



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

FAAers Honored

* FAA Administrator Allan McArtor, Eastern Region Director Joseph Del Balzo and airspace planner Glenn Bales have been honored by the magazine, Aviation Week and Space Technology, for their "contributions to aerospace in 1987."

McArtor was cited in Av Week's annual "Laurels" section "for a hands-on approach to aviation issues and leadership in restoring public confidence in aviation and the agency." Del Balzo and Bales were picked for "implementing East Coast traffic plans that expedite traffic to and from New York airports."

Selection of the three enables them to rub symbolic elbows with other Laurels recipients including astronauts, cosmonauts, Members of Congress, U.S. & Soviet arms negotiators and even President Reagan himself. Not bad company!

Smoking Ban Set

Starting April 23, the "No Smoking" sign will stay on continuously on U.S. domestic and international flights of two hours or less. The ban was imposed by Congress.

President Signs Airport/Airway "Reauthorization" Bill

FAA programs to improve and expand the nation's airport and airways system are alive and well thanks to new legislation approved by the Congress and signed into law by President Reagan on Dec. 30.

The Airport and Airway Expansion Act of 1987 extends the current aviation user fees that pay for these programs for three years (FY 1988-90) although it contains a "trigger" mechanism that would reduce fee schedules after two years under certain conditions.

It also authorizes (but doesn't appropriate) an average of \$1.74 billion a year over the next five years for the Airport Improvement Program and \$1.76 billion annually for Facilities and Equipment over the next three years. However, Congress already has fallen short of its goals for FY 1988 by appropriating approximately \$1.27 billion for airports and \$1.1 billion for F&E.

In addition, the bill increases the minimum civil penalty for violations of the Federal Aviation Regulations from \$1,000 to \$10,000 and directs an increase in the controller work force to 15,900 by the end (See page 2)

Two Percent General Pay Raise

Steps	1	2	3	4	5	6	7	8	9	10
GS-1	\$ 9,811	\$10,139	\$10,465	\$10,791	\$11,117	\$11,309	\$11,631	\$11,955	\$11,970	\$12,275
2	11,032	11,294	11,659	11,970	12,103	12,459	12,815	13,171	13,527	13,883
3	12,038	12,439	12,840	13,241	13,642	14,043	14,444	14,845	15,246	15,647
4	13,513	13,963	14,413	14,863	15,313	15,763	16,213	16,663	17,113	17,563
5	15,118	15,622	16,126	16,630	17,134	17,638	18,142	18,646	19,150	19,654
6	16,851	17,413	17,975	18,537	19,099	19,661	20,223	20,785	21,347	21,909
7	18,726	19,350	19,974	20,598	21,222	21,846	22,470	23,094	23,718	24,342
8	20,739	21,430	22,121	22,812	23,503	24,194	24,885	25,576	26,267	26,958
9	22,907	23,671	24,435	25,199	25,963	26,727	27,491	28,255	29,019	29,783
10	25,226	26,067	26,908	27,749	28,590	29,431	30,272	31,113	31,954	32,795
11	27,716	28,640	29,564	30,488	31,412	32,336	33,260	34,184	35,108	36,032
12	33,218	34,325	35,432	36,539	37,646	38,753	39,860	40,967	42,074	43,181
13	39,501	40,818	42,135	43,452	44,769	46,086	47,403	48,720	50,037	51,354
14	46,679	48,235	49,791	51,347	52,903	54,459	56,015	57,571	59,127	60,683
15	54,907	56,737	58,567	60,397	62,227	64,057	65,887	67,717	69,547	71,377
16	64,397	66,544	68,691	70,838	72,985	75,132*	77,279*	79,426*	81,573*	
17	75,437*	77,952*	80,467*	82,982*	85,497*					
18	88,416*									

*The rate of basic pay payable to employees at these rates is limited to \$74,000, the rate that would be payable for level V of the Executive Schedule. (Federal Employees News Digest, Inc., P.O. Box 7528, Falls Church, VA 22046-1428.)

Bill

(From page 1)

of the current fiscal year.

Other provisions would mandate airborne collision avoidance equipment (TCAS II) on airline aircraft within four years and require use of Mode C (altitude-reporting) transponders in all areas where radar service is provided within three years.

G.A. Survey Published

Despite the increasingly high cost of flying, "personal use" still is the primary role of most general aviation aircraft.

FAA's latest "General Aviation Activity and Avionics Survey" shows that 55 percent of the G.A. fleet is devoted principally to personal use, 20 percent to business, and 7 percent to instructional flying. Most of the remainder is involved in commercial activities.

The survey was prepared by the Management Standards and Statistics Division (AMS-420) in the Management Systems Office. That's who to call if you have any questions.

TSP Open Season Still On

Just a reminder that FAA employees and other Federal workers have until the end of the month to sign up for the Thrift Savings Plan (TSP) or exercise one of the two new investment options. It's almost one of those offers you can't refuse with interest rates running at about nine percent in recent months and tax advantages similar to an IRA.

Moreover, President Reagan recently signed legislation that permits higher salaried employees (\$50,000 per year plus) to continue the maximum amount to the TSP. Previously, they faced the possibility of having their

contribution rate reduced later in the year because they were more than two percent above the average contribution of all other eligible employees.

ASDE-3 Test Underway

Testing of the new ASDE-3 (Airport Surface Detection Equipment) has begun at Republic Airport in Farmingdale, NY. This is the first phase of the field testing program that will continue when the equipment is delivered to the Pittsburgh Airport in late April.

FAA has ordered 30 ASDE-3s from Norden Systems of Melville, NY, to provide controllers with a radar picture of the airport surface and, thereby, improve control of ground traffic.

Pittsburgh is expected to commission its system in Oct. 1988, and all-30 units will be on line by the end of 1990.

ATC Workload Up In FY'87

Both FAA airport towers and air route traffic control centers recorded increased activity in Fiscal Year 1987, but flight service stations experienced a slight drop in their workload.

Preliminary FAA data for the 12 months ending Sept. 30, 1987, showed FAA-operated control towers with 60.9 million operations, a gain of 3.4 percent from FY 86, and enroute centers with 43.3 million operations, an increase of 4.8 percent. On the other hand, FSS facilities reported a 2.7 percent decline in the number of services provided with a total of 47.7 million.

Consistent with the pattern of recent years, commercial aviation logged the biggest gains in FY 1987, accounting for one-third of tower operations and 62 percent of the center activity.



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What's Hot & Otherwise

Every other publication is doing it, so why not Intercom? We're talking about those New Year's lists of "What's In" and "What's Out." Here is a sampling of our list:

* FERS is in and CSRS is out, and now it's too late to change retirement systems.

