffic training challenges of the future."

## Use or Lose

It's time to think about scheduling "Use or Lose" annual leave again. Leave must be scheduled by November 20 to avoid losing it. If scheduled leave is subsequently denied or cancelled because of the exigencies of public business or employee sickness, it can be reinstated.

Most employees can carry over 240 hours of annual leave without losing any. Some controllers and overseas personnel can carry more.

## Reagan Nominates Burnley

President Reagan has nominated Acting Secretary of Transportation James Burnley to be the new Secretary. Burnley came to the Department in 1983 and served as General Counsel briefly before being named Deputy Secretary. The President also nominated Mimi Dawson of the Federal Communications Commission since 1981 for the Deputy Secretary's post.

## First DOT-Wide HRM Conference Scheduled

Managers from headquarters and all FAA regions and centers will attend the first Department of Transportation-wide Human Resource Management (HRM) conference November 2-4 at the National Clarion Hotel in Crystal City, VA. The conference will give HRM managers a chance to share solutions to human relations problems with each other and to get information directly from the Office of Personnel Management (OPM) and the DOT Office of the Secretary (OST).

Attendees will hear Acting Secretary Jim Burnley and Assistant Secretary for Administration Jon Seymour as well the Deputy Director and four Associate Directors from OPM. They will discuss upcoming OPM initiatives and significant HRM issues the Federal workforce will be facing in the upcoming year.

Leading workshops and panel discussions will be senior HRM managers from OST. Approximately 150 managers are expected to attend the conference with about 40 from FAA.

Following the DOT-wide conference, a special day-and-a-half meeting will be held for FAA HRM managers from headquarters and the field.

## FAA/NAATS Reach Accord

After only eight days of negotiations, FAA and the National Association of Air Traffic Specialists (NAATS) reached tentative accord September 30 on a new collective bargaining agreement that covers all flight service station specialists. The ratification vote is expected sometime before the end of November and, if approved, the agreement will become effective January 1, 1988, for a three-year period.

The FAA negotiating team was led by Ray Thoman, ALR-2. Other team members were Carol Nero, ALR; Nancy Lathey and Will Nelson, ATR; Hank Elias, AAL; Tom Hamit, ASO; Larry Bjork, AWP; and Bob Bowen, ASW.

## FAA Gets Increased Procurement Authority

DOT has tentatively granted Administrator McArtor added procurement authority in a move designed to speed modernization of the national airspace system.

The DOT decision will permit McArtor or his deputy to serve as the Source Selection Official on designated programs valued at up to \$150 million. The covered programs include such procurements as Mode S radar beacon systems, instrument landing systems, low level wind shear alert systems and traffic management system hardware. All are vital elements of FAA's 10-year, \$12.2 billion National Airspace System (NAS) Plan to upgrade the capacity of the present air traffic control system.

McArtor has made increased procurement authority one of the major goals of his IMPACT 88 program, which he announced at his formal swearing-in ceremony on July 27. The Administrator also is asking for greater FAA autonomy in executive personnel matters and rulemaking.

# Headquarters News



## Aviation Education News

\* Employees can learn how to promote aviation in their communities through an aviation education workshop conducted by nationally recognized aviation educators. Successful completion of the two half-day sessions, scheduled for the week of October 19 at FAA headquarters, will lead to appointments as volunteer Aviation Education Counselors.

The FAA's first Aviation Education Counselors--51 in all--were designated last month by the Central Region following a similar session. This special program has been initiated by the FAA's Aviation Education staff to provide formal education for volunteers involved in promoting aviation. Public education aimed at increasing aviation awareness has been identified by Administrator McArtor as a top agency priority, and it is included as one of the major planks in the IMPACT 88 program. FAA employees should contact Phil Woodruff, director of the FAA Aviation Education program, on x73476 for details.

\* Don't look away as you pass the displays in the lobby on October 21. Nobody will try to sell you anything. In fact, you can pick up material that won't cost you a dime. It is all part of the annual FAA Aviation Education Coordinators Conference being held in Washington that week. The open house is designed to promote interest in aviation education and to let FAAers know what is being done across the country through a network of FAA volunteers in partnership with the aviation and education communities. Take the time to stop, ask questions and pick up brochures, model airplanes, badges, or whatever. FAA and industry representatives will answer questions.

## Awards and Rewards

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

Jo Officer and Dean Lang, APT; Frederica Dunn, Eileen Lee, and Paul Williams, AOE; Kathryn Phillips, AHP; Don Rock, J. Aul, Steve Fewell, Paulette Randolph, Deborah Gardner, and Carolyn Dalboyi, AHR; Carolyn Williams, Carol Kelly, JoAnn Jackson, Thelma Bagley, and Barbara Edwards, ALG; Leo Scanlon, AMS; Kathleen Yodice, AGC; Kenneth Mays and Clayton Smith, ATO; Judith Spruill, ASF; Theodore Page, AAP; Joel LaFerriere and Paul Teselle, APM; Nancy Sealy, David Hicks, and Valerie Stephens, AHP; Virginia Meadows, AAM; Robert Dye, ASF; Lawrence Brock, AGC; Richard Clark, ADL.

### Letters of Commendation

Avon Bailey, Clay Deaton, Andy DeChat, Sharon Fletcher, Joyce Gillen, Diane Proctor, Carolyn Williams, and Debbie Wilson, ALG.

## Visit a Lovely Garden With Museums Beneath

A good place to walk during the lunch break is in the lavish garden in front of the Smithsonian Castle. The new garden is now completed and even more beautiful than the one it replaced. If you have time, you can also visit the museums beneath the garden. Both the Sackler Gallery of Asian art and the African Museum were opened to visitors last month as was the International Center Gallery which is also located below the Enid A. Haupt Garden.

In the Sackler Gallery are objects from the late Dr. Sackler's rare collection of Asian and Near Eastern art. In the National Museum of African Art you will also find objects from rare collections.

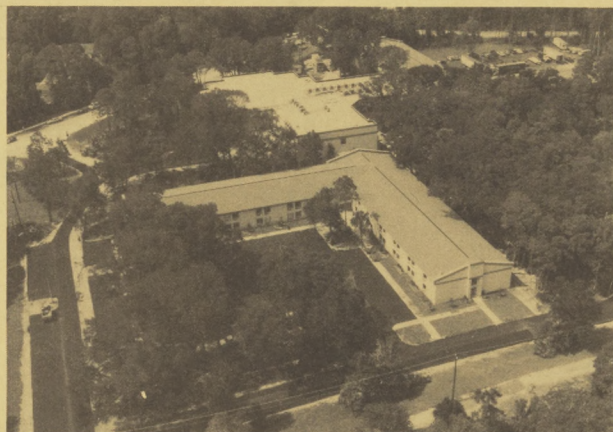


U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## New Center For Management Development



Tucked among the trees that give Palm Coast, FL, its name, FAA's new Center for Management Development (CMD) opened for business October 20 with 150 students. Staffed by more than 100 FAA and contractor personnel, the school offers 18 managerial, supervisory and staff courses.

Someone at the October 15 dedication of FAA's new Center for Management Development (CMD) probably said the ceremony marked the beginning of a new era in the history of the

agency's management training programs. If not, they should have, because it's true.

The CMD has a new name (formerly the Management Training School), a new home (Palm Coast, FL), a new manager (William Newman), a new supporting contractor (Embry-Riddle University), a new instructional contractor (University Research Corp.), and a revised Competency Based Curriculum (more simulation and role playing).

Moreover, the school now will be handling more students than ever before in order to meet the agency's increasing training needs. Acting FAA Executive Director Robert Whittington told the more than 200 people attending the dedication ceremony that the projected student load for the first year of operation is being increased from 3,000 to 4,000.

In all, the CMD will (See page 2.)

## FAA People

\* New England Region Director Robert Whittington is back in Washington again to help fill the executive-level void created by the recent departure of Deputy Administrator-designate Larry Hecker. Whittington has the title of Acting Executive Director, which will become permanent once all the paperwork is completed. He previously filled in from July 1986 to July 1987 as Acting Deputy Administrator and then

briefly as Acting Administrator before returning to New England.

\* Thirty-year FAA veteran Joseph Rubino has been named Deputy Director of the agency's Technical Center at Atlantic City, NJ. A former Airway Facilities technician, Rubino has been at the Tech Center since August 1975 and served as the Center's Acting Director from April to August of (See page 2.)

## Center (From page 1)

be offering a total of 18 managerial supervisory and staff courses, ranging in length from one to three weeks. The first classes began October 20 with 150 students.

The new facility has 92,000 square feet of floor space tucked away among the trees that give Palm Coast its name. Included in the floor plan are 200 private rooms, each with their own bath, which means that CMD students won't know quite as much about their classmates as those who matriculated at the old MTS in Lawton, OK.

## People (From page 1)

this year. He holds a B.S. degree from Stockton State College and has received 25 awards in his 30 years with the agency.

\* The first woman aeronautical engineer hired by FAA's predecessor, the Civil Aeronautics Administration, is finally getting some well deserved recognition. On Oct. 15, Katherine Stinson was honored by the Los Angeles Section of the American Institute of Aeronautics and Astronautics as its "Aerospace Pioneer of the Year." Stinson, who also was the first woman aeronautical engineer to come out of North Carolina State, joined the old CAA in 1941 and spent 32 years with the agency before merging with the sun 'n fun set in southern California.

\* Sometimes the best ideas are the simplest ones. Take the suggestion by Judith Marro of the Jacksonville enroute center to combine mail sent from field facilities to headquarters in a single envelope. The savings in postage are obvious, running into thousands of dollars a year. Not surprisingly, the agency adopted the suggestion and presented Ms. Marro with a check for \$400.

## TWA & Braniff Targets Of Civil Penalty Actions

Trans World Airlines has paid FAA \$252,000 to settle an enforcement action resulting from an in-depth inspection of the carrier last winter. Most of the alleged violations of Federal Aviation Regulations uncovered during the two-month inspection related to record keeping, deferred maintenance and improper maintenance procedures.

In a separate action, the agency has proposed a \$512,000 civil penalty against Braniff for failure to satisfy its regulatory responsibilities for maintenance audit and quality control during the period Nov. 1986 - May 1987. The carrier also was cited for other maintenance related violations and using dispatchers who had not completed recurrent training.

## Host Program Update

For those keeping score on the Host computer program, here are the latest results: The Minneapolis center got its Host on the 2nd, the Indianapolis center on the 16th, and the Jacksonville center will take delivery on the 30th. That will push the total number of deliveries up to 18. Next month is the delivery to the Ft. Worth center, followed by the 20th and last delivery to the Salt Lake City center on Dec. 4. FAA and IBM are shooting to have all 20 centers fully operational with the Host by June 1988.

## An Hour's Difference

It's "fall back" time again which means everyone gets up at 2 a.m. Sunday, Oct. 25, and pushes the clock back one hour. Employees on duty during the time change will be paid for the actual number of hours worked. Ignore this if you live where there is no time change. You know who you are.

# McArtor's Personal "8 for 88"

# Headquarters Intercom

## The Administrator's Staff

In a manner of speaking, everyone in FAA is on the Administrator's staff, but some work more closely with him than others. The eight people who make up the Administrator's personal staff, or will be part of it when they all get their clearances, are a varied group.

They studied to be school teachers or administrators or historians, and in their individual ways found themselves working for or with Allan McArtor. They came from East Coast states and



Janet Morrow and Administrator McArtor



Diane Coghlan



Michael Goldfarb

the Mid-West. They have in common an interest in aviation and space, an admiration for McArtor, and the ability to talk easily and affectionately about him.

A remark made by staff assistant Bob Cripe was typical, "Allan understands the human factor. He certainly has the technical background, but he also understands that the human aspect is critical." Cripe was working for DOT's Office of Commercial Space Transportation when he got to know McArtor. He has lived in Washington for the past 12 years and says he has always heard good things about FAA. Before that his home was Auburn, IN.

Chief of Staff Michael Goldfarb is also a Washingtonian, although originally from New Jersey. He, too, worked for the Department's Office of Commercial Space Transportation. He knows his way around the Federal complex, having worked for the government for the

past 15 years. Also, he has a Master's Degree from Antioch College in Planning and Administration.

Don Brown, who hails originally from Wilmington, DE, came to the agency with McArtor from Memphis. He was working for the Space Transportation Company when that was taken over by Federal Express, where he met McArtor.

Janet Morrow, on the other hand, studied to be a teacher but had the bad luck to graduate in the middle of a teacher "glut." So the native Arkansan switched to industry and ended up as McArtor's executive secretary.



Mary Couch



Janet Morrow with Don Brown

She likes her job here and particularly likes the friendly people.

Her desk in the executive suite is flanked by Diane Cogan's. Diane is currently assigned to the Administrator's staff but may soon be a permanent member of the staff.

Mary Couch is another alumni of DOT's Office of Commercial Space Transportation and brings with her 20 years of government experience, including 14 with the old Civil Aeronautics Board.

Rounding out the staff are well known FAAers: Rochelle Claypool, a long-time fixture in the Administrator's suite, and Theron Gray from the Office of the Chief Counsel.



Bob Cripe

## Headquarters News



### Make A Fresh Start

The Employee Counseling Service has scheduled another one of its "Fresh Start" stop smoking clinics in an effort to wean still more FAA employees from that tenacious nicotine habit.

The first session will be held 10-11 a.m., Nov. 2 in Room 5C with follow-up sessions at the same time Nov. 6 (Room 5B) and Nov. 9 and 12 (Room 5C). Call 774-8898 to enroll.

The "Fresh Start" program is one of numerous services offered by the Employee Counseling Service, which is staffed by health care professionals from Montgomery County General Hospital. Nearly 100 employees already have taken advantage of this strictly confidential counseling service on matters related to emotional distress, family crises, substance abuse, and other stress-related problems. You already have the number.

### CFC Raffle Winners Picked

Among the lucky winners in the first CFC raffle are Patty Cline (AEE-10), who will get to serve as the Administrator's temporary Executive Assistant and accompany him on an upcoming flight on the FAA Jetstar, and Naomi Bryant (AWS-3), who will have her choice of being McArtor's breakfast or lunchtime partner with him picking up the tab.

Other winners in the Oct. 14 drawing were Dave Venti (ATS-110), lunch or dinner for two; Gary Koch (AFS-810), fresh flowers; Chuck Fluet (ASF-200), a free manicure; Preston Haynes (ATS-120), a \$5 video game gift certificate; Stephen Morrison (AFS-220), a tee shirt; and Howard Richardson (AOE-1), "Trails-End Popcorn."

### "Original Intent" Is Speech Topic

During the recent Senate hearings involving Robert Bork, the original intent of the Founding Fathers was a matter of considerable dispute.

That's why the appearance of an acknowledged expert on the subject in the FAA auditorium at noon on Oct. 28 has particular relevance. He is Dr. John Agresto, Deputy Chairman of the National Endowment for the Humanities, who will try to answer the question, "Whose Intention was Original Intention?"

Agresto is the author of The Supreme Court and Constitutional Democracy among other scholarly works. His appearance is part of a series sponsored by the Department of Transportation's Bicentennial of the Constitution Committee.

### Relocation Film Now Showing

For anyone considering a transfer and relocation, the Human Resource Management Division (AHR-100) says viewing "The Appraisal Process" is a must. Shown the first Wednesday of every month at 9 a.m. in Room 513, the film explains the home appraisal process used by the agency's relocation contractor. Next showing is Nov. 4. Questions go to Jay Aul on x73886.

### Open Season Books Coming

Due to late delivery of the 1987 Health Benefits open season brochures from the Office of Personnel Management, FAA is expediting their redistribution agencywide. The Labor and Employee Relations Office has the lead in this effort in close cooperation with the FAA Depot and the regional Human Resource Management Divisions. Check with the HRM people on availability.

## News In Brief

\* On Nov. 16, the National Transportation Safety Board will open a public hearing on the Northwest Airlines takeoff accident that occurred at Detroit's Metropolitan Airport on Aug. 16. NTSB Vice Chairman Patricia Goldman will chair the Board of Inquiry in Detroit with witnesses from FAA, Northwest, McDonnell Douglas and Pratt & Whitney, among others. A total of 156 persons died in the accident.

\* FAA's Alaskan Region is reporting that aircraft accidents in the nation's flyingest state continued their downward trend in FY 1987. Although the total number of accidents was virtually unchanged from FY 1986 (186 last year vs. 185 the year before) the number of fatalities dropped from 43 to 32. Particularly heartening was the decline in air taxi accidents for the third consecutive year -- from 28 to 18 with fatalities down from 14 to 11.

\* The deadline for submitting nominations for the Administrator's Award for Excellence in EEO is Nov. 20. The agency will be honoring employees for both external and internal EEO activities. The award ceremony, itself, is scheduled for January in Washington headquarters. Questions go to Al Mendez (ACR-3) on FTS 267-3262.

\* The agency has scheduled four public meetings on proposed changes to the Los Angeles Terminal Control Area (TCA), some of which already have been implemented on an emergency basis. FAA will be at Van Nuys on Nov. 12, El Segundo on Nov. 16, Los Alamitos on Nov. 19 and Ontario on Nov. 24. Written comments will be accepted until Dec. 9.

## Controller Hirings Top FY 1987 Goals

FAA completed FY 1987 with a total controller workforce of 15,433 people, well above its revised target for the year.

Originally, the agency was shooting to have 15,000 in the workforce by the end of FY 87 but later increased that goal to 15,225. At the same time, the agency sent Congress a supplemental FY 1988 budget request for 955 additional air traffic control positions, including 580 controllers.

Overall, the agency increased the size of the controller workforce by 4.3 percent in FY 1987, starting from an Oct. 1, 1986, base of 14,803. The number of full performance level controllers increased 2.8 percent, meanwhile, going from 9,528 to 9,798.

## "The Third Man" Published

The "third man" in the cockpit is almost a dead issue today, but for more than three decades it was one of aviation's most contentious disputes.

FAA Historian Nick Komons examines this controversy in a new book entitled -- appropriately enough -- "The Third Man" and concludes that most of the rhetoric may have been directed at safety, but economics was the real issue.

Komons notes that FAA was caught between the proverbial rock and a hard place in trying to balance the competing positions of the airlines and their unionized flight crews. However, you'll have to buy the book -- or check it out of your library -- to find out how the agency resolved the problem. Copies are available through the Government Printing Office for \$5.50 a copy. Stock #050-007-00761-2.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## News in Brief

\* Vice Admiral/NTSB Member/FAA Administrator Donald Engen has a new title to list on his resume. He was named president of the Aircraft Owners and Pilots Association's Air Safety Foundation at the organization's recent convention in Las Vegas. He's already on the job.

\* The first revision of the FAA Handbook since 1984 is in the final stages of coordination, but don't look for it to show up in the in-box for a couple of months. The clearance and printing processes take time. Major changes reflect the agency's new performance system and the latest retirement options, such as the Federal Employment Retirement System (FERS) and the Thrift Savings Plan.

\* There is a new 366-5957 telephone number for DOT's Consumer Affairs Division that will give FAAers and others faster access to personnel in that office. Previously, everyone there shared the 366-2220 number that is also used for consumer complaints about air travel, and (See page 2)

## New Course For Air Traffic Evaluators Starts



A total of 22 Evaluation specialists from headquarters and the field attended the initial classes, Oct. 19 - 23, of a new AT course emphasizing standardization in methods for carrying out investigations and evaluations.

Increased standardization is the goal of a new course for Air Traffic Evaluators that was kicked off in Arlington, VA, on October 19. Plans already are under way for follow-on classes to be held on a routine basis beginning early next year.

Air Traffic's chief evaluator Harvey Safeer was the lead-off speaker and told his audience, "We must standardize the way in which evaluations and investigations are conducted by all levels of air traffic from facilities to headquarters." Safeer is director of the Office of Air Traffic Evaluations and Analysis (ATS).

The course was put together under the guidance of Chuck Snover, a military officer assigned to the Headquarters Evaluations Branch, using suggestions and ideas from both headquarters and field personnel. Subject areas included FAA/NTSB responsibilities in (See page 2)

## Briefs (From page 1)

it gets rather busy at times. The 366-2220 number now is primarily for consumer complaints.

\* This year's winner of the Annual Management Systems Activities Award was the Alaskan Region's Management Systems Division. The award recognizes an overall high level of performance in such areas as program accomplishment, communications, employee development, external relations and professionalism. Alaskan Division Manager Dick Brindley took possession of the winning plaque from Management Systems Director Mike Sherwin in a September 21 ceremony in Washington headquarters.

\* Approximately 890 FAAers were affected by the recent Office of Personnel Management (OPM) special pay raises for Federal engineers, scientists, medical personnel, and other shortage-category employees. The special pay rates became effective with the first pay period in October.

\* Veterans Day this year will not get Federal employees a three-day weekend. Veterans Day is being celebrated on Wednesday, Nov. 11, the original Armistice Day marking the end of World War I.

## Course (From page 1)

accident/incident investigations, handling of air traffic operational errors and near midair collisions, procedures for full facility and other types of evaluations, and resource management.

The 22 participants in the five-day seminar were drawn from each of the regions, the Headquarters Evaluations Branch (ATS-120) and the Field Evaluations Branch (ATS-130).

## FAA Proposes Tougher Standards for Exit Doors

The agency has proposed a rule that, for the first time, spells out the maximum distance between emergency exits on large aircraft. The rule limits the distance between exits to 60 feet and requires that no passenger seat be more than 30 feet from an emergency exit. Current regulations require only that exits be spaced uniformly along the passenger cabin. The number is keyed to the number of passengers.

If adopted, the rule would affect all new transport airplane type certificated after the effective date, and new planes produced under existing type certificates. Airplanes already in service would not be affected.

## First Focus Group Meets

FAA will initiate a new approach to problem solving when it convenes its first "Employee Focus Group" composed of working controllers in Atlanta, Oct. 28-30.

Already scheduled is a second meeting with Flight Standard inspectors for November 18-20 in Atlanta. Meetings with other groups will follow.

Administrator McArtor will chair the initial meeting, which will bring together 27 full performance level air traffic controllers selected from centers and towers in each of the regions, as well as three representatives of the National Air Traffic Controllers Association. Joining McArtor will be top level Washington officials from Air Traffic, Systems Maintenance, Aviation Standards, Budget and Human Resources.

The theme of the first meeting will be "The Right Stuff -- How Do We Improve Controller/Team Performance To Reduce Operational Errors and Increase Professionalism?" McArtor believes working controllers are among the best qualified to answer these questions.

## Atlanta Is Number One

Atlanta's Hartsfield International Airport can now lay claim to being the world's busiest airport, having finished Fiscal Year 1987 with more operations than the long-time leader, Chicago's O'Hare International Airport. Preliminary figures show that Atlanta finished the year with a total of 801,122 operations as compared with 795,804 for the Chicago airport. O'Hare has been top dog airport trafficwise on both a calendar and fiscal year basis since 1962.

## Final AFSS Commissioned With Model 1 System

The first phase of the Automated Flight Service Station (AFSS) Program was completed September 28 with commissioning of the basic automation package, known as the Model 1 System, at the Jackson, TN, facility. The agency now has 37 Model 1 stations on line, seven others operating with the computer supported Leased Service A & B System (LABS), and 17 more scheduled to receive the leased system by 1991.

Meanwhile, the AFSS contractor, E-Systems, is developing a more powerful version of the basic system, called Full Capacity Model 1, which will replace the LABS equipment and also be used to upgrade the existing Model 1 installations. Deliveries will begin in early 1990 and be completed in late 1992.

The agency also plans to contract with the private sector next year to provide weather graphics and direct computer access to the system. Deliveries of these enhancements will begin in 1989.

## FAA Offers Grace Period For Pilots to Report DWIs

FAA is giving a second chance to pilots who failed to report required information on drunk driving and other traffic convictions on their medical certificate applications. They now have until January 1 to set the record straight with the assurance that the agency will not take enforcement action on the basis of falsification, for any falsification of a record of traffic conviction disclosed by the voluntarily supplied information.

As of January 1, the FAA intends to intensify its enforcement action in falsification cases involving traffic convictions. However, even after January 1, and until further notice, FAA will continue to accept corrected data on traffic convictions and will not take enforcement action on the basis of falsification providing the airman acts before the agency becomes aware of the falsification through other means.

## AES at ATCA Convention

The Systems Engineering Service is sponsoring two advanced equipment exhibits at the Air Traffic Control Association (ATCA) conference, November 2-5 in Anaheim, CA.

One is the Advanced Traffic Management System (ATMS) exhibit, demonstrating the potential use of a satellite link to transmit ATC flow management data to Aircraft Situation Display units throughout the system.

The Controller Radar Training Automation (CRTA) display will show how computers can enhance the training of radar controllers by monitoring student performance and providing verbal corrections when they violate legal, procedural, or technical rules.

## Headquarters News



### Fun-Run Results

For the second year in a row, "The Barristers" from the Chief Counsel's Office showed their heels to the rest of FAA headquarters to take first place in the second annual CFC "Fun Run" around FOB 10A on Oct. 21. AGC's time of 9:09 minutes for the five legs was even faster than last year's 9:14.

Second and third places went to "The Running APS" team and AAA's "The Streakers." Their times were 9:23 and 10:24, respectively. In all, 28 teams entered the competition and every one of them finished.

Administrator McArtor, who participated in the run himself, handed out the prizes to the top three teams as well as the winners of the special category awards. These included: The Ugly Knees Award to McArtor's own "Allan's Sky Busters"; Weight Award to the AAA's "Hogs & Lean Pork Chops"; the Best Dressed Award to the API's "The B T O 'S"; and the Slowest Team Award to APR's "The Chains."

Watch for a special insert on the Fun Run in next week's Intercom.

### ASCE Lunch Planned

The Air Transport Group of the American Society of Civil Engineers is sponsoring a luncheon November 5 at the Pier 7 Restaurant. Guest speaker will be John Sheehan, Executive Vice President of the Aircraft Owners and Pilots Association, who will speak on "What's in the Future for General Aviation?"

For reservations contact Bob Yatzeck on x77891 or Jim Brunskill on x78815.

### CFC Prizes Awarded

Combined Federal Campaign raffle prizes were awarded October 21 to eight headquarters employees by Air Traffic Plans and Requirements Service's Joe Kisicki who is this year's FAA/CFC coordinator.

Tickets for the raffle were drawn by Administrator McArtor, a child from the FAA Day Care Center, and Steering Committee worker Debra Plymate of the Air Traffic Plans and Requirements Service.

Winners and their prizes were: George Thomas, ACR, the chance to name an intersection in the National Airspace System; Tom Proeschel, AAP, breakfast or lunch hosted by Administrator McArtor; Larry Craig, ABU, a ride on the regular flight from headquarters to Atlantic City and back on FAA's Tech Center shuttle; Bill McAndrew, APO, lunch for two at "Gourmet Too" Restaurant; Cecelia English, AFS, one free haircut at Metro Barber; Jim Young, ACS, \$5 gift certificate for video games at Time Out Family Amusement Center; Yvonne Smith, AMS, free processing and developing of one roll of film at CPI Photo Finish; and Eileen Lee, AOE, "Trails End" popcorn, donated by the Boy Scouts of America.