* NATCA is in, and PATCO is long gone as the controllers' national bargaining unit. (We can't even remember what the PATCO stood for anymore although we do recall why it went down the tubes.)

* The CMD is in, and the MTS is out. Now you get to combine management training with a side trip to Disney World.

* The IBM Host computer is in, and the IBM 9020 is (See page 2)

FAA Honors 19 For EEO Achievements

The Administrator's EEO Awards Program set some encouraging records this past year with the nomination of 63 employees and the selection of 19 to receive the award. These are the highest numbers since the program was initiated 11 years ago to encourage employee support for and commitment to EEO goals.

The winners of the Special Achievement Awards in EEO will be honored Jan. 13 at a ceremony in Washington headquarters with Administrator McArtor scheduled to present the certificates. The selection committee was chaired by FAA veteran Walter Luffsey.

Included among the 19 winners were six from Washington headquarters and four each from the

Great Lakes and Southern Regions. The full list follows.

Washington HQ: Anthony Broderick, Tazewell "Ted" Ellett, Brooks Goldman, Lyle Malotky, Daniel McGrath, and Janice Sledge (AVN). Southern: William Abernathy, William McGill, Clark Sharpe, and William Wynn. Central: Calvin Fields and Clarence Hill. Great Lakes: Susan Greco, Daniel Koch, Manuel Torres, and Barbara Williams. Western Pacific: H.C. McClure. New England: Jack Sain and Pamela Whitaker.

We Are Somebodies

GSA has launched a campaign to drive home the point that long distance calls on government lines aren't free. This "Somebody Pays" poster is the first of five that will be distributed in living color in the coming months to cut costs of long distance personal calls. GSA points out that these calls cost the taxpayer (you and me) \$90 million a year.



What's Hot (From page 1)

out. At least it will be by mid-year.

* TSP (Thrift Savings Plan) is in, and mutual funds are out. Think about U.S. Savings Bonds also.

* EFGs (Employee Focus Groups) are in, and rugged individualism is out. Now you have someone to commiserate with when you feel like complaining.

* Finally, FAA may be in or out. It all depends on what two presidential commissions and various congressional subcommittees have to say about the agency's structure and organization in the coming months.

GAO Official Gets HRM Post

A former senior official of the General Accounting Office, Herbert R. McLure, has been named to succeed Charles E. "Gene" Weithoner as Associate Administrator for Human Resource Management. Weithoner retired Dec. 31.

At GAO, McLure closely monitored various FAA programs in recent years, including the hiring and training of air traffic controllers, and has testified frequently on these issues before congressional committees. His GAO experience also includes the direction of a Personnel Systems Development Project that produces substantial changes in that agency's work culture.

An Arizona native with a BA in accounting and an MBA in organizational behavior, McLure has been with GAO since 1964. He was senior associate director of GAO's Community and Economic Development Division immediately prior to his FAA appointment.

Buffalo Express Cited In Enforcement Action

FAA is proposing a \$950,000 civil penalty against Buffalo Express and its principals for operating more than 200 passenger and cargo flights last year after its Air Carrier Operating Certificate had been revoked.

The agency pulled BEA's certificate on Jan. 2, 1987, for operating unairworthy aircraft and conducting flights in a careless and reckless manner. Despite this action, BEA continued flying and was involved in a fatal accident at Chicago's Midway Airport on July 20, 1987.

BEA has been given 30 days to respond to the agency's proposed enforcement action.

Airline Records Reported

DOT has reported a drop in airline on-time performance in November, and bad weather over much of the country during that month has been cited as a principal cause.

DOT said 76 percent of domestic flights arrived on time during November, which was down slightly from the 80 percent figure recorded in October. "On time" means a flight arrived at its destination within 15 minutes of its published schedule.

For the third month in a row, American Airlines had the best on-time performance (83.2 percent). Delta was at the other end of the spectrum with 70.1 percent.

DOT statistics also show an increase in baggage complaints during November. Some 7.38 baggage complaints were recorded per 1,000 passengers as compared to 6.94 per 1,000 in October.

Host Program On Final

The National Airspace System (NAS) Plan passed another important milestone on Jan. 8 when the Cleveland air route traffic control center commissioned its Host computer system. That raised the total number of Hosts on line to 10 and means the equipment now is operational at half of the 20 domestic enroute centers.

The schedule for the Host systems at the remaining 10 centers shows three commissionings in February and two each in March, April and May. The last to go on line will be the Salt Lake City center in mid-June.

In addition to Cleveland, those centers where the Host already is operational are Seattle, Houston, Denver, Boston, Washington, Chicago, Oakland, Albuquerque and Memphis.

January World In Mail

The January issue of FAA World is almost mandatory reading for air traffic controllers because of the article on the new ATC Operational Position Standards. There also is some good optional reading, like a report on the initial Employee Focus Group meetings and an article on how FAA handles presidential and other VIP flights at Andrews AFB in Washington, DC. In fact, there is something there for just about everyone.

Civil Penalty Proposed

FAA is proposing a \$50,000 civil penalty against Southern Air Transport for alleged violations of hazardous materials regulations in flying "rocket ammunition with explosive projectile" to the Middle East in connection with the 1986 Iran arms deal. The agency cited three separate shipments between Feb. and May 1986 which

were not properly authorized under HazMat rules and also violated other shipping requirements. Southern was given until mid-January to respond.

New College Credit Guide

A new FAA Guide to Earning College Credit now is available to agency employees who would like to get some extra mileage from the agency training programs they have completed. The guide lists all of the FAA training courses that have been evaluated and given credit recommendations by the American Council of Education (ACE).

FAAers also can have their course records entered into ACE's national Registry of Credit Recommendations. ACE, then, will provide transcripts when needed for educational or other purposes.

Check with the Training Branch for copies of the new guide and also for additional information on the ACE service. There is a nominal charge for the latter.

FAA Probes Ryan Air

FAA has initiated an investigation of Anchorage-based Ryan Air Service which was involved in a fatal accident killing 18 people at Homer, AK, on Nov. 23, 1987.

In its Order of Investigation, the agency cited an "apparent pattern" of regulatory violations relating to "crewmember qualifications and testing requirements, aircraft maintenance and equipment requirements, crewmember and aircraft records, and airplane and flight operating limitations. It also pointed to the carrier's "significantly high incidence of aircraft accidents."

The eight-member FAA investigation team is headed by Ted Cavooris of the Farmingdale, NY, General Aviation District Office.