### Hoch Back to Eastern

Charles Hoch has returned to the Eastern Region as Manager of the Airway Facilities Division after spending 15 years in Washington headquarters. He was Manager of the Safety Analysis Division in the Aviation Safety Office. He joined the agency in the Eastern Region's Airway Facilities Division in 1962.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## News in Brief

\* A recent FAA audit of the deferred maintenance practices of 11 airlines could lead to tougher FAA rules in this area. Deputy Associate Administrator for Aviation Standards John S. Kern told a Congressional subcommittee on Oct. 21 that the agency is concerned about possible abuse of airline minimum equipment lists (MELs) which specify what items must be operational before a pilot can take off. Kern said, "The results of the audit are currently being analyzed, and we are considering strengthening our current requirements to reduce deferral of maintenance items for prolonged periods."

\* The agency has told Congress that it wants to add more than 1,300 aviation safety inspectors and support personnel to the workforce in the FY 1988-1991 time period. FAA's "Annual Report on the Effect of the Airline Deregulation Act on the Level of Air Safety" for 1986 said the projections are based on new staffing standards (See page 2)

## Employee Survey Follow-Up Evaluation Nears Completion

FAA has completed the regional follow-up evaluation of actions resulting from the 1986 Employee Attitude Survey and now has turned its attention to the Technical Center, the Aeronautical Center, and Washington headquarters.

Teams of headquarters and regional managers already have interviewed employees at approximately 100 field facilities to determine what actions have been taken to address negative findings in the survey and improve overall job satisfaction. The evaluators have focused primarily on the process that managers have instituted to correct problems.

Among the questions posed to employees is whether managers have realistically identified problems, have involved employees in finding solutions, and have requested additional guidance from the regional office. Another major area of concern is whether employees, themselves, have perceived any changes. (See page 2)



During commissioning ceremonies, Administrator McArtor switches the Washington Center to the host computer.

## Briefs (From page 1)

which accurately match workload with staffing needs. Over the four-year period, the new standards call for a total of 1,028 inspectors and 352 support personnel.

\* Elizabeth "Liddy" Dole has departed her post as Transportation Secretary, but her name lingers on in the air traffic control system. At the direction of Administrator McArtor, there is now a Liddy intersection near the airport serving the former Secretary's hometown of Salisbury, NC. The intersection is at the two-mile DME point of the 19.6 degree radial of the ROWAN (Salisbury) VOR.

## Evaluation (From page 1)

Results of the evaluation will be used to brief the Administrator and other top-level agency officials. They also will serve as a guide in the preparation of the 1988 survey cycle, which includes the administration of the survey, feedback of results, analysis, action, and follow-up evaluations.

## Flight Instructors And Mechanics Honored

This year's Certified Flight Instructor of the Year is June Bonesteel from Scottsdale, AZ, Airport and the Maintenance Technician of the Year is Lenny Skunberg of the Salmon, ID, Airport. Both were honored at ceremonies in the FAA Washington headquarters on October 24. Bonesteel operates her own flight school at Scottsdale, and Skunberg is proprietor of "Lenny's" Airmotive at the Salmon Airport.

## Forte New ANE Deputy

Timothy Forte has been re-assigned to Deputy Director of the New England Region from his previous post as manager of the Western-Pacific Region's Flight Standards Division.

An experienced airman with an airline transport pilot's certificate and instructor rating, he joined the agency in 1978 as an operations inspector at the Farmingdale, NY, GADO. He subsequently moved to the Eastern Region headquarters as an air carrier certification specialist and then to Washington headquarters as an aviation safety inspector.

He succeeds Clyde DeHart, Jr., who moved to the Southern Region as Deputy Director this summer.

## Science Grants Awarded To 11 Institutions

FAA has awarded competitive airway science grants, totaling \$5 million, to 11 colleges and universities in nine states and Puerto Rico. The funds can be used for building construction and/or the acquisition of instruction equipment to support each school's airway science curriculum.

The FAA-sponsored grant program was initiated in 1983 to help educate the nation's future aviation leaders. Thirty schools currently have an FAA-approved airway science program and another 20 are in the process of getting approval.

The 11 grant recipients are Auburn University, Embry-Riddle Aeronautical University, Florida Institute of Technology, Hampton Institute, Inter American University of Puerto Rico, Kearney State College, Middle Tennessee State University, National University, Ohio State University, San Jose State University, and Southern Illinois University.



APR, AOE, and other team runners await their turns to race around the building.



## special Intercom Fun Run



Administrator McArtor and Chief of Staff Michael Goldfarb both ran on "Allan's Sky Busters" team.



George Dabrowski, CFC Fun Run Committee Chairman, brings teams to the starting line.

### FUN RUN HELPS CFC

There was more "thrill of victory" than "agony of defeat" in the air when 140 headquarters athletes gathered outside FOB-10A on Oct. 21 for the Second Annual CFC Fun Run. The cool, sunny weather was perfect for both athletes and spectators.

Although "The Barristers" from the Chief Counsel's Office again ran off with first place in the five-person relay race -- and did it in such a convincing manner that they probably now are thinking Olym-



# Fun Run

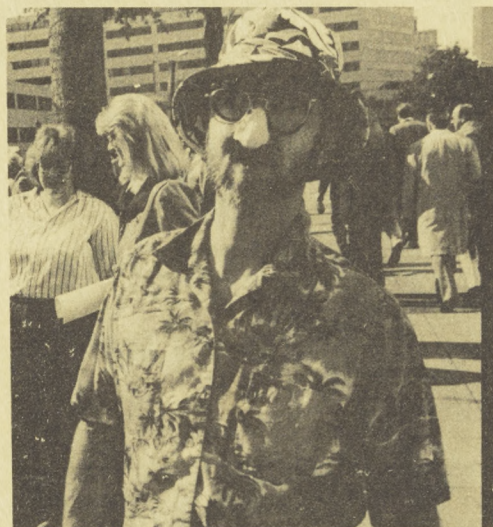


Spectators standby while runners wait for their batons.

pic Trials -- there were plenty of prizes to go around, including the Ugly Knees award that went to Administrator McArtor's "Sky Buster's" team.

In all, 28 teams participated in the competition and all of them finished, although not necessarily on the same day. The second and third place winners were "The Running APS" and the AAA "Streakers." Winners in the other categories, besides the Ugly Knees, were: Weight, AAA's "Hogs & Lean Pork Chops"; Best Dressed, API's "The B T O'S"; and Slowest Team, APR's "The Chains."

The Fun Run's big winner, of course, was the CFC. FAA runners showed what kind of effort they were willing to make and figuratively asked others to support the campaign. There's still time, but get your money in before November 10.



Deputy Associate Administrator for Policy and International Aviation Dale McDaniel ran with "The B T O's" team, winners in the "Best Dressed" category.



"Streaker" runner Ray Morris passes baton on to teammate Virginia Brooks.



Nurse Sam Hart and Sandy Weaver of the Air Traffic Evaluations and Analysis Office standby in case one of the athletes needs medical assistance.



## Thrift Savings Open Season Coming

Nobody enrolled in the Thrift Savings Plan (TSP) lost a penny of his/her investment in the recent stock market "correction" because the plan managers currently buy only short-term Treasury bills which paid 9 5/8 percent in October. The current interest rate will be printed automatically on your earnings and leave statement.

The TSP Open Season will work much like the Health Benefits Plan Open Season with both Civil Service Retirement System (CSRS) and Federal Employees Retirement System (FERS) workers allowed to enroll in the plan or change their options before the Jan. 30, 1988, closing date.

Contributions by CSRS employees again will be limited to five percent of their salary with no Federal matching funds. FERS workers can make up to a 10 percent contribution with the Government providing matching funds for up to five percent of that amount.

Elections made by Jan. 2 will be effective Jan. 3, with those submitted between Jan. 3 and Jan. 30 effective the first full pay period after receipt. Pick up brochures and enrollment forms from servicing personnel offices.

## Women Named To Top Agency Posts

Two FAA career women, Jacqueline Smith and Vina Showers, have been appointed to key executive posts in the Western-Pacific Region and the Aeronautical Center, respectively.

A 19-year air traffic veteran, Smith is the new manager of AWP's

Air Traffic Division, the first woman to hold that post in any region. She started her career as a controller in the Los Angeles enroute center and later was assistant manager of the Cleveland center and manager of the Boston center before becoming assistant manager of AWP's AT Division.

Showers registers two agency "firsts" with her appointment as manager of the FAA Depot. She is the first woman to hold that job and also the first minority female in the Senior Executive Service in FAA. She has been with the agency in Oklahoma City and Washington for 20 years, earning both a B.A. and a law degree along the way.

## Service Suspended

The property rental management and rental assistance services provided under FAA's relocation contract with ChemExec Corp. have been temporarily suspended because of a ruling by the General Accounting Office (GAO) that limits relocation services to those specifically authorized in the Federal Travel Regulations.

The DOT General Counsel currently is reviewing the GAO decision to determine what options are open to the agency in this area. The ruling affects only rental services in which the contractor managed the rental of employees' homes and assisted them in finding rental housing at their new duty stations. There is no change in the guaranteed home purchase and home finding services.

## Headquarters News



### CFC Almost There

After the first three weeks, the 1988 Combined Federal Campaign has reached over 78% of its goal of \$185,000. A total of \$145,052 has been contributed by 56% of FAA employees.

The Office of Aviation Safety has reached 100% employee participation, with many over the 50% mark. These figures do not include confidential donations.

The CFC steering committee said that contributions will be accepted through Tuesday, Nov. 10. They point out that there is still time for offices to improve their ratings. Contact local key workers for information on how to help your office reach 100%.

### Health Fair Planned

To help employees make informed decisions during the Health Benefits Open Season November 9 to December 11, a Health Fair will be held November 18 from 9:00 a.m. to 4:00 p.m. in rooms 5A, B & C. Representatives will be present from all plans to answer questions and provide general information.

Additionally, the 1988 Enrollment Information Guide and Plan Comparison Chart currently is being distributed to all headquarters employees. This booklet contains information on major features of each plan, including cost.

Brochures and registration forms can be picked up in AHR-140, Room 514. Completed forms should be returned to this office on or before Dec. 11.

Employees planning to retire prior to Jan. 3, 1988, and change benefits should call 73881 for special registration instructions.

### Administrator's Briefing

During a special session in the FAA auditorium on October 26, Administrator McArtor briefed headquarters managers on his philosophy and objectives. He explained the importance of "clear purpose management," where each individual identifies what he/she does best and expands or improves on those talents or initiatives.

He also stressed the responsibility each manager and each employee has in moving the agency forward in new program directions.

He ended the session by saying he would set up additional forums to assure continuing communication between the Administrator and managers.

### Money Found

Good news for anyone who lost a "significant amount" of money in the FAA cafeteria recently. It has been found. All you have to do to claim same is contact Cafeteria Manager, Roger Schindele, and tell him when the cash was lost and the amount, including the denomination of the bills.

### Awards and Rewards

Special Achievement Awards Based on Special Acts or Services

Louis Grilo, Victor Torrico, Catherine Sullivan, Wayne Sutler, Warren Lichtenberg, and Mary McCain, APM.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## News in Brief

\* Both the House of Representatives and the Senate now have passed bills that would extend the Airport and Airways Improvement Act of 1982, and the next step is a joint conference to iron out differences in the two versions. One of the points to be settled is the length of the extension since the House bill specifies five years and the Senate version only three. Conferees also must agree on annual authorization levels for funding key FAA programs and decide on a long list of amendments covering such items as (See page 2)

## Success at First "FOCUS GROUP" Session Noted

It was difficult to tell who was more enthusiastic about the first Employee Focus Group (EFG) problem solving session in Atlanta, Oct. 28-30, Administrator McArtor or the working-level participants.

McArtor told a Nov. 3 press briefing in Washington, DC, that the 15,000 air traffic controllers in the field make up one big "Tiger Team" for the agency.

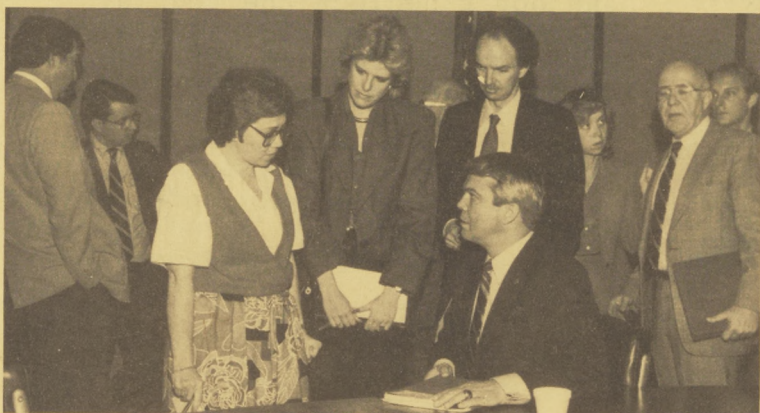
"I am convinced that they have the solutions to our system problems, and all we need is someone who is smart enough to ask the right questions and then write down the answers."

He noted that the group of 27 full performance level controllers and three National Air Traffic Controllers Association (NATCA) representatives at the Atlanta meeting were "extremely enthusiastic" and came up with many excellent recommendations, some of which we implemented on the spot. He

cited the example of overlapping shifts where facilities now will have greater flexibility to adapt the national policy to specific circumstances.

Fred Spencer from the Miami Tower, who was one of the NATCA representatives, agreed with the Administrator's assessment. "We were very pleased that McArtor wants to go directly to the front-line for feedback with no filters in between," he said. "I don't think anyone came away from the meeting without positive feelings and the idea (See page 2)

## McArtor Tells FAA's Story



Administrator McArtor talks with the press during a regular briefing session held November 3.

## Briefs

(From page 1)

collision avoidance systems, cockpit voice and flight data recorders, life vests, access to the National Driver Register and noise abatement.

\* For FAAers, perhaps the most important amendment to the Airport and Airways legislation is one giving additional protection in job-related lawsuits. It would give the FAA Administrator authority to indemnify agency employees for damages they might incur in a lawsuit, provided the litigation arises from activities that were within the scope of their employment.

\* FAA has put the airlines on notice that 80 percent isn't good enough anymore when it comes to detecting weapons at airport screening points. On Oct. 22, Civil Aviation Security Chief Ray Salazar told a Congressional subcommittee that the agency is not satisfied with the current 80 percent success rate on weapons detection and has amended airline security standards to strengthen requirements in this area. He added that the agency is prepared to take enforcement action against those who do not meet the new requirements.

\* Southern Region Assistant Public Affairs Officer Roger Myers has won a first prize in photography in an area somewhat far afield from his aviation duties. His photo of an old mill was judged the top entry in a contest sponsored by the Society for the Preservation of Old Mills. On second thought, old mills and old airplanes aren't that much different after all; they both have propellers.

## Group

(From page 1)

that we had accomplished something."

Similar views were expressed by Donna Kitta of the Dayton Tower. "I thought it was great," she said. "It really showed a sense of enthusiasm for FAA and within FAA. I think we came up with some viable alternatives to the problems they gave us, and the Administrator was very open to our suggestions."

McArtor says he hopes to convene three EFG meetings, which are part of his IMPACT 88 package, before the end of the year as the first step in institutionalizing the process. The next meeting is set for Nov. 18-20, also in Atlanta, and will involve Flight Standards personnel.

## ASR-9 in FAA World

The November FAA WORLD, now in the hands of the U.S. Postal Service, offers an advance peek at the new ASR-9, dual-channel airport surveillance radar that will begin moving into the FAA inventory this fall. There also are articles on the agency's little known Aircraft Evaluation Groups and the much misunderstood Aviation Trust Fund. Also look for a photo spread on FAAers honored at the recent Secretary of Transportation's Annual Awards Ceremony, and don't neglect the regular features like People, Federal Notebook and Feeling Fit. What do you have to lose? It's free.

## By The Numbers

\* Operational errors by air traffic controllers were down again in October for the third consecutive month. The 25 percent drop last month followed declines of 14 percent in August and 10 percent in September when compared with the same months in 1986. For the first 10 months of 1987, operational errors still are running four percent above the 1986 level but -- to put that in context -- the figure was +20 percent at the end of June.

\* Flight delays dropped a whopping 45 percent in October following a 41 percent decline in September as compared to the same months last year. Over the past six months (May-October), flight delays of 15 minutes or more were down 21 percent from the same period in 1986. For the 10 month period, the drop is 12 percent measured against last year.

\* Accidents are running below last year's levels which represented one of the safest years in the history of aviation. Preliminary National Transportation Safety Board data shows total fatalities in all segments of U.S. civil aviation down two percent from 1986 through the end of September, going from 809 to 783. General aviation fatalities were down from 759 to 558, whereas air carrier fatalities were up from 50 to 225, primarily due to the August Northwest Airlines accident in Detroit. The total number of people killed in aviation accidents in the U.S. last year was 1,030, which was about two percent of all transportation fatalities and was less than the total (1,066) for recreational boating accidents.

\* The in-depth inspection program of air carriers and other aviation organizations will expand in FY 1988 to include several new categories such as four Part 135 helicopter emergency medical evacuation service operators, three Part 133 rotorcraft external load operators and two Part 147 aviation maintenance technician schools. Also on the FY 1988 schedule are eight Part 121 air carriers, six Part 135 scheduled commuters, 12 Part 141 pilot schools and eight Part 145 repair stations. In FY 1987, the agency checked 30 air carriers, 27 repair stations and 14 pilot schools under the officially designated "National Aviation Safety Inspection Program."

## FAA Grants Reprieve To 160 Airports

FAA has cancelled an Advisory Circular that could have led to the abolition of instrument approaches at up to 160 airports that lack on-site or nearby weather reporting capability.

A.C. 91-64 originally was scheduled to take effect on Jan. 1, 1987, but was postponed for one year because of concerns expressed by general aviation pilots that the action would severely limit their operational flexibility.

Airports that would have been affected by the A.C. are those located in "areas of precipitous terrain" that get meteorological information for altimeter settings from a source more than five nautical miles away. FAA currently is studying the accuracy of remote altimeter setting data and expects to decide late next year if any additional action is required.

## Headquarters News



### FAAer Helps Out

Frank Kulesa really made Christine Kenan's day recently.

On her way home Nov. 3 from her job in the Office of Management Systems, Kenan noticed that her FAA identification card was missing. She had that sinking feeling, knowing she would have to squeeze time into her busy schedule to acquire a new one.

That's where Frank Kulesa of the Systems Engineering Service came in. He showed up at Kenan's desk the next morning with the missing ID in hand. He found it where she dropped it, at the Pentagon Metro stop, and took the time and effort to make sure the card got back to its owner.

### McArtor First Headquarters Aviation Education Counselor

Administrator McArtor was designated the first FAA headquarters Aviation Education Counselor at the recent Aviation Education Regional Coordinators Conference. He told the region and center coordinators, "I want you to know you've got a champion at the top who is really interested in aviation education.

"Aviation is a positive story," he said, "and we are going to take that message to the people. We are going to make a positive impact and I know I can count on you."

The Aviation Education Counselor Program was launched this fall as part of the Office of Public Affairs' aviation education plan to recognize and encourage FAAers and "friends of aviation" to help tell the aviation story.

### Chorale Seeks Singers For Day Care Program

The FAA Chorale is inviting new members to join them for two performances of a joint holiday program with the DOT Day Care Center December 16 and 18 from noon to 12:30 in the FAA auditorium.

The combined program of traditional holiday music will include specialty numbers by members of the chorale and by the children. Of course, there will be a sing-along at the end of the program.

Any FAAer is welcome to join the Chorale for these and other performances. Those interested should contact John Hanks at 267-3464, or Ponjola Short at 267-8895.

### Airport Material Deleted

Personnel listings and other information about the Washington Metropolitan Airports are slowly but surely being deleted from FAA organizational manuals.

Airport numbers will not be found in the next edition of the DOT telephone directory, which may be issued as soon as December.

### Sayonara

This is the next to last issue of Intercom produced by Editor Ted Maher. He is retiring November 13 after 19 years at FAA.



U.S. Department  
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Federal Aviation  
Administration

# Headquarters Intercom

## ASR-9 First Delivery This Month



The new ASR-9 antenna will soon be seen at radar sites around the country.

\* Following a protest from Administrator McArtor, Bristol Myers has killed advertising that implied controllers could use one of its tranquilizers safely. McArtor

had issued a public statement saying, "FAA considers the advertisement an affront. It does a disservice to the professional men and women of the FAA who work in the air traffic control system." The Bristol Myers ad featured a photograph of a tower controller staring into a BRITE display and carried this cut line: "He needs anxiolytic therapy but alertness is part of his job."

\* FAA has announced its intention to issue a notice of proposed rulemaking (NPRM) governing the seating of airline passengers in rows adjacent to emergency exits. The agency noted that allowing the airlines to establish their own policies in this area has led to uneven and spotty control of exit row seating and (See page 2)

## News in Brief

FAA is scheduled to accept officially the new ASR-9 dual-channel, airport surveillance radar system from the manufacturer Nov. 21 at the Westinghouse plant near Baltimore-Washington International Airport.

That will be followed Nov. 30 by the first field delivery to Huntsville, AL. The agency has 101 ASR-9s on order for its own use and another six for the military under a \$472 million contract awarded in the fall of 1983. It was the largest radar

contract in FAA history and one of the first major procurements in the implementation of the National Airspace System (NAS) Plan.

One of the key features of the ASR-9 is the use of separate channels to provide information on aircraft and weather conditions. It can generate weather data indicating six different intensity levels ranging from weak to extreme. It also improves detection of small aircraft that are not equipped with transponders. (See page 2)

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

conveyed the impression to disabled persons that safety is not a critical issue. Accordingly, the agency's NPRM would exclude from exit rows all persons, whether legally considered handicapped or not, who are judged by a trained crewmember to be unable to operate the emergency exit and lead the way to safety in an emergency situation.

## **ASR-9** (From page 1)

Following a full check out and shake down of the system at Huntsville, serial deliveries of the equipment will begin with the FAA Academy, FAA Depot, Technical Center and Newburgh, NY, next on the list.

All deliveries are scheduled for completion by the end of 1990. A list of all the sites is contained in the November FAA World.

## **EECP Phase II Set**

FAA will begin implementing Phase II of the Expanded East Coast Plan November 19 as part of an on-going effort to reduce flight delays at the nation's airports.

One of the major Phase II changes involves a realignment of the northwest departure quadrant from the New York metropolitan area. The agency is increasing the number of westbound, high altitude routes from one to four in order to expedite traffic flows to Chicago, Detroit and the West Coast.

Other changes include airspace swaps between the New York and

Boston enroute centers designed to expedite traffic flows into and out of the New York airports.

Phase I of the Expanded East Coast Plan was implemented on Feb. 12, 1987, and is credited with reducing flight delays in the New York area by 40 percent. The agency projects another 11 percent drop when Phase II is fully implemented next spring.

## **DOT Issues First Monthly Delay and Baggage Report**

Approximately three out of four airline flights arrived "on time" during September, according to a report published by DOT's Consumer Affairs Office.

American Airlines had the best performance record during the month of the 14 major airlines filing reports with 84.5 percent of its flights arriving on time -- that is, within 15 minutes of its published schedule.

Also scoring-high with better than 80 percent on time performance were Southwest, Continental, Eastern and Piedmont. At the bottom of the list were Northwest with 69 percent and USAIR with 67.4 percent.

DOT adopted its "truth in airline scheduling" rule in early September requiring the major airlines to disclose key information on flight delays and baggage-handling problems. Reports will be issued monthly allowing airline passengers to factor in a carrier's on-time performance and lost baggage record in planning their flights.

# McArtor's Personal "8 for 88"

# Headquarters Intercom

## The Administrator's Staff

In a manner of speaking, everyone in FAA is on the Administrator's staff, but some work more closely with him than others. The eight people who make up the Administrator's personal staff are a varied group.

They studied to be school teachers or administrators or historians, and in their individual ways found themselves working for or with Allan McArtor. They came primarily from East Coast states and have a common interest in aviation and space and an admiration for McArtor.



Janet Morrow and Administrator McArtor



Diane Coghlan



Michael Goldfarb

Chief of Staff Michael Goldfarb is a Washingtonian, although originally from New Jersey. He worked for the Department's Office of Commercial Space Transportation. He knows his way around the Federal complex, having worked for the government for the past 11 years. Also, he has a Master's Degree from Antioch College in Planning and Administration.

Don Brown, who hails originally from Wilmington, DE, came to the agency with McArtor from Memphis. He was working for the Space Transportation Company when that was taken over by Federal Express, where he met McArtor. He is Special Assistant to the Administrator.

Janet Morrow, on the other hand, studied to be a teacher but had the bad luck to graduate in the middle of a teacher "glut." So the native Arkansan switched

to industry and ended up as McArtor's Confidential Assistant. She likes her job here and particularly likes the friendly people.

Mary Couch, a native Washingtonian, is another alumnus of DOT's Office of Commercial Space Transportation and brings with her 20 years of government experience--including 14 years with the old Civil Aeronautics Board. She is Program Liaison Specialist to the Chief of Staff.

Bob Cripe is also an alumnus of DOT's Office of Commercial Space Transportation. He has lived in



Mary Couch



Janet Morrow with Don Brown

Washington for the past 12 years and says he has always heard good things about FAA. Before that his home was Auburn, IN. He is Staff Assistant to the Chief of Staff.

Diane Coghlan from AOA-3 is currently assisting the Administrator's staff.

Rounding out the staff are well known FAAers: Rochelle Claypoole, a long-time member of the Administrator's staff, and Theron Gray from the Office of the Chief Counsel.



Bob Cripe

## **Airline Near Misses Drop In Los Angeles TCA**

An analysis of preliminary data from near mid air collision (NMAC) reports associated with the recently restructured Los Angeles terminal control area (TCA) shows a significant reduction in air carrier involvement.

The number of air carrier incidents in the airspace included in the reconfigured TCA boundaries dropped from six in the 83 days preceding the implementation of the changes on Aug. 19 to one in the 83 days following that event.

During the same time periods, reported near collisions in the airspace above and underneath the TCA and within five miles of its lateral boundaries remained about the same despite the increase in controlled visual flight rules (VFR) traffic flying around the TCA.

FAA expanded the Los Angeles TCA to provide increased protection to air carrier aircraft serving Los Angeles International Airport. The agency raised the TCA ceiling from 7,000 to 12,500 feet and also closed a designated flight corridor used by many VFR aircraft to transit the TCA.

## **Upgrading Compartment Liners**

The agency has issued a proposed rule that calls for upgrading the flame-resistant liners in the cargo and baggage compartments of existing airline aircraft. Affected would be those compartments larger than 200 cubic feet that are inaccessible to crew members in flight. Kelvar and Nomex linings would

have to be replaced with rigid fiberglass or comparable materials. Last May FAA adopted similar rules for future design transport aircraft.

## **New Supervisory I. D. Plan Completed**

A new Airway Facilities Supervisory Identification and Development Program (SIDP) strategic plan was formally presented to Associate Administrator for Development and Logistics Edwin Harris, Jr., last month.

Scheduled for implementation over the next several years, the plan spells out new procedures for identifying employees with high potential for supervisory and program management positions. It also will simplify the application and bidding process for these positions since candidates will be competing to enter the program instead of bidding on individual jobs.

In accepting the plan, Harris called it a "high quality product developed on time and within budget." Associate Administrator for Human Resource Management Charles E. "Gene" Weithoner said, "This investment in our most important resource--our people--reflects the long term change in FAA's culture."

The plan was developed by a steering group chaired by Systems Engineering Service's Jack Nager and composed of headquarters and field personnel. Those from outside the ADL complex included the Office of Organizational Effectiveness; the Technical Center; the Great Lakes, Southern, and Northwest Mountain Regions; and the Transportation System Center.