Headquarters News



"Government Workplace" Subject of Trade Show

Headquarters employees looking for a preview of what FOB-10A will be like when the current refurbishing effort is completed might want to drop in on the "Government Workplace" trade show at the Washington Convention Center, Jan. 20-21. Admission is free for Federal workers.

The GSA-supported event will feature the latest modal "furniture systems" (not to be confused with old-style desks and file cabinets) for modernizing and streamlining the Federal workplace. Just about all the major GSA vendors will be exhibiting their wares and one convention official calls it "a one-stop shop ... an opportunity to kick the tires."

The show also features a full schedule of workshops on such topics as "Planning for a Quality Workplace." They're also free but preregistration is advised because of space limitations.

FAA Toastmasters Club Elects New Officers

AIA's David Hobbs has been elected President of the FAA Toastmasters Club. Other new officers are Ruby Jones, ASF, Educational Vice President; Jim Barrett, NTSB, Administrative Vice President; Susan Dion, ATO, Treasurer; Pat Reed, NTSB, Secretary; and Sharon Fletcher, ALG, Sergeant At Arms. Club meetings are held the first and third Tuesdays of each month from 12:00 to 1:00 p.m. in rooms 9A&B. Employees are invited. Contact David Hobbs (x78124) or Jim Barrett (382-6625) for further information.

Workout at Work

Now is the time to put those New Year's resolutions to the test by joining the FAA Exercise Facility. Memberships can be obtained during the week of Jan. 25-29 from 11:00 a.m. to 1:00 p.m. in the hallway outside the first-floor facility.

The annual fee is \$30 for DOT/FAA employees and \$45 for others.

A variety of Nautilus and Universal weight machines, stationary bicycles, treadmills, and other equipment await your use.

For additional information, contact volunteer managers Debbie Daniels, x79008; Harvey Kaplan, x79984; or Jerry Wallace, x7900.

Why Are These People Smiling?



The answer is that they were the recipients of a Group Special Achievement Award at the recent Development and Logistics (ADL) Seventh Award Ceremony in the auditorium. That's ADL-1 Ed Harris at the lectern with Jackie Herbert, Darlene Kirby, Hal Coleman, James Stemple, Charles Stith and Art Hendrickson completing the picture. Harris also handed out service pins to 25 employees and presented appropriate certificates to ADL employees who had earned awards in the July-Dec. period.



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News In Brief

* The third in the series of Employee Focus Group (EFG) meetings is scheduled for Jan. 27-29 in Tampa, FL. This is for the flight service station specialists. Administrator McArtor is planning to participate in part of the three-day session.

* The number of controller retirements in towers and enroute centers hit a four-year low in 1987 with only 380 opting for life in the slow lane and/or a second career. This figure includes all ATC personnel in the GS-2152 series and compares with 594 in 1986, 435 in 1985, and 413 in 1984. Disability requirements are not included in these totals.

* The National Air Traffic Controllers Association will hold its 1988 convention in Atlanta, GA, the week of Jan. 25. Among other things, NATCA will begin the nomination process for election of a national slate of officers. NATCA is the national bargaining unit for FAA controllers, having won that right in a mail ballot last June.

* U.S. airlines posted a record \$2.7 (See page 2)

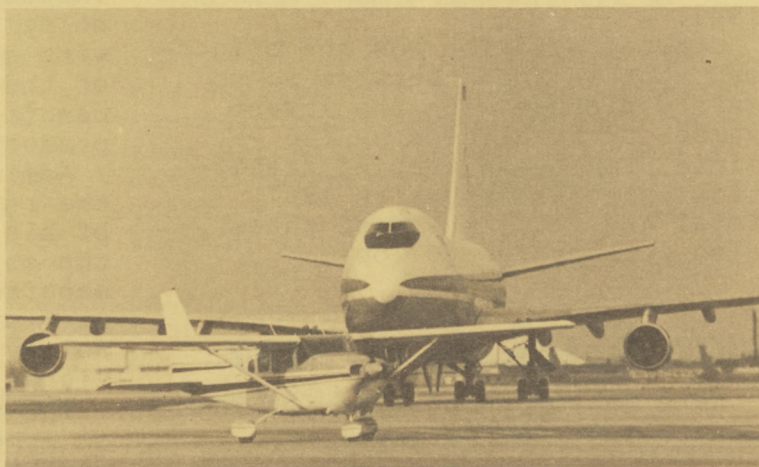
Safety Record For 1987 Shows Mixed Results

Although 1987 was not a particularly good year for airline safety, general aviation posted new safety records with both total and fatal accident rates dropping for the fifth year in a row.

According to the NTSB, the scheduled airlines had four fatal accidents in 1987 with a total of 231 fatalities. Included in those totals was the Dec. 7 PSA crash which the Board said "is suspected to be the result of an act of sabotage."

The PSA accident presented something of a quandary to the Board which counted the 43 fatalities on one hand to come up with the 231 total ("the highest number for scheduled airlines in five years") but, then, decided not to include it in calculating the total and fatal accident rates. (See page 2)

G. A. Had A Good Year



General Aviation flyers got out in front of the airlines last year, posting their best safety record since the NTSB began keeping records in 1967. The carriers had a so-so year.

Briefs

(From page 1)

billion in operating profits in FY 1987, surpassing the old mark of \$2.1 billion in FY 1984. However, FAA's Office of Aviation Policy and Plans (APO) notes that the carriers' take-home pay was considerably less, and the net profit totaled only \$663.7 million. APO cites interest payments on long-term debt as the major reason for the big difference in the two figures.

* As a public service, we would like to point out that the first three-payday month this year is May, just in time to help pay for those summer vacations. The second is in November, just in time to underwrite the annual Christmas shopping splurge. In between, we'll all have to limp along on just two paydays a month.

Record

(From page 1)

Accordingly, the 1987 fatal accident rate per 100,000 departures was lower than in seven of the past eleven years.

The safety record of the commuter airlines also suffered in 1987 with 58 fatalities and the highest total and fatal accident rates per 100,000 departures since 1981. Air Taxis had 68 fatalities, one more than last year, although the accident rates were lower than 1986.

General aviation was the brightest spot in the otherwise so-so safety picture with the lowest number of fatalities -- 738 -- since NTSB began keeping statistics on this segment in 1967. Total and fatal accident rates also were at record lows.

FICA Rates Up in 1987

Here is something else for FAA-ers to look for on their pay

slips: The FICA rate has been increased this year from 7.15 to 7.51 percent. FICA/Medicare earnings subject to withholding also have gone up from a 1987 base of \$43,800 to \$45,000. However the Medicare rate will remain at 1.45 percent.