# Headquarters News



## Additions to Civil Rights Staff

The new FAA Women's Program Manager in the Office of Civil Rights is Patricia Webster. She comes to FAA from the Army where she served as Federal Women's Program Manager at Fort McClennan in Anniston, AL.

Before that she was an EEO Program Manager with the Navy in Trenton, N.J. In addition to her EEO duties, she also was manager of the Drug and Alcohol Abuse Program.

Also new to the ACR staff is Joyce Lee who will serve as the technical expert in all phases of the agency's national discrimination complaints program.

Ms. Lee previously served as compliance officer, responsible for enforcing EEOC's appeal decisions in the Federal sector, worldwide. She is also a recent graduate of the Antioch School of Law, receiving a Master's Degree in EEO Law/Legal Analysis.

## Business Good For Barber

According to Ron Wilson, the new FAA Headquarters Building barber, business is picking up. At last we have a barbershop in the building that is accessible. It's on the second floor at the opposite end from the cafeteria. The door of the room 221B is marked with a miniature barber pole. Hours are 9:00 am to 3 pm. A haircut is \$8; hair styling is \$14.

## Women Technicians Organize

The new Technical Women's Organization will hold a planning meeting in Washington headquarters, January 15-17. The organization has targeted 310 FAA women technicians and engineers for its rolls and has selected a partial slate of officers -- i.e., Marie Meyer as Vice President and Vianne Fowler as Secretary, both of the Western-Pacific Airway Facilities Division. Members now are looking for an attorney specializing in aviation law to help them organize.

## Dot Program Managers Salute Two FAA Women

To support the Federal Women's Week, held Oct. 19-23, the DOT Federal Women's Program Managers gave a special salute to two FAA women, Irene Barnett, Director, Office of Regulations Management, and Central Region's Alma Poole.

## Awards and Rewards

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

Donald Slechta, ACS; William Davis, ALG; Elizabeth Brothers, APR; Carolyn Dalboyi, AHR; Edward Rancourt, ARP; Bernella Alston and Philip Canal, AMS; Stephanie Watermeier, Norma Jean Vanagas, and Linda Brown, AAA.

### Letters of Commendation

Paula Hodge, Nancy Greenfelder, and Barbara Haynes, ALG.



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# Headquarters Intercom

## News in Brief

\* Through the first 10 months of 1987, flight delays were down at 13 of the 22 "pacing" airports, up at five and about even at the other four. Overall, delays dropped from 38.8 per 1,000 operations last year to 32 this year, a decline of 18 percent. Those airports with the best improvement records included Newark, LaGuardia, Boston Logan, Minneapolis-St. Paul, St. Louis and Washington National with the biggest losers being Atlanta, Denver, Philadelphia and Los Angeles International.

\* NTSB has blamed a March 1987 fatal midair collision between two light aircraft at the Oakland Airport on the "failure of each pilot-in-command to see and avoid the other aircraft and the failure of the local controller to perceive the traffic conflict and issue traffic advisories." The planes collided at an altitude of 1,000 feet about one mile north of the departure end of Runway 33. Both aircraft were destroyed and all three persons on (See page 2)

## Belt Tightening Ordered

Effective Nov. 20, FAA and all other Federal agencies became subject to the Gramm-Rudman-Hollings sequester order. Although the final FY 1988 appropriations levels have yet to be determined, FAA is cutting back spending to approximately three percent below that for FY 1987.

The agency action freezes all hiring except for air traffic controllers and those who were given firm commitments as of Nov. 20. It also cancels all conferences and meetings through December that involve travel.

In addition, only travel essential for the operational safety mission will be authorized, and all PCS (permanent change of station) actions except those necessary to fill critical operational vacancies will be deferred through December. (See page 2)

## Voyager Grounded



The Voyager was scheduled to make what is perhaps its last journey in the early morning hours of Nov. 20 from the Paul Gaber Facility in Suitland to the National Air and Space Museum. The new Voyager exhibit will open to the public on Dec. 14.

## Briefs (From page 1)

board perished.

\* Northwest Airlines has agreed to pay DOT a civil penalty of \$325,000 to settle allegations that Northwest violated consumer protection regulations, particularly those related to "timely" refunds. DOT requires credit card refunds within seven days and cash refunds in 20 days. The \$325,000 settlement was the largest ever for violations of airline economic regulations.

\* Some 26 FAA Flight Standards, Air Traffic and other specialists have been involved in the investigation of the Nov. 15 Continental Airlines accident at Denver.

Frank Del Gandio and Jean Pyatt from the Washington Aviation Safety Office were the FAA Investigators in Charge. Others were drawn from the Long Beach Aircraft Certification Office; Denver, Houston and Los Angeles Flight Standards District Offices; the New England Certification Region; and the Air Traffic Evaluations and Analysis Office in Washington headquarters.

"Today's controller job is fundamentally different from before the 1981 strike," he told a congressional hearing on Nov. 18. "We must stop comparing ourselves to that vastly different operational and technological time."

"Likewise," he added, "we should end the heroic attitude generated by the strike and stop thinking we can do more with less, admit that airspace management means more than separating aircraft, and plan for more nontraffic-related controller work."

McArtor said FAA is revising its terminal controller staffing standards to reflect these additional factors and also developing staffing standards for supervisory and traffic management coordinators. He told the subcommittee that he has a commitment from Acting Transportation Secretary Jim Burnley "to seek additional resources to help bolster our controller workforce to meet today's air traffic management challenges."

## Budget (From page 1)

Other actions include limitations on overtime and procurements. Training at the Center for Management Development and all technical training will continue.

## ATC Staffing Standards Being Revised, McArtor Says

The controller numbers game played by many in the media and elsewhere is counterproductive, Administrator McArtor believes, and tends to mask some of the real problems in the air traffic control system.

## Dulles Turns 25

There's still time to send a belated card to Dulles International Airport which recently marked its 25th anniversary serving the Nation's Capitol, most of that time under FAA management.

Dulles was dedicated by then President John F. Kennedy on Nov. 17, 1962, and opened for business two days later. Labeled a "white elephant" for many years, Dulles really took off with deregulation and now is one of the fastest growing airports in the country.

FAA ran the airport, along with Washington National, until both were transferred in June to a new regional authority, staffed largely by ex-agency employees who also made the transition.

## Mode C Transponders Set For Additional TCA Airports

A new FAA rule requiring aircraft to carry a Mode C, altitude-reporting transponder in 14 additional terminal control areas (TCAs) nationwide will go into effect on Dec. 1.

The agency action will result in the standardization of equipment requirements for flight operations in the nation's 23 designated TCAs. FAA already mandates the use of Mode C transponders in the nine largest TCAs.

The new rule is part of a comprehensive agency program to increase the level of protection at the nation's airports against mid-air and near midair collisions. For example, the agency recently announced plans to establish nine new TCAs which would push the total to 32. It also has a notice of proposed rulemaking outstanding that would require aircraft to carry Mode C transponders for all flights within 30 miles of a TCA airport.

The 14 TCAs affected by the new rule are Cleveland, Denver, Detroit, Honolulu, Kansas City, Houston Intercontinental, Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburgh, Seattle, St. Louis and San Diego.

## Piedmont Buys TCAS II

Piedmont Airlines is the first U.S. air carrier to announce a program for equipping its fleet with the Traffic Alert and Collision Avoidance System (TCAS II).

Piedmont announced Nov. 19 that it was buying 81 TCAS units and plans to complete installation in its fleet of Boeing 737-300 and 737-400 by the end of 1991. The equipment is being provided by Allied-Signal Aerospace Company's Bendix/King Air Transport Avionics Division. The contract includes options for additional TCAS units.

FAA issued a notice of proposed rulemaking in August that would require TCAS II installation in all commercial turbine-powered aircraft. Part 121 operators of large aircraft would be required to have the equipment within three years of the effective date of the final rule. Part 135 commuters and air taxis would have four years to put the equipment in their turbine-powered aircraft with 20 or more seats.

Piedmont has worked closely with FAA for several years on the development of TCAS II and currently has a prototype system in one of its jets for evaluation.

## FAA Overhauls Airport Certification Rules

The agency has completed a major revision of the Part 139 regulations governing airport certification to improve compliance with safety standards and aid in their enforcement.

Under the revised rules, airport operators will retain responsibility for the overall safety of fueling operations, but airport tenants will get the job of monitoring quality control to guard against such things as fuel contamination and misfueling. In the area of firefighting and rescue vehicles, the agency will continue to set minimum standards for all commercial airports, rejecting a proposal that it determine equipment requirements at smaller airports on a case-by-case basis.

In addition, the revised rules add a new requirement for on-duty firefighters who are trained in emergency medical care and mandate full-scale demonstrations of an airport's emergency plan every three years. They also require airport operators in snow belts to have a written snow and ice control plan.

## Headquarters News



### Commuting Tips

Traffic on the nation's highways is getting worse by the day. Motorists have even taken to shooting each other on the Los Angeles freeways. With that in mind, here are a few suggestions on lessening the aggravations associated with the daily commute:

\* Consider taking winter vacations rather than summer ones. It's never been known to snow in Washington in July or August.

\* If you have to travel I-270 or cross the Woodrow Wilson Bridge every day, consider moving. That's not a bad idea if you live anywhere in the Washington metropolitan area. Try Montana.

\* Forget the idea that the traffic 'copters are going to do anything for you. At best, they'll arrive on the scene after you're caught in gridlock and tell you about a good alternative route that's two exits back.

\* Anyway, there is no such thing as a good alternative route. Do you think everyone else out there is a tourist, for Pete's sake? When there is a back-up on the Key Bridge, tourists turn around and go back to New Jersey. Everyone else who can peel off and heads for one of the other bridges and will undoubtedly beat you there.

\* Don't expend your energies directing constructive criticisms at other drivers. Adjust to the idea -- first enunciated by comedian George Carlin -- that everyone who drives slower than you is an idiot and everyone who drives faster is a maniac. It's too late to change 'em.

\* Finally, don't do anything foolish out there. A very wise person once observed that if all the cars in the world were lined up bumper to bumper someone would pull out and try to pass them. Don't let that someone be you.

### Another Intercom "Happy Ending"

Rene Staton from the General Counsel's Office has discovered that 218 is her lucky number but for a time she thought it was going to prove to be her unlucky number.

The person who made the difference was Eleanor Quigley of the Office of Organizational Effectiveness. She found the \$218 that Rene lost in the cafeteria and turned it over to the manager. He, in turn, contacted Intercom, which ran an article saying a "significant amount" of money could be claimed by anyone who had the right answers.

Rene read the article and a happy ending followed.

### All About Cholesterol

"The Cholesterol Connection," which sounds like a Robert Ludlum novel, will be the subject of a noon-time lecture in the FAA Auditorium on Tuesday, Dec. 1.

It will be followed Dec. 2 by a screening for total blood cholesterol in the headquarters clinic (Rm 327) between noon and 1 p.m. Readings are made from a finger-stick blood sample and will be available in three minutes. There is a \$7.50 fee, which must be paid by check or money order (no cash) to the Liquid Research Clinic. Call 73405/6 for an appointment.

### Data General Users To Meet

The FAA Data General Users Group will meet in room 9 A/B from 2 to 3 p.m. on Dec. 2. Participants are asked to do their homework and be ready with comments and suggestions for improving the use of DG computers.



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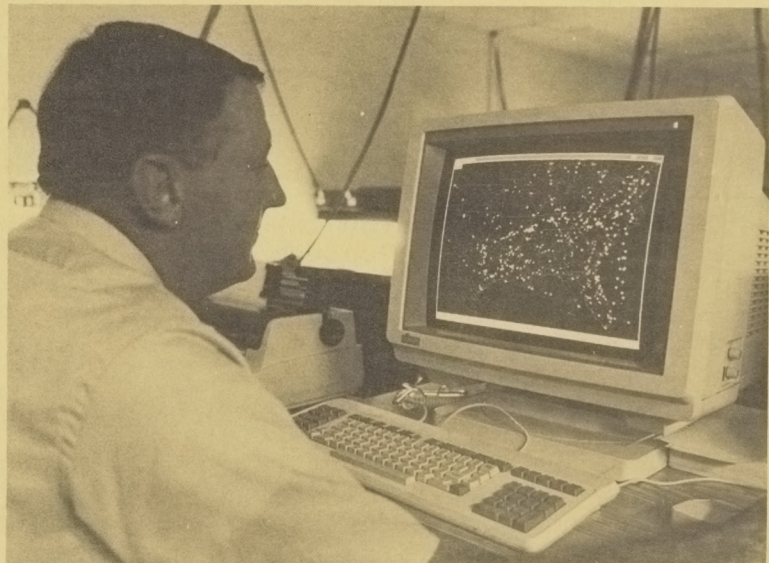
# Headquarters Intercom

## News In Brief

\* FAA is proposing changes in the rules governing the certification of foreign repair stations so U.S. airlines will have an easier time getting their aircraft repaired outside the U.S. of A. The agency's notice of proposed rule-making (NPRM) also would increase the scope of work foreign repair stations are allowed to perform. Another change would free foreign aircraft manufacturers to do more work on the planes they make and sell to U.S. airlines.

\* In another regulatory action, the agency is working on a NPRM that would require an air carrier to surrender its operating certificate if it stops flying for any reason for more than 30 days. Deputy Associate Administrator for Aviation Standards John Kern told a congressional hearing on Nov. 17 that the agency also is considering whether to suspend a carrier's safety approval at the same time DOT cancels its economic authority. (See page 2)

## ASD To Be Upgraded



Ted Young monitors national traffic flows on the Aircraft Situation Display (ASD) in the headquarters Central Flow Control Facility. A new, large-screen display also has been added.

FAA is upgrading the Aircraft Situation Display (ASD) in the Central Flow Control Facility in Washington headquarters to give it the capability to predict airspace congestion. The \$2.6 million contract for the "monitor alert" capability was awarded to Apollo Computer, Inc. by DOT's Transportation Systems Center, using FAA funds.