On the other hand, the higher FICA withholding rate will be offset by an equivalent decrease in Government retirement withholding rates for those employees subject to FICA. Generally speaking, these are employees in the Federal Employees Retirement System (FERS). Withholding rates for employees in the Civil Service Retirement System (CSRS) who are subject to Medicare only will not change.

Questions go to Richard Sloan (AAA-300) on x79009.

"Snapshot" Underway

Operation Snapshot, the special FICA in-depth review of the nation's aircraft manufacturing industry, is well underway with one quarter of the planned inspections now completed.

The agency reported that nine of the 40 manufacturers in the inspection sample have been checked to date, and plans for inspecting the remaining 31 are being finalized. The 40 companies were selected as representative of the approximately 1,300 manufacturing firms that hold FAA production certificates.

Administrator McArtor announced the review last September as part of his IMPACT 88 Program. He said the objective is to make sure the manufacturing industry has kept pace with recent changes in technology and the growth of international production agreements.

The review began in October and is expected to take 15 to 18 months.

Troubled Passage Published

It's one of those moments in time forever fixed in the memories of the tens of millions of people who watched it on television. There was FAA Administrator (and former Nixon aide) Alexander Butterfield testifying before a congressional committee on July 16, 1973, disclosing the existence of the "Watergate" tapes and sealing the fate of the nation's 37th President.

FAA Historian Edmund "Ned" Preston captures that moment in Troubled Passage: The FAA During the Nixon-Ford Term and recounts the subsequent fallout of that event on both Butterfield and the agency. Although Butterfield remained at FAA for another two years, Preston notes that he was considered a "pariah" by the White House and that fact severely limited his effectiveness as Administrator.

Troubled Passage is the fifth volume in the FAA history series that traces the agency's development from 1926 to 1977. Copies are being distributed to the branch level.

CWF Numbers 15,432

FAA finished Calendar Year 1987 with a total controller work force (CWF) of 15,432. That number includes 8,988 FPL (Full Performance Level) controllers and 1,110 FPL grade-level controllers who are not yet certified on all positions at their current facilities. The agency expects to increase the total in the CWF to 15,900 by the end of Fiscal Year 1988 (Sept. 30).

Survey Technique Tested

The Office of Organizational Effectiveness (AOE) has successfully tested a new telephone survey

technique that will allow headquarters and regional managers to get quick feedback from the field on various program and policy questions.

More than 150 aviation safety inspectors were polled during the November test to determine their knowledge of the SAFE (Safety Activity Functional Analysis) program. The calls were made using a computer-generated list by a three-person team from AOE, the Office of Human Resource Planning and Evaluation, and the headquarters Human Resource Management Division. The survey consisted of five fixed-response questions and one brief open-ended one.

Some 97 percent of the survey respondents agreed that telephone surveys could be a useful communications tool. Additional information is available from AOE's Barry Williams on FTS 267-3939.

ATC Faulted In Midair

The National Transportation Safety Board has blamed a breakdown in ATC coordination and procedures for a May 1, 1987, mid-air collision between two non-commercial aircraft near Orlando, FL.

The Board said controllers at the Orlando approach control facility did not properly coordinate the arrival of a SNJ-4 and did not maintain radar identification on that aircraft. The SNJ collided with a two-engine corporate aircraft, killing all four on board the two airplanes.

The Board also cited the limited capability of the radar system to track closely spaced aircraft and the lack of traffic advisories as contributing to the accident. It said the pilots' ability to "see and avoid" each other was limited by the positions of the two aircraft involved.

Headquarters News



Ground School Set

The FAA Flying Club will begin a private pilot ground school on Feb. 2 in Room 5AB. Classes will meet from 6:30 to 9:30 p.m. on Tuesday and Thursday nights for six weeks with the private pilot written exam given at the conclusion on March 14. There is a \$75 charge for the course that includes all books. The contacts are Andrea Nash on x79725 and Brian James on 775-3637.

FOB-10A Modernization Plans Get Top Level Approval

Implementation of the FOB-10A modernization program is about to get really serious.

Program Manager "Brad" Bradshaw reports that the Administrator's Headquarters Management Team has approved the basic modernization and implementation plans and GSA now is preparing to award the furniture contract. That's expected in April with deliveries beginning in July.

One of the first-applications of the new furniture when it arrives will be the creation of a "demonstration area" in Rm. 435. It will feature 22 work stations, ranging from the manager's to the clerk-typist's, and will give employees a preview of what's ahead for them.

Design work on the new building configuration will begin next month for the 4th, 6th and 7th floors, which are first in line to get the new furniture systems. However, it will be May at the earliest before any major reconstruction gets underway.

Bradshaw says his team along with building management staff also is working with OST and GSA on the heating/ventilating/air conditioning system, roof, elevators, garage and other FOB-10A areas and systems. Additionally, in order to speed the whole modernization process, the agency is seeking delegated authority from OST to accomplish the internal changes on its own.

Bradshaw also says he plans to step up educational activities designed to keep employees informed of the modernization program's progress.

Baby It's Cold Outside

In an effort to keep the utility pipes in the parking garage from freezing this winter, the A-level doors are being closed at 6 p.m. If you're inside after that hour, a security guard will let you outside. If you're outside, a couple of honks on the horn will get you inside.

TENTATIVE SCHEDULE FOR BUILDING MODERNIZATION

D			DATES	
			BEGIN	END
4		ESTABLISH DEMONSTRATION AREA RM. 435	2/88	8/88
1	7	AES, APS, AAP, OTHER ADL (PRELIMINARY)	2/88	10/88
2	4,6	ATO(P), ATR(P), ATS, AHS (PRELIMINARY)	2/88	8/88
3	9	AGC, APA, APD, AIA, AEE, API-10	4/88	11/88
4	3	APR, AFS, ACS, AWS, AAM, AVN-5, ASF	7/88	1/89
5	4,5,6	ATU(P), ATR, ATS, AAS, APP, ACP	10/88	11/89
		AMS, ATO(P), ASH, OTHER ADL	11/88	9/89
		ALG, AAA, AHP, APT, AOE, ALR	12/88	7/89
6	10	AOA, ADA, ASF, AST, ACR, AAT, ARP, AVS, APT, AAD, ABU, ARR, ADL	1/89	7/89
7	1,2,8	ADA, OTHERS TO BE DETERMINED	4/89	8/89
8	7	SAME AS ACTION NO. 1	11/89	1/90



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News In Brief

* Administrator McArtor was one of the featured speakers at the roll-out of the Boeing 747-400 in Everett, WA, on Jan. 26. The Dash 400, which has a range of over 8,000 miles, is the first extensive renewal of the 747 since it made its first appearance 20 years ago. Boeing expects to begin a 10-

Crew Pairing Guidelines

FAA is strongly recommending that the airlines adopt crew scheduling policies that would avoid assigning two relatively inexperienced pilots to the same flight.

In a Jan. 21 speech to the National Aviation Club in Washington, DC, Administrator McArtor said the agency also is spelling out the circumstances under which the more experienced pilot should be flying the airplane.

McArtor said a message has gone out to all FAA Principal Operations Inspectors instructing them to meet with airline management to stress the importance of not putting two pilots in the same cockpit if they both have relatively little experience in the type of airplane they are flying.

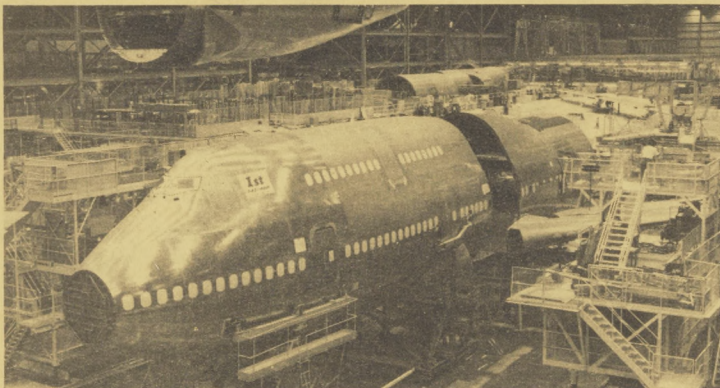
To the extent possible, FAA wants minimum experience levels established for the purpose of pairing. For example, if one pilot has less than 100 hours in a particular airplane type, the other pilot should have more than 100 hours.

The inspectors also will emphasize that the pilot-in-command should make all the bad weather takeoffs and landings when the copilot

has less than 100 hours experience in the type of airplane.

McArtor added that while the agency is asking for voluntary cooperation in this area at this time, the agency will be monitoring the airlines' future flight crew assignments and will consider mandatory action if it is deemed necessary.

Boeing Rolls Out A New 747



The Boeing 747-400, the newest version of the world's first widebody jet, rolled off the line on Jan. 26. Some 16 airlines already have ordered 100 of the big jets with Northwest Airlines first on the list. Deliveries are scheduled to begin in Dec. 1988.

month-flight test program in March leading, to FAA certification of the 747-400.

* The National Transportation Safety Board on March 8 will begin a public (See page 2)

Briefs (From page 1)

hearing on the crash of a Continental Airlines jet at Denver's Stapleton Airport last Nov. 15. The hearing is expected to run four days and will involve dozens of witnesses including individuals from FAA, Continental and Stapleton. The DC-9 crashed in a blinding snowstorm shortly after lift off from Stapleton, killing 28 of the 82 people on board.

* When it comes to dealing with the news media, Administrator McArtor can give as well as he can take. During a recent meeting with reporters in Washington, he noted that he is often pleasantly surprised when he sees himself quoted in news stories. "Sometimes," he added, "I think, gee, I couldn't have said that better myself."

* FAA's 13th annual Aviation Forecast Conference is set for Feb. 19 in the Mayflower Hotel in Washington, DC. The theme of this year's meeting is "Aviation Planning in a Constrained Environment." Discussions will focus on the latest forecast document which will be released at the conference and cover Fiscal Years 1988-1999.

* The FAA Academy on Jan. 13 welcomed its 27,000th air traffic controller trainee since 1976. He or she -- the individual has not yet been identified -- was one of 252 students to begin the 17-week training course on that date. Anyway, the distinction will be short lived as FAA expects to enroll 2,772 newly hired ATC students at the Academy in FY 1988.

* Production of US-made general aviation aircraft dropped again in 1987 with only 1,085 planes rolling off the lines, down 27 percent from 1986. Production of piston aircraft was off 37 percent, jets remained at the same level, and turboprops were up 5.2 percent.

NMAC's Up/MidAir's Down

FAA received more reports of near midair collisions from pilots in 1987 than in 1986 although the number of actual in-flight collisions dropped to their second lowest level in 20 years.

Preliminary FAA statistics show 1,056 near collision reports last year, a 26 percent increase from the 840 recorded in 1986. However, the year ended on a positive note with the number of reported incidents declining by 24 percent in the November-December period, when compared with the same months in 1986. Moreover, the 46 reports in December was the lowest monthly total since February 1986.

The trend appears to be continuing into this year with only 16 near collisions reported to FAA through Jan. 15. Last year, the number for the first half of January was 25.

In contrast to the increase in near collision reports, the number of in-flight collisions between two aircraft dropped 22 percent last year, going from 27 in 1986 to 21, a record that has been bettered only once in the last two decades. That was 1983 when there were 12 midair collisions. The high during that period was 37 in both 1968 and 1970.

Additionally, only nine of the 21 midair collisions last year resulted in fatalities. The total of 21 fatalities was the lowest in the past 20 years.

To date, FAA has completed the investigation of 893 of the 1,056 near collision reports received in 1987. Of this number, 163 (18%) have been labeled critical, 502 (56%) potential and 228 (25%) no hazard.

California continues to lead the nation in near collision reports with 25 percent of the total. Florida and Texas were next, and together the three states accounted for 41 percent of all reports.

Women Lawyers

Make Their



Mark

special Intercom



The Regulations and Enforcement Division is one of the more hectic parts of AGC. Above is the female contingent in AGC-200 (front, 1 to r): Sheryl Israel, Kathleen Yodice, Karen Bury, Angela Nash, Patricia Lane, Denise Daniels Ross, and Vivian Wiesner.

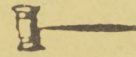
When Associate Justice of the Supreme Court Sandra Day O'Connor graduated from Stanford University Law School in 1952 she couldn't find a job in her profession. She interviewed for positions in several law firms and found that none had ever hired a woman and weren't prepared to do so. One firm in Los Angeles did offer her a job as a legal secretary.

Over the next 20 years, acceptance grew although at a snail's pace. When Irene Miels was hired as an attorney at FAA in 1976, there were three female colleagues in a complement of around 60 attorneys'. None of the women had senior status.

Miels, now a senior attorney in charge of civil rights, says that when she first came into the agency she felt like an oddity. She says real change began in



Irene Howie (1) was the first SES executive in AGC. Irene Miels (second from right) was an early arrival when women were scarce. Attorneys pictured are (back, 1 to r): Irene Howie, Manager, AGC-7; Nancy LoBue, AGC-500; Irene H. Miels, Senior Attorney, AGC-100; and Louise Maillett, AGC-7. Front, 1 to r: Janis Rodriguez, AGC-500, and Vicki Leemon, AGC-400.