The new equipment, which is expected to become operational next June, will scan all flight plans entered into air traffic control computers nationwide, plot the proposed routes of the aircraft and issue an alert when the projected flight paths will result in sector saturation. This will allow flow controllers to reroute or slow down planes to prevent sector overload. The ASD provides a real time display of all controlled aircraft nationwide.

## Briefs (From page 1)

Kern did not give a target date for issuing the NPRM.

\* FAA has published an Advisory Circular (AC 121-29) to help airlines with the implementation of new carry-on baggage rules that become effective Jan. 1, 1988. Included in the AC is a model air carrier carry-on baggage program that the agency said would be "one method, but not the only method, of complying with pertinent regulations." The model program would permit three carry-on items with additional limitations when load factors exceed a range of 70-80 percent.

## Last Host Delivered

The first phase of the IBM Host computer program will be completed Dec. 4, when the 20th and last system is delivered to the Salt Lake City air route traffic control center.

James G. Cain, Deputy Director of the Advanced Automation Program Office, said the "Host program has been one of the most successful technical efforts in FAA history. Beginning with the first delivery to the Seattle center in Nov. 1986, the FAA-IBM team has met or surpassed every major program milestone."

"Much of the credit for this goes to the FAA and contractor personnel in the field," he added. "They have been committed from the start to making this program work and have done an outstanding job."

Seven enroute centers currently are fully operational with the Host system with Oakland having joined the list on Nov. 20. The others are Seattle, Houston, Denver, Boston, Washington and Chicago.

All 20 centers are scheduled to be on line by June 1988 in time for the summer travel season.

## Staffers Get "Well Done"

The Dallas/Ft. Worth tower has come up with a new way to honor controllers whose professional on-the-job conduct has contributed to flight safety.

It's called the "Well Done" award, and the winners get the respect of their supervisors and co-workers, as well as a congratulatory letter from the boss, a hat, and a tee shirt. The program was started by tower manager Norm Scroggins in September to honor controllers who go a bit beyond their job descriptions.

The first seven winners were Ricky Gunn, Dennis Ball, Gregory Hood, Robert Lignelli, Lawrence Allen, George Burd and Fred Hochreiter. They were honored for achievements ranging from alerting a pilot about to land on a wrong runway to catching and correcting an operational error.

## Cost Hotline Saves \$\$\$

The FAA Depot in Oklahoma City reports that its "Cost Hotline" has saved FAA (and the U.S. taxpayers) well over \$400,000 since going operational two years ago. Depot officials said \$26,696 of that total are one-time savings and another \$395,988 represent over charges that will be avoided on a yearly basis.

During the two-year period, the Depot received 419 reports on potentially overpriced items of which 106 actually proved to be available at lower costs. The agency's Southern Region has been the leading purveyor of cost savings suggestions with 18.9 percent of the total, followed by the Aeronautical Center with 17.4 percent and Great Lakes with 16.2 percent.



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## News In Brief

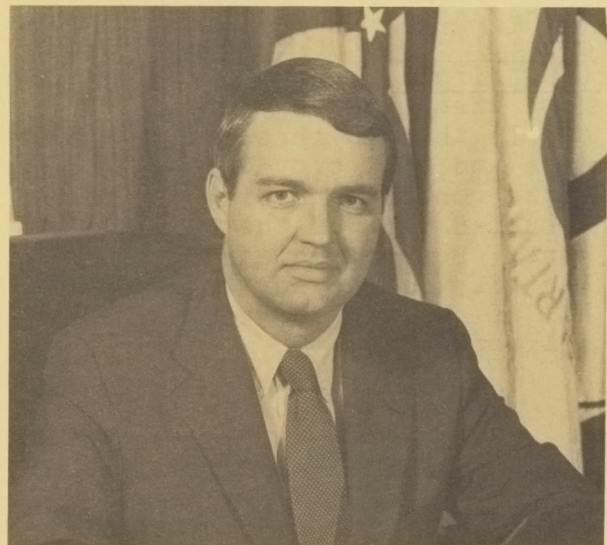
\* For the fourth month in a row, operational errors by air traffic controllers were down in November when compared to 1986. Preliminary figures show 79 OpErrors last month, a 20% decrease from the 99 in Nov. 1986. For the first 11 months of 1987, OpErrors were running about one and a half percent above the 1986 level, a significant improvement from the end of June when the increase was 20%.

\* Administrator McArtor and Soviet leader Mikhail Gorbachev have something in common. Both were interviewed recently by NBC anchorman Tom Brokaw. The Gorbachev interview ran Nov. 30 on the network, whereas the McArtor interview will be included in an NBC "White Paper" on aviation scheduled for Dec. 22.

\* FAA Chief Counsel Ted Ellett tried something different last month at his semi-annual meeting with FAA attorneys in Washington. He invited in the National Transportation Safety Board's panel of Administrative Law Judges to discuss ways and means the two agencies might expedite the appeal process on FAA certificate actions. Although FAA lawyers outnumbered their NTSB counterparts approximately 120 to five, Ellett said the meeting generated a "lively exchange" and produced some "positive results."

\* Tower controllers at Las Vegas McCarran Field recently set a series of new (See page 2)

## Burnley New DOT Secretary



Jim Burnley was sworn in as the ninth Secretary of Transportation by President Reagan on Dec. 3, just three days after his nomination was approved unanimously by the U.S. Senate.

Like his predecessor, Elizabeth Dole, Burnley is known as a strong advocate of air safety. He promised during his confirmation hearings to fight for the necessary funding to assure continued hiring of controllers and safety inspectors and maintain other vital programs.

No stranger to DOT, the 39-year-old Burnley served as Deputy Secretary to Elizabeth Dole from November 1983 until her departure on October 1. He then became the Acting Secretary. (p. 2)

## Briefs

(From page 1)

traffic records, and they have the Aircraft Owners and Pilots Association to thank for it. The large number of private aircraft flying in for AOPA's annual convention, together with a weekend air show at a satellite airport, gave McCarran an average traffic count of 1,416 per day during the Oct. 14-18 period and a single-day record of 1,509 on Oct 16. Not to be outdone, the radar approach control facility also established a new one-day high of 1,569 on Oct. 15 and averaged 1,170 daily operations for the five-day period.

\* The agency commissioned a new control tower at the Grand Forks (ND) airport on Dec. 2. The 105-foot steel and concrete tower dwarfs the old three-story structure and will provide the Grand Forks controllers with an unobstructed view of the entire airport. Formal dedication of the facility is set for spring when all of the new furniture is delivered.

## Burnley (From page 1)

A North Carolina native, Burnley came to Washington with the Reagan Administration as Director of Volunteers in Service to America (VISTA) in 1981 and the following year joined the Justice Department as an Associate Deputy Attorney General. His first DOT job was that of General Counsel.

A Yale graduate with a J.D. from Harvard Law School, he was a partner in a Greensboro, NC, law firm before moving to Washington.

## Burnley Praises FAA Employees

The only reason the United States has the safest aviation system in the world is because of the way FAAers do their jobs.

That's the view of Transportation Secretary Jim Burnley who told an FAA headquarters audience on Dec. 3 that "what you call routine over here, I go around telling the American people is astonishing." Burnley's talk came only a few hours after he was sworn into the Reagan Cabinet by the President himself.

However, the new Secretary noted that the agency is confronted with new challenges daily and said, "I share your sense of frustration about how many hurdles we have to jump over just to keep up." And he added, "our responsibilities become even greater in an era of severe budget restraints. We're going to have to make the most of limited resources."

Still, he assured his audience that he would not permit any compromise of safety programs. "Making sure you have the tools necessary to do your jobs and do them effectively is one of my top priorities. I'll be working closely with Allan [McArtor], industry and the Congress to keep your programs on track."

"Obviously," he continued, "we need to continue to beef up the controller work force and the number of aviation safety inspectors. We also need to be sure that the NAS Plan gets adequate funding to complete that monumental undertaking."

He concluded by noting, "I want to work with you, and I want to work for you in examining the entire spectrum of options available to us to enhance aviation safety, to enhance the air traffic control system, and to enhance the future of all forms of aviation in this country."

## Public Affairs Chief Named

James Jannette is FAA's new Assistant Administrator for Public Affairs, moving over from the Pentagon where he was Chief of the Air Force News Desk in the Armed Forces News Branch.

A career Air Force officer with the rank of Lt. Colonel, he will remain on active duty during his FAA assignment. He succeeds Steve Hayes who left the agency in July for a public relations post in industry.

Jannette joined the Air Force in Sept. 1970 and has served primarily as a public information officer for various commands, including a four-year tour (1978-82) handling press relations for the Thunderbirds. He also spent five years (1972-77) teaching English at the Air Force Academy.

His academic credentials include B.S. and M.A. degrees from Ohio University.

## December World In Mail

Recent court decisions have tended increasingly to shift responsibility for flight safety from the pilot-in-command to air traffic controllers. That's the view of FAA attorney Andy Dilk, and you can get the full story by reading his article in the December FAA World.

The same issue also has an article on the FAAers who helped the Administrator put the IMPACT 88 program together, offers a look at the new Center for Management Development in Palm Coast, FL, and provides an explanation of those confusing three-letter airport identifiers (ORD for Chicago O'Hare, for example).

So pick up a copy, and take it home. We guarantee it won't get ink on your fingers.

## Blimp AC Issued

Responding to the first application for type certification of an airship since the late 1940s, the agency has issued an Advisory Circular (AC 21.17-1) spelling out how prospective manufacturers of these once viable aircraft can win FAA approval of their products.

Although the 1979 type certificate application is now moot because the sponsor dropped the project, FAA pushed ahead with the AC because of the greatly increased interest in airship development. It had to start from scratch, too, as the agency previously used the Navy's airship standards and had none of its own.

Nevertheless, the new standards do include, by inference, one of the lessons learned from the 1937 Hindenburg disaster by banning the use of hydrogen as a lifting gas.

## Second EFG Meeting

The second in a series of Employee Focus Group (EFG) meetings, initiated by Administrator McArtor as part of IMPACT 88, was held in Atlanta Nov. 18 and 19. It brought together Flight Standards office managers with the aim of improving the agency's safety inspection programs.

Among the topics discussed were tighter screening of Safety Hotline items, using automated electronic communication to expedite journeymen vacancy announcements, and national recognition of the need for paratechnical support in the field offices. The group's recommendations have been forwarded to the Administrator for his consideration.

Speakers were Dan Beaudette, Manager of Flight Standards' Air Transportation Division; Jim Etgen, Director of the Program Engineering and Maintenance Service; and Keith Potts, Associate Administrator for Air Traffic.

## Headquarters News



### Holiday Security Tips

We hate to bring this up during the holiday season but you ought to know that some people out there think this is a time for taking rather than giving. That's why the DOT Security Office again has offered some practical tips to keep you from being separated from your precious possessions.

They include:

- \* Notify the guards office (x78829) of "suspicious" people observed lurking in the building.
  - \* Ask strangers who wander into your work area for identification.
  - \* Lock up purses, wallets and other valuables when you can't keep them on your person.
  - \* Then don't leave the keys lying around.
  - \* Keep exterior doors locked when working after normal office hours.
  - \* Don't write down safe combinations or computer passwords.
  - \* Engrave all equipment with identification numbers.
- Follow this advice and we guarantee you a happy -- or, at least, a secure -- holiday season.

### Radio Amateurs Wanted

A small group of FAA, Washington based hams -- that's radio hams -- is compiling a list of licensed radio amateurs in FOB-10A and hopes to organize a club. Anyone interested can contact Alan Sussman (KW3B & AES-420) on x79834 or Milt Forrest (WB4JQJ & ASM-240) on x79826.

### Voyager Exhibit Opens

The new Voyager exhibit at the National Air & Space Museum opens to the public Monday, Dec. 14, which means FAAers still have a few days to beat the crowds and get a sneak preview.

The record-setting, around-the-world airplane was transported to NASM from the Smithsonian's Paul Garber Facility in Suitland overnight on Nov. 20 and hung the next day in the South Gallery. You probably saw the coverage in the Post.

In addition to the airplane, itself, the exhibit also features photos and films and a duplicate of the Voyager's engine. Dec. 14, by the way, is the one-year anniversary of the start of the Voyager's nine-day, historic flight.

### More Parking At National

There is new hope for FAAers who have to fly out of National Airport on private and official business. The new Metropolitan Washington Airport Authority last week approved \$30 million in construction projects at the airport including a new 2,000-space parking structure, a new road and a two-level taxicab stand. Ground breaking for these badly needed improvements is scheduled for the spring.

### Why Jog?

It's a well established medical fact that people can extend their lifespan by jogging. The problem is that some people think the time you extend your life is exactly equal to the time you spend jogging, so they say why bother.



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## Contract Let For New Weather Radar

The Unisys Corp. will build the next generation of weather radar (NEXRAD) under a contract awarded December 1 by the National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce.

Valued at about \$450 million, the multi-year contract calls for deployment of up to 195 of the new Doppler radars in the 50 states, the Caribbean, western Europe and the Pacific by the mid-1990s.

FAA, NOAA and the Air Force are all partners in the NEXRAD program, and the agency plans to utilize 17 of the weather radars to de-



Structures like this one will soon begin cropping up all over the country as the next generation weather radar (NEXRAD) comes on line. This tower/radome assembly at Bloomfield, CT, was the Unisys Corporation's prototype NEXRAD installation.

tect wind shear in terminal areas. One would go to the Technical Center and the other 16 to busy airports across the country. Deployment will be in the 1990-92 time frame.

FAA also is proceeding with a separate terminal Doppler weather radar program with a contract award scheduled for late next year. Once this equipment begins coming on line, FAA will then replace the 17 NEXRAD units at the terminals, adapt them for enroute use and redeploy them at their originally designated locations.