Emily Trapnell (back, second from right), the second woman to gain SES status, was promoted to AGC for General Legal Services last June. Margaret Gilligan (front, 1) replaced her as Special Assistant to Chief Counsel. Pictured are (back, 1 to r): LeAnne Faulkner, AGC-110; Mary N.W. Jones, AGC-120; Joan Vance Johnson, AGC-120; Emily M. Trapnell, Manager, AGC-100; and Frances Recio, AGC-400. Seated: Margaret Gilligan; Valerie Dorsett, AGC-500; and Daphne Fuller, AGC-130.

1978 and has accelerated since.

Today there are still 60 attorneys, but 23 are women, and the Chief Counsel's office has the largest number of high ranking females in headquarters. Two hold senior executive level (SES) positions.

Irene Howie became the first SES executive in AGC, being promoted to Assistant Chief Counsel for International Affairs and Legal Policy Staff in 1983. Her duties include representing FAA and, on occasion, the U.S. government, on aviation safety legal issues at ICAO conferences and during negotiations with foreign governments.

Howie feels things have become a lot easier for the women attorneys since she came to FAA in 1979. "The offices now take women more for granted as professionals," she says.

The second SES executive is Emily Trapnell who was promoted to the position of Assistant Chief Counsel for the General Legal

Services Division last June. Prior to that time she spent three years as Special Assistant to the Chief Counsel.

When she came to FAA in 1978 she began to take flying lessons and got her pilots license. "That became a real ice breaker," she says, "in being accepted as really knowing something about aviation."

Trapnell indicated that when she began at the University of Richmond Law School ten years ago, women enrolling in law school accounted for about 20 percent of the total. Today women account for 50 percent nationally of law school enrollments.



FAA Tightens Deferred Maintenance Policy

Administrator McArtor has told the airlines that FAA is placing additional limits on the-time maintenance can be deferred on certain aircraft equipment that may be inoperative for short periods without affecting flight safety.

The action is aimed at curbing possible abuses of the minimum equipment list (MEL) which grants air carriers the authority to operate aircraft with certain non-critical items or components inoperative.

In a letter to airline chief executive officers, McArtor noted that industry MEL practices vary widely and said "a number of changes are needed to update our MEL policies, rules, and associated guidance material." As a first step, he directed the airlines to implement specific changes in their MEL programs effective March 15.

The first equipment category cited in his letter includes those items that presently have fixed time limits for repair. McArtor said these items "shall not be inoperative beyond those existing stated limits."

In a second category, McArtor set a three-day time limit on the repair of any item whose failure would take out an entire system.

Equipment in the third category must be repaired or replaced in 10 days. Included are such optional items as high frequency radios for long range flights.

"Eyewitness News" Rapped

NTSB has asked FAA to place additional restrictions on news media helicopter flights over accident sites saying that they often hamper rescue operations.

The Board cited seven incidents over the past 14 years in which news media flights not only interfered with rescue or clean-up efforts but in some cases also endangered lives. For example, it pointed to an incident last summer when the presence of a news media helicopter over a military aircraft accident delayed the take-off of the rescue helicopter with an injured survivor who later died.

In 1985, FAA adopted a rule giving it authority to ban all non-essential flights over major disaster areas through issuance of Notices to Airmen. However, the Board said these procedures are too cumbersome and time consuming and asked the agency to impose a flat ban on non-rescue flights near disaster sites.

Delays Drop In 1987

FAA and industry efforts to cut flight delays paid off big in 1987, and the results were even better in the second half of the year.

Overall, delays of 15 minutes or more dropped 15 percent in 1987 when compared with 1986 and were down by 28 percent in the last six months of the year.

In hard numbers, flight delays dropped to 355,717 in 1987 from 417,644 in the preceding year. Weather was blamed for 69.2 percent of the 1987 delays and traffic volumes for 23 percent. The remainder resulted from runway construction, equipment outages and other factors.

This record of improvement was achieved despite traffic gains of approximately five percent at the enroute centers and three percent at airport control towers.

Headquarters News



Black History Month

Along with the 200th anniversary of the Constitution, Black History Month this year focuses on The Constitutional Status of Afro-Americans into the 21st Century.

DOT will kick off the month-long observance at 10 a.m. on Feb. 1 with a program in Rm. 2230 featuring Maudine Cooper, Director of the D.C. Office of Human Rights and Minority Business Opportunity Commission. Her topic will be "Black Woman and Men Preparing for the 21st Century."

FAA's feature program is set for 10:30 a.m. Feb. 18 in the auditorium. The keynote speaker will be Lt. General Frank E. Petersen, Commanding General, USMC Combat Development Command, Quantico, VA.

Meanwhile, the National Air and Space Museum will run a series of noon-time seminars on Feb. 3, 10, 17 and 24. The first session will focus on Blacks in space, the second on an historic perspective and the last two on "Memories of a Black Fighter Pilot."

Wellness Program Continues

Stress management, healthy heart care, and single parenting are some of the seminar topics being offered to FOB-10A employees over the next six months for the headquarters "Wellness Program."

Sponsored by the Labor Relations and Career Development Branch (AHR-140), the seminar series begins Feb. 17 with Stress Management as the topic. These free seminars will be in Room 5A/B from 10 to 11:30 a.m.

The remaining seminars are: Career Development for Women, Feb. 24; Healthy Heart Care, Mar. 16; Diet & Weight Control, Apr. 20; Single Parenting, May 18; and Financial Planning, June 15.

For answers to your questions, contact Diane Abels on x73880, Irma Hart on x73406, or Tina Mallory on x73482.

Sounds Reasonable To Us

The overnight snow wasn't too bad and the fellow on the radio says, as the sun begins to nudge over the horizon, "Federal agencies are open; reasonable tardiness will be excused." Someone has asked what that means.

Well, OPM is a bit fuzzy in defining "reasonable tardiness." In making this judgment, it says, agencies should consider such factors as distance, availability and mode of transportation, and the success of employees in similar situations in getting to work.

What that means, then, is when you see your federally-employed neighbor leaving his house for the office, you better be right behind him.

Airlines Are Fare Game

In today's competitive airline environment, even FAA officials have trouble keeping abreast of the airfare structure.

APO's Marv Olson recently brightened his speech before an industry group by noting the problems he had in booking a recent flight.

"When I made my last trip," he said, "my secretary pointed out that airlines now have 10 basic fares: first class, economy, tourist, coach, night coach, saver, super saver, standby, no baggage, and make-us-an-offer."

Olson added that he was "only kidding," but probably no one believed him.



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Headquarters Intercom

News In Brief

* FAA has adopted a new rule that for the first time establishes noise certification standards for helicopters. Although aimed primarily at new helicopter types, the rule also prohibits changes in the type design of existing helicopters that would increase noise limits beyond specified limits. The new FAA rule parallels the helicopter noise standards adopted by the International Civil Aviation Organization.

* The Smithsonian Institution's (See page 2)

New FAA Airport System Plan Published

FAA has published a new edition of its National Plan of Integrated Airport Systems (NPIAS) outlining development needs at some 3,700 existing and proposed airport sites nationwide to meet the projected demand for air transportation services over the next decade.

The plan puts the total cost of implementing the recommended improvements at \$24 billion over the 10-year period, an increase of 33 percent over the \$18 billion quoted in the first NPIAS issued in 1985. Much of the increase is in areas, such as terminal buildings, that normally are funded locally using airport revenues.

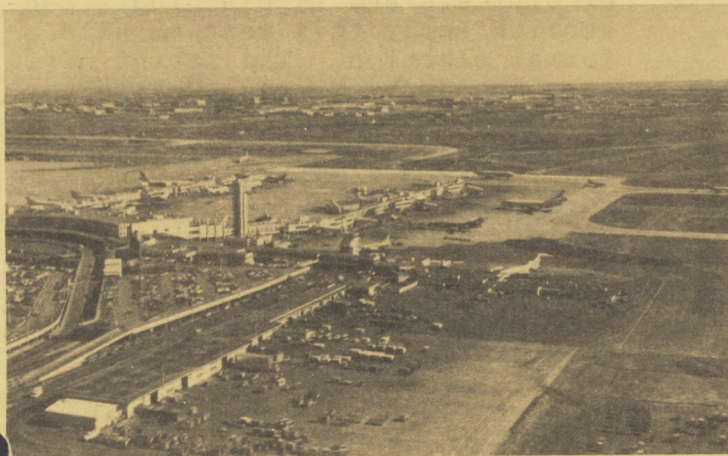
--The large single item in the plan is a new air carrier airport for Denver, that has an estimated price tag of \$2.8 billion. New air carrier airports also are recommended for Los Angeles, Austin, and Farmington (NM).

In addition, the plan cites the need for major new airports to serve San Diego, Atlanta, St. Louis, and Chicago, but notes they are not likely to come on line in the next decade.

The major emphasis in the NPIAS is on projects that would increase airport capacity. Approximately 72 percent of the total -- or \$17.4 billion -- would go to projects that would increase capacity and expand the system.

The plan says congestion at major airports also could be alleviated through construction of (See page 2)

New Denver Airport Targeted



Denver Stapleton Airport's days as a busy commercial field may be numbered, according to FAA's National Plan of Integrated Airport Systems (NPIAS). The plan says Stapleton could be replaced in the next decade by a new \$2.8 billion facility.

Briefs (From page 1)

National Air & Space Museum has opened an educational resource center for teachers at all levels. The center provides free and low-cost aerospace education materials, such as slide sets, computer programs, lesson plans and curriculum packages from kindergarden to 12th grade. For more information, write NASM's Office of Education, Washington, DC, 20560. Or call (202) 786-2109.

* Three more Host computer systems are scheduled to go on line at enroute centers this month: Atlanta on the 2nd, Miami on the 5th, and Los Angeles on the 26th. That will push the total to 13.

Plan (From page 1)

additional general aviation "reliever" airports in major metropolitan areas. It lists 64 locations where new reliever airports are needed to siphon off general aviation traffic from the large commercial fields.

In all, the plan cites a need for development of 466 new or replacement airports over the next decade. The total cost of these projects is put at just under \$5 billion.

AEA Assessment Begins

Eastern Region employees are getting a chance to rate their bosses as part of a Managerial/Supervisory Effectiveness Survey that got underway Jan. 5 and will continue through February.

The first two managers to be assessed, appropriately enough, were Director Joe Del Balzo and Deputy Director Arnold Aquilano. The ratings were done by the regional

division chiefs and, in Del Balzo's case, also by Aquilano.

That process now is being duplicated throughout the region with employees rating the performance of managers and supervisors with an assurance of total anonymity and confidentiality. The "user friendly" survey is designed to be completed in about 15 minutes.

Completed questionnaires will be scored by computer with the results available in early March. Employees subsequently will have an opportunity to meet with their managers and supervisors to discuss the findings and determine what steps need to be taken to correct any identified problem areas.

"Two" Taking Off

FAA's women technicians believe -- just like the song says -- that "one is the loneliest number," so they are establishing an organization called TWO.

These initials stand for the Technical Womens Organization which will serve as a support group for women in these disciplines and provide a communication network for career development.

TWO already has an acting slate of officers and is planning a convention early this year to hold a formal election. The acting officers are Gerry Morgan, Charlotte, NC, AFSO - president; Marie Meyer, AWP Regional Office - vice president; Clarissa Holland, Pittsburgh, PA - treasurer; and Vianne Fowler, AWP Regional Office - secretary.

Each region and the Aero Center already have TWO representatives that can be contacted for additional information. In Washington headquarters the contact person is Karen Hammond, ASM-310.

New Safety Indices Coming

Aviation safety statistics often are conflicting and confusing -- near midair collision reports were up last year but actual midairs were down -- and Administrator McArtor wants to do something about it.

Accordingly, as part of his IMPACT 88 program, he has directed that FAA commission an independent study to develop "system safety indices" that will enable FAA to identify situations where exposure to risk may be increasing in the National Airspace System. The agency then could focus its resources in these areas.

The Administrator said this will be a two-phased effort with the first step being the development of ATC system indicators and the second encompassing the development of flight operations safety indicators. Phase I is expected to get underway in early February with a prototype system in place by year's end.

Airport Winners & Losers

Atlanta's Hartsfield International Airport finished 1987 with 796,600 operations, up one percent from 1986, to solidify its position as the world's busiest airport in terms of aircraft movements. Chicago O'Hare was second with 791,695.

Overall, preliminary FAA figures show that the nation's 22 "pacing" airports logged 9.4 million operations last year, up 1.7 percent from 1986. Los Angeles International and Philadelphia International set the pace with traffic gains of 15 and 11 percent, respectively.

However, 11 of these 22 airports actually lost traffic last year, including all three New York airports. In fact, Newark was the

biggest loser of the 22 with traffic off nine percent, followed by St. Louis-Lambert Field with an eight percent decline.