## News In Brief

\* The Western-Pacific Region has told pilots it doesn't want them raining on the Rose Bowl Parade, game or attendant festivities. In the interest of safety, the Region has imposed special flight restrictions in the Pasadena, CA, area from midnight to 6 p.m. New Year's Day. The only exceptions are aircraft essential to the annual spectacle, such as law enforcement and media flights.

\* This is getting to be old hat now, but flight delays dropped approximately 30 percent in November, marking the fifth month in a row that delays were lower than the same month in 1986. For the five-month period (July-November), delays were down almost 30 percent and for the 11 months, 14 percent, when measured against 1986. This record has been achieved despite a three percent gain in (see page 2)

## Briefs (From page 1)

terminal operations and a four percent increase at the enroute centers.

\* Another bit of statistical good news is that the number of near midair collision reports from pilots dropped in November also. That was the first monthly drop, when compared with the same month in the preceding year, since August 1986. Through November, the agency had received 1,007 NMAC reports, as opposed to 840 for all of 1986, but no one really knows how much of that increase simply reflects better and more complete reporting.

\* Former FAA Administrators J. Lynn Helms and Donald D. Engen joined with officials from the Department of Defense and the National Air Traffic Controllers Association in opposing privatization of the air traffic control system at a public hearing in Washington, DC, on Dec. 1 and 2. Speaking in support of such a move were representatives of several conservative think tanks, such as the Reason and Heritage Foundations. The President's Commission on Privatization is studying the feasibility of turning over various governmental enterprises, including ATC, to private industry and is scheduled to have a report out by March 1.

\* The agency will establish Airport Radar Service Areas (ARSAs) at five additional locations on Jan. 14. They are Abilene, Amarillo and Dyess AFB, all in TX; Lexington, KY; and Roanoke, VA. That will make 98 ARSAs with three more set to go into effect on Feb. 11, pushing the total over the 100 mark.

## Gene Weithoner Retiring

A man who needs no introduction to FAA employees in Washington headquarters or the field -- Associate Administrator for Human Resource Management Charles E. "Gene" Weithoner -- deserves at least a farewell here as he closes out a quarter century of service to the agency and prepares to retire at year's end.

The most senior of FAA's Associate Administrators, Weithoner also has served as FAA's Acting Administrator on several occasions, most recently in early 1981. That was the interim between the departure of Langhorne Bond and the arrival of J. Lynn Helms.

He began his FAA career as an employment specialist in Jan. 1963, after moving over from the old Civil Service Commission. He progressed quickly up the career ladder and was named Deputy Associate Administrator for Administration in Dec. 1972, getting the top job in Nov. 1974. He has held his present post since Feb. 1985.

## Burnley Backs FAA Restructuring

Transportation Secretary Jim Burnley has made a review of FAA's statutory and organizational structures one of his top aviation priorities.

Speaking to the Air Transport Association on Dec. 3, the new Secretary said the FAA structure has not kept pace with the enormous changes in the airline industry with the result that "the FAA is mired in outdated practices and procedures which have hampered the best efforts of the men and women who work there to carry out its mission."

He was particularly critical of "cumbersome and lengthy" procurement procedures which, he said, make it extremely difficult to bring new equipment on line before it becomes obsolete.

## Dawson New Deputy Secretary

What would you say the chances were of two people from tiny Webster Grove, MO, ending up in top executive positions in the Department of Transportation? Well, before Mimi Weyforth Dawson was sworn in as the DOT's Deputy Secretary on Dec. 3, Jimmy the Greek might have quoted you a million to one.

Turns out that Dawson grew up within half a block of FAA Administrator Allan McArtor in Webster Grove and that should help further improve DOT-FAA working relationships. However, in his recent talk to FAA employees, Secretary Burnley conjectured that it could work the other way, too, if Dawson wakes up one morning and suddenly remembers the time McArtor "might have pushed her in a mud puddle."

Before her DOT appointment, Dawson was a member of the Federal Communications Commission for six years and previously worked on Capitol Hill in various congressional offices. She has a B.A. degree from Washington University in St. Louis.

## New Security Rule

Effective Dec. 19, FAA is requiring a positive bag/passenger match on all international flights by U.S. airlines in another move designed to thwart world terrorists.

What the new rule means is that no piece of checked luggage can be put on an aircraft in international service unless there is a passenger on the plane to go with it. The reasons are obvious.

The new rule conforms to a recommendation issued by the International Civil Aviation Organization (ICAO). FAA has had the same requirement in effect for selected international flights since the summer of 1985.

## On-Time Arrivals Improve

The nation's 14 major carriers improved their on-time performance in October with better than 80 percent of their flights arriving within 15 minutes of the published schedules. That compares with 77 percent in September, which was the first month the airlines had to report this data to DOT.

American Airlines again had the best record with 86 percent of its flights arriving on time. Others with 80-percent-or-better records were Southwest, Continental, Piedmont, Eastern and United. Pacific Southwest had the worst record with only 60.3 percent.

In other performance categories, Delta Airlines had the fewest passenger complaints and Northwest the most. PanAm led the league in bumped passengers, and Northwest was tops in mishandled baggage.

## Savings Bond Minimum Raised

The Treasury Department is discontinuing \$50 and \$75 savings bonds for new participants in the payroll savings plan as of Feb. 1 for economy reasons. The new minimum denomination will be \$100, with a purchase price of \$50.

The change won't affect those already signed up for the \$50 and \$75 bonds. These bonds also will be available for over-the-counter purchase at financial institutions.

In other actions, the Treasury Department is converting the punch card type Series EE bond to paper ones. Also bonds now are being mailed centrally from Philadelphia instead of from regional locations. That means the bonds may be arriving a bit later in the mailbox but, since buyers can't cash them for six months anyway, it doesn't make a heck of a lot of difference.

## Headquarters News



### Headquarters Wins CFC Award

The FAA headquarters received an award for the "Most Creative Campaign Promotion" in the National Capitol Area from the Combined Federal Campaign Awards Committee.

The special award was presented to Joseph Kisicki, CFC FAA Coordinator, and George Dabrowski, Assistant CFC FAA Coordinator, at a CFC victory luncheon held at the Washington Hilton on Tuesday, December 1.

The keyworkers in FAA headquarters collected more than \$186,000 representing more than 100% of the headquarters goal.

Offices and services attaining 100% participation in 1987 included AAD, AAS, ACR, ALR, AOE, APA, API, ASF, and AST.

The top three offices exceeding their dollar goals were the Office of the Associate Administrator for Policy and International Aviation (258%) and the Office of the Associate Administrator for Administration (204%).

### Facilitators Wanted

The Human Resource Management organization is looking for a few good men and women -- 20 to be exact -- for its Facilitator Intern Training Program.

The first step is to get a copy of the application package from Margaret Powell (AHR-106) in Room 516. Her extension is 73884.

Then there will be briefings on the programs on Friday, Dec. 18 (9 a.m. in Rm. 5BC) and Friday, Jan. 8 (10 a.m. in 5AB). Applications are due Jan. 15 and go to Ms. Powell.

### DOD Sponsors Training For Some GM/GS-15s

Attention GM/GS-15s who occupy supervisory/managerial positions: You can now apply for training at DOD joint-services military schools, the Industrial College of the Armed Forces, and the Naval and Air War Colleges.

Program details can be found in Action Notice A 3155.2, and those qualified can apply directly through FAA's Labor Relations and Career Development Branch, AHR-140. Contact Cathy Bracy, x73877, for further information.

The deadline for applications is Jan. 8.

### Chorale And Day Care Kids Make Holiday Program Plans

The FAA Chorale and the DOT Day Care Center, located in the FAA Building, are finalizing plans for two performances of their first-ever holiday program.

The combined program, with special performances by some notable FAAers, will be presented Wed., Dec. 16, and Fri., Dec. 18, both from 12 noon to 12:45 p.m. in the FAA third-floor auditorium.

The program will include traditional holiday music, specialty numbers by members of the chorale and special skits and songs by the children.

And, of course, there will be a sing-along at the end of the program. Everyone is welcome to attend and enjoy the holiday spirit.

### A Seasonal Party Tip

You know you've had too much to drink at the Christmas party when you walk out of a clothes closet and tell the hostess that the light is burned out in the bathroom.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## News in Brief

\* FAA is actively pursuing technology to improve the state-of-the-art in the detection of weapons, security chief Ray Salazar told a congressional committee at a hearing this month. New research projects are concentrating on technology to detect non-metallic weapons and explosive devices in carry-on luggage and on passengers. Approaches that show promise include improved X-ray equipment, infrared and acoustics.

\* FAA's prized Quality Control Certificate was given to Sonicraft Inc., for meeting FAA's stringent quality standards in producing radio control equipment modules. The company is the second minority-owned business to receive it.

\* The agency has certified HANDAR, Inc., as the first manufacturer to meet specifications for the Automated Weather Observing System III (AWOS). The system will measure wind, temperature, dew point, pressure, visibility, and cloud height. The system processes the data into a standard weather observation and produces a computer-generated voice for direct broadcast to pilots. After other companies become qualified, FAA will contract for 160 systems.

## Strict Screening Required

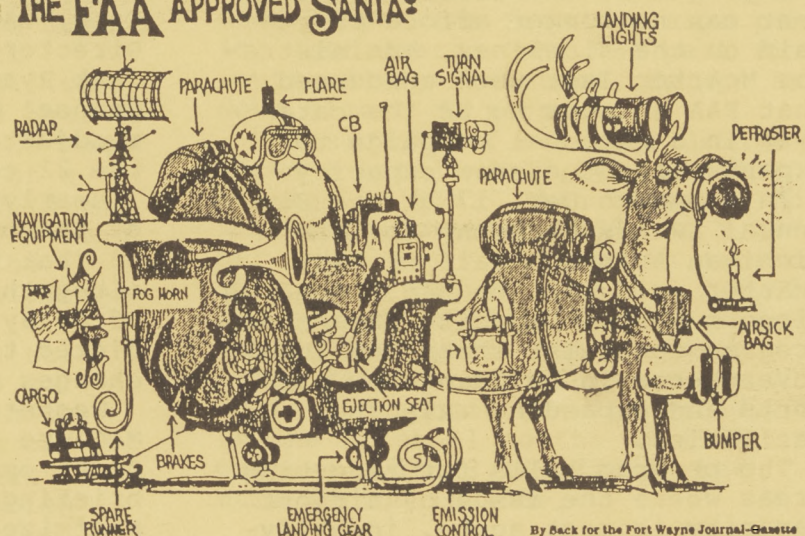
In a move to tighten security, the Federal Aviation Administration is requiring airline and airport employees to undergo full security screening at airport security checkpoints.

The stricter requirement, which will become effective this week, means that the employees, including flight crews, will no longer be able to bypass the security screening by showing an employee ID card.

It will apply to all U.S. airlines as well as foreign airlines operating to this country.

The FAA also said it is considering regulatory action to require airlines and airports to install computer-enhanced ID (See page 2)

## THE FAA APPROVED SANTA:



By Back for the Fort Wayne Journal-Gazette

## Security (From page 1)

systems that will provide tighter control over ID cards, who has them, and where the employees can and cannot go in the airport.

In a related action, the FAA also moved to require tighter security measures for checked baggage on international flights.

The decision to require full screening of the employees was made following a review of employee ID practices and procedures that was ordered by Secretary of Transportation Jim Burnley. The review was done by representatives of the FAA, the Department of Transportation, and the industry.

The airlines, the airports, and other interested parties were advised of the new requirement last week.

The FAA is aware that the new screening requirement will put an increased burden on the airlines, the airports, and their employees. But it is believed that the increased security that will be afforded to passengers justifies the burden.

## Airport Capacity Program Announced

Saying that the federal government can no longer afford to remain on the sidelines, Administrator McArtor last week announced that FAA intends to be the catalyst in a national campaign to expand airport system capacity.

In a speech Dec. 17 at the First Annual Awards Ceremony for the Michigan Aviation Hall of Fame, McArtor said that he had formed an Airport System Capacity Expansion Program to assist state and local governments in building new airports and expanding existing facilities.

The program calls for targeting areas where the issue of airport capacity is most acute, identifying those that could yield the

greatest benefit, and implementing a public education campaign to focus attention on the need for additional development. The agency will also provide increased assistance to airport planners by designing a computer simulation model that will predict capacity problems and help identify potential solutions.

There are 16 airports now rated as seriously congested, he said, and that number could balloon to 58 over the next decade without aggressive remedial action.

McArtor told the group that FAA has been working closely with the congressional aviation committees as they develop the necessary authorizing legislation to carry out the program objectives.

## LAX Schedule Changes Made

Air travelers in the Los Angeles area may not experience any significant delays when runway 24L/6R closes for repairs next year, thanks to careful planning by the Western Region and the effort of headquarters personnel to enlist carrier cooperation.

In a meeting held in Crystal City, VA, on Dec. 15 and 16, Director of AT Operations Service Jack Ryan and Deputy Chief Counsel Edward Faberman worked to readjust schedules at LAX with the 22 carriers who operate there.

Nearly 100 shifts were made out of the busiest hours, including 50 that were deleted from LAX altogether to minimize the number of delays that once were predicted to reach 600 per day if no changes were made.

Western Region Director Mac McClure and AT Manager Jacqueline Smith opened the meeting with a briefing on a plan designed to minimize the impact on operations there.

## Near Miss Prompts FAA Actions

FAA began enforcement actions against the Delta Airlines flight crew that strayed from its flight track last July, narrowly missing collision with another airline jet over the North Atlantic.

Notices of proposed certificate actions were mailed to the captain, first officer and flight engineer on Dec. 1, proposing suspensions of one year, three months and two months, respectively. The suspensions would be retroactive and coincide with those already imposed by Delta.

The highly publicized "near miss" occurred in Canadian-controlled, North Atlantic airspace on July 8, 1987, when a westbound Delta L-1011 strayed some 60 miles off its flight track and passed dangerously close to a Continental Airlines 747 headed in the same direction.

The incident was one of a number of Delta mishaps that sparked a special FAA inspection of the airline this summer.

## Panel To Advise CAMI

FAA will establish a scientific advisory board to help oversee the operation of the Civil Aeromedical Institute (CAMI) at Oklahoma City.

Federal Air Surgeon Robert McMeekin told a congressional subcommittee at a Dec. 7 field hearing in Oklahoma City that the panel would be the equivalent of a professional peer review board and "will help us ensure over the long term that we are pursuing the right kinds of research activities in the right way."

In addition, Dr. McMeekin said he wants to increase CAMI's collaboration with academia, industry, and the several levels of government, thereby improving CAMI's stature within the scientific community and helping it attract top-notch talent.

## Quieter Grand Canyon

The National Park Service has recommended that FAA ban low level aircraft flights over almost half of the Grand Canyon.

The NPS report calls for the establishment of four flight-free zones over some 530,000 acres -- or 44 percent -- of the Grand Canyon National Park. Flights below 14,500 feet mean sea level would be prohibited in these areas.

However, tour operators, who account for 80 to 90 percent of the 50,000 annual flights over the park, would not be put out of business. The Park Service recommendations would provide special corridors for sightseeing flights of 30 to 60 minutes.

Congress passed legislation this past summer banning flights below the canyon rim and directing a study of the adverse impact of aircraft overflights. FAA now must act on the recommendations.

## Flight Delays Drop

Flight delays in the nation's airspace dropped 31 percent in November, marking the fifth month in a row that delays were lower than the same month in 1986. For the first 11 months of 1987, delays of 15 minutes or more now are down 14 percent from the same period last year. Over the past five months (July-November), delays are down almost 30 percent.

FAA's count of November delays shows a total of 25,648--a daily average of 855. This compares to 37,068 in November 1986, or 1,236 per day. For the 11-month period this year, delays totalled 325,654 as opposed to 378,070 through November last year. At the same time, flight operations at the 22 busiest airports grew to 8,617,178 in the first 11 months of 1987 compared with 8,449,929 in the same period in 1986.

# Headquarters News



## Telephone Usage To Be Monitored

In January, a new headquarters telephone usage billing system will be initiated. Reports of commercial long distance (9 + area code + number) and off-net Federal Telecommunications System (FTS) (8 + area code + number) calls will be forwarded for review, certification, and payment for all calls that are not for official government business. These reports will include a listing of all calls, the number the calls were made from and to, the employee name assigned to the originating number, the time and date of the calls, and the duration and cost of the calls. ALG will be sending the reports out for certification and collection of charges.

## GSA Plans Office Space Exhibit

The General Services Administration (GSA) is sponsoring a conference and exhibition on better use of office space at the Washington Convention Center Jan. 20-21, 1988.

FAA personnel will be admitted free of charge to the exhibits of

furniture, furnishings and architectural products currently available on Federal Supply schedules.

The 18 workshops will present how-to procedures for consolidation and purchase as well as new design and planning concepts.

The objective of the conference is to present ideas to increase the quality and effectiveness of the space government workers occupy.

## Santa Claus, Inc. Proposes Change

After 60 years under the same type certification basis, Santa Claus has applied for an exemption from FAR Section 21.19 to modify his sleigh to a nine reindeer configuration instead of the traditional eight. The ninth reindeer will have a red light on its nose to increase visibility in all weather conditions, thus providing a greater level of safety. AWS has agreed to allow Santa Claus to apply for a supplemental type certificate. The whole story is posted on the door of Room 335 for public inspection.

Hopefully, grandmas everywhere will be safe this year!!!

## C.F.C. Steering Committee Members Receive Awards



Administrator McArtor recently presented letters of appreciation and plaques to members of the 1988 Combined Federal Campaign (CFC) Steering Committee. Pictured, from left to right, are: Joseph P. Kisicki (ATR), CFC Coordinator; Frank Hatfield (ATO); Golden Roche (ATO); Sandy Weaver (ATS); Administrator McArtor; Debra Plymate (ATR); George Dabrowski (ATO); and B. Keith Potts (AAT), CFC Vice Chairman.

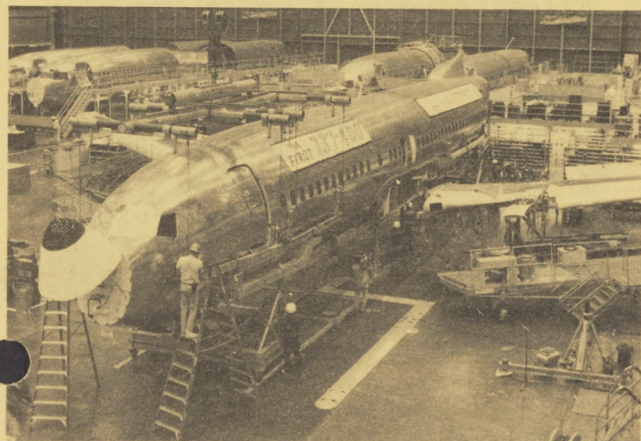


U.S. Department  
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# Headquarters Intercom

## Here Comes The 737-400



The newest and largest version of the Boeing 737 -- the 400 model -- moves down the assembly line at the company's Renton, WA, plant. Roll out is scheduled for January 1988 and the aircraft will begin a seven-month test program leading to FAA certification. Boeing already has approximately 125 orders and options for the twin jet.

## FAA Gets 16% Budget Boost For FY 1988

FAA emerged from the annual, end-of-the-year budget battle in Washington in much better shape than most government agencies, although it didn't get everything for which it asked.

The \$5.7 billion appropriation included in the FY 1988 Continuing Resolution represents a 16 percent increase from the \$4.9 billion the agency received in FY 1987. However, it was approximately \$100 million less than the agency had requested.

The biggest problem will be in the operations area where the agency's request was cut from \$3.27 billion to \$3.15 billion. In addition, FAA will have (See page 2)

## News In Brief

\* The congressionally approved two percent pay raise for Federal white collar workers will go into effect with the start of the first pay period on Jan. 3. That means FAAers can look for the increase in their Jan. 26 paychecks.

● NBC news's Scrooge-like effort -- Fear, Frustration ... and Flying -- to spook air

travelers over the Christmas holidays ended up as something of a technical disaster for the network. NBC was trying to show, among other things, that FAA equipment problems and general technical and managerial incompetence were undermining air safety, but much of the message was lost because of network audio problems that plagued the first quarter of

the hour-long program. Some people might call that "poetic justice."

\* Those still brave enough to fly after watching the NBC news special are reminded that new FAA carry-on baggage rules go into effect on Jan. 1. Essentially, they require the airlines to have an FAA-approved plan for handling carry-on items, (See page 2)

## Briefs (From page 1)

establish a checkpoint outside the aircraft to keep passengers from carrying all their worldly possessions on board with them, and designate a crewmember to check for safe stowage of all items before the aircraft leaves the gate. The Air Transport Association (ATA) has developed a model program for its members that generally would limit air travellers to two carry-on items.

\* At the request of the General Accounting Office and various congressional sources, FAA has changed the way it computes the controller work force. The new system excludes common screen students at the FAA Academy and Air Traffic Assistants but adds, for the first time, traffic management coordinators and first line supervisors. The result was a controller work force at the end of November of 15,349, which is not significantly different than the count would have been using the old system.

## Budget (From page 1)

to absorb the two percent pay raise that goes into effect next month. The House-Senate Conference Committee that put the package together also set end-of-FY 88 staffing goals of 15,900 for controllers, 2,198 for aviation safety inspectors and 8,551 for Airway Facilities field technicians.

The Headquarters Administrative budget for 1988 will be extremely tight. The Administrator's Review Committee will review FY 1988 issues in early January. Revised spending and hiring guidance will be issued by mid-January.

## Ellett Leaving FAA

FAA Chief Counsel E. Tazewell "Ted" Ellett is leaving the agency on Jan. 11 to return to his old Washington, DC, law firm, Hogan and Hartson.

Ellett came to FAA from the National Transportation Safety Board with former Administrator Donald D. Engen in April 1984 and served as his Special Counsel until named to the top legal post in May 1985.

During his 19 months as AGC-1, Ellett developed an action plan to improve standardization of enforcement practices and also has been active in formulating agency policies and legal positions on critical airport access issues. In addition, he conceived and chaired the first International Aviation Legal Conference to discuss regulatory aspects of aircraft maintenance and airworthiness.

## Added Security Moves Ordered

As part of its stepped-up security program following the tragic PSA crash on Dec. 7, FAA will begin a series of special security inspections at 16 major airports next month.

The agency also will conduct a collateral review of electronically operated gates at airports to determine how effective they are in keeping unauthorized people and vehicles out of sensitive areas.

In addition, the agency has ordered the airlines to discontinue the practice of busing dependents of flight and cabin crews directly to the aircraft or to any point that allows them to by-pass security. They now will have to go through the screening system like everyone else.

## 1988 Aerospace Anniversaries

Get out the party hats and favors because there are a lot of aviation anniversaries to celebrate -- or, at least, observe -- in 1988. Here is a partial list and we'll pass on more as the new year progresses.

Seventy years ago, the Post Office Department inaugurated the first airmail service between Washington, DC, and New York City (May 15) and the "Red Baron," Manfred von Richtofen, was shot down by the Canadian, Roy Brown (Apr. 21).

Sixty years ago, the "Southern Cross" completed the first trans-pacific crossing from Oakland to Australia (June 9).

Fifty years ago, Douglas "Wrong Way" Corrigan took off from New York ostensibly for California and ended up in Ireland.

Thirty years ago, the Boeing 707 was certificated (Sept. 23) and the Federal Aviation Act, establishing FAA, was signed into law (Aug. 23).

Ten years ago, the Airline Deregulation Act became law (Oct. 24).

## New Drug Testing Safeguards

DOT is implementing additional safeguards to protect the integrity of the samples collected in its random drug testing program.

The actions were ordered following a laboratory mixup that resulted in a false positive report on a California controller. The situation was clarified in a matter of hours by a subsequent FAA review of the report, and the controller was returned to his normal duties.

To preclude future incidents of this nature, DOT has ordered its drug-testing contractor, Compu-chem, to implement an additional

review at the laboratory for all positive results and develop a back-up automated system for verifying the identification of samples.

It also is exploring the possibility of having the sample collector retain a portion of the sample for confirmation tests in the event there is any question about the validity of a positive finding by the laboratory.

Since the random drug testing program began in September, 450 DOT employees have been tested with four confirmed positives. All four have agreed to participate in a rehabilitation program. No one has been terminated to date as a result of the program.

## Technical Training Studied

The FAA Technical Training Review Group--TTRG, for short--is looking for ways to make the technical training experience more efficient and more meaningful.

Some key questions that the TTRG members are asking themselves and others is how much paperwork does it take to accomplish the 15,000 to 20,000 resident training enrollments that occur each year, how many offices and people are involved, and can the processes be streamlined and made more efficient? The answers will affect just about every FAA employee.

Ed Curran, Director of Personnel and Technical Training, is chairing the task group, which includes representatives from Air Traffic, Administration, Development and Logistics, Aviation Standards, Human Resource Management, the Aeronautical Center, and the National Airspace System (NAS) Plan Systems Engineering and Integration (SEI) contractor. A report and recommendations are due in March.

# Headquarters News



## Nominations Sought

Think your organization is doing a bang-up job at whatever it's supposed to be doing? If so, the Public Employees Roundtable (PER) wants to hear from you.

As part of its annual awards program, PER is looking for federal, state and local organizations that have made outstanding contributions to public service over the past two years. Nominations are due Feb. 29 with the award ceremonies set for the U.S. Capitol building on May 5.

Additional information and nomination forms are yours for the asking by calling (202) 535-4324. The PER Awards Committee address for written queries is P.O. Box 6184, Ben Franklin Station, Washington, DC 20044.

## Here Comes "The Blob"

Looking for a cheap date? Well, keep in mind the National Air and Space Museum's free film series with a different feature at 7:30 p.m. every Friday night in the Samuel P. Langley Theater.

The January lineup is "Close Encounters of the Third Kind" on the 8th, "Invaders from Mars" on the 15th, "The Blob" (with a very young Steve McQueen) on the 22nd, and "The Invasion of the Body Snatchers" (the 1978 remake of the 1956 cult film) on the 29th.

Then take your date out to some secluded spot to look for flying saucers or whatever.

## Last One Out Turn Off The Lights'

It's probably not going to snow this winter (Think positive, right!), but just in case it does,

FAA employees ought to know who goes out the door first.

Under the Office of Personnel Management's new snow emergency dismissal plan, where you live now is more important than where you work. For example, the "Zone One" people who live in far away and exotic Maryland and Virginia counties will lead the exodus, and the "Zone Four" DC residents go last and will be responsible for turning off the lights.

If the snow begins falling overnight, OPM says it will make every effort to notify the news media by 6 a.m. of the snow policy in effect. If a snow emergency develops during working hours, the dismissal procedure will be relayed to employees through management channels and via the FOB-10A public address system. Remember, no cheating!

## Awards And Rewards

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

Charles Stith, Frank Munroe, Phyllis Vallario, James Stemple, and Arthur Hendrickson, APM; Timothy Grovac, David Thompson, and Oliver Cooper, ATO; Joan Hannan, Omar Spaulding, Frank Bassett, and Harold Coleman, AAP; Barbara Dyson and Donna Heironimus, AES; Frederica Dunn, Noel Jamison, and Lilith Ren, AOE; Paulette Randolph and Madonna Bess, AHR; Frank Paskiewicz, AWS; Gerald Froelke, ABU; Ann Tucker and Mark Noonan, AMS; Sharon Fletcher, Elizabeth Bugay, Paula Hodge, and Tina Amereihn, ALG; Darlene Kirby and Jackie Vincent, ADL; Nancy Davis, ASM; Phillip Hodgkins, APS; Frances See, AAT; Peter Xenakes, AIA; James Barry, ACS; and Stacey Helmer, AFS.