ATC Errors About Even

The ATC system had a good second half in 1987 and, as a result, finished almost dead even with the preceding year in the operational error department.

The comeback began at the end of June when OpErrors were running at 18 percent above the 1986 level. The curve flattened out in July and then fell precipitously over the next four months. Despite a slight increase in December, OpErrors still showed an 11 percent decline over the last six months of the year.

The final score, then, was 1,203 (in '86) to 1,228 (in '87) for a two percent increase. That's about half the gain in air traffic last year. In sports, you would call that a "moral victory" and say it promises even better things "next year."

Air Crash Hoaxer Nabbed

A 28-year old Laconia, NH, man has been arrested by local authorities for making bogus emergency radio calls last month that sparked a mammoth search and rescue effort for a nonexistent missing airplane.

The search involved as many as 100 people, 15 planes, five helicopters, six police agencies, a snowmobile club, and several teams of tracking dogs.

The Laconia man also is suspected in two previous bogus crash report incidents. He faces Federal, as well as local, charges which could net him up to 15 years in prison and \$250,000 in fines.

Headquarters News



Compliments to the Chef

The FOB-10A cafeteria may never become a popular spot for "power lunches," but its popularity with FAA employees is definitely on the rise. The reason is Chef Alexander Kessie who began working in the cafeteria this past October.

A native of Ghana in West Africa, Kessie came to the United States about six years ago. He attended the Culinary School of Washington. Previous to starting at FAA, he worked for Marriott and C&P.

Kessie begins his workday at 5:30 a.m. and finishes up about 2:30 p.m. His description of his typical routine is what you would expect from a person who serves 2,500 "guests" daily: "Busy. It's just very busy."

"Breakfast has to be made first. Then for lunch I'm seeing that both the cold and hot foods are ready."

Kessie wants to continue his



education in the culinary arts. His plans for the cafeteria include adding a "Chef's Special" to the entree choices each day. He also likes the idea of offering gourmet hamburgers to cafeteria customers.

More Cafeteria Changes Planned

The cafeteria is getting new cash registers this month that should help to speed customers through the food lines. First, though, the cashiers must be fully trained in the use of this equipment, so service may be a bit slower in the beginning. After the new equipment is installed, there should be fewer machine breakdowns, something that has hampered service in the past.

Another change is planned in the cold salad/sandwich line to allow customers to weigh their salads on scales hooked directly to the register. The weight will determine the price.

Also under consideration is a make-your-own sandwich concept. There again the price will be keyed to the weight of the food.

These changes should make lunchtime even more enjoyable for cafeteria customers.

Spaced Out at NASM

The National Air and Space Museum is continuing its series of space fiction flicks in February with Man from Planet X on the 5th, Monolith Monsters on the 12th, Star Man on the 19th, and E.T. on the 24th. The first three movies are free, but a seat for the showing of E.T. will cost you \$1.00. That's still cheaper than a video store rental, you get to see it on a 70 mm screen, and you don't have to worry about rewinding the film.

All films start at 7:30 p.m. in NASM's Samuel P. Langley Theater.



U.S. Department
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Headquarters Intercom

News In Brief

* Donald Engen may have vacated the FAA Administrator's office but headquarters employees and visitors from the field soon will have something tangible to remember him by. On Feb. 17, Engen's portrait will be unveiled in a quiet ceremony in the reception area outside the Administrator's 10th Floor Conference Room. The portraits of seven previous Administrators, dating back to Elwood R. "Pete" Quesada (1958-61), already are hanging there.

* The number of Airport Radar Service Areas (ARSAs) in the National Airspace System will pass the 100 mark on Feb. 11 when Shaw AFB, SC, and Fayetteville and Pope AFB, NC, join the list. That actually will push the total to 101. ARSAs are intended to reduce the potential for midair and near midair collisions by requiring all pilots operating in the designated airspace to be in radio contact with the appropriate air traffic control facility.

* The title of busiest air route traffic control center again went to Atlanta in (See page 2)

TCAS Evaluation Begins

On Jan. 31, two United Air Lines jets began an in-service flight evaluation of the Traffic Alert and Collision Avoidance System (TCAS II).

The inaugural flights marked the start of FAA's TCAS II Limited Installation Program (LIP), which is designed to resolve any outstanding technical and operational questions about the use of this equipment in regularly scheduled service. United is using a DC-8 and Boeing 737 in the program with TCAS II units manufactured by Bendix/King.

The carrier was given final FAA approval to begin the evaluation following successful flight testing on the TCAS II installations off the coast of Florida on Jan. 28. A total of 16 encounters was flown in the test and in each case the traffic and resolution advisories provided to the pilots were correct and timely.

Northwest Airlines and Piedmont Airlines also are involved in the LIP and will use TCAS II units made by Sperry/Dalmo Victor. Northwest will install the equipment in two MD-80s and Piedmont in a Boeing 727. Flights are scheduled to begin in May.

FAA already has issued a notice of proposed rule-making that would require TCAS II in all airline aircraft within three years of the (See page 2)

The View From TCAS Two



United Air Lines pilots participating in the TCAS II evaluation program are looking at this kind of color display to help them avoid midair collisions. The little airplane in the middle has the TCAS II, and the other symbols represent nearby traffic.

Briefs

(From page 1)

1987 with 2.4 million operations, whereas Chicago retained second place with 2.35 million. However, the biggest traffic increases were registered by the Los Angeles, Boston and Seattle centers with percentage gains of 13, 12 and 12, respectively. Overall, the 20 domestic centers handled 35.1 million operations last year, up 4.4 percent from 1986.

Evaluation

(From page 1)

effective date of the final rule for large carriers and four years for commuters and air taxis. The TCAS II interrogates nearby transponder-equipped aircraft, provides traffic advisories to the pilots and, if necessary, recommends vertical maneuvers or resolution advisories to maintain safe separation.

Scholarships Available

The Air Traffic Control Association is once again cranking up its scholarship program for students enrolled in an aviation-related course of study.

Winners are selected in two categories: (1) part- or full-time students pursuing a bachelor's or advanced degree in aviation related studies and (2) full-time employees taking courses designed to enhance their aviation or ATC skills.

The number of scholarships that will be awarded and their amounts will depend on several factors but will be at least \$1,500 in the first category and up to \$600 in the second.

To request an application, write ATCA, Suite 410, 2020 North 14th Street, Arlington, VA 22201.

Ryan Suspends Flights

Following a special FAA inspection of its operations, Ryan Air Service of Anchorage, AL, has agreed to suspend flights until such time as the agency finds it is again qualified to resume operations. Ryan is one of the largest commuter airlines in Alaska, serving some 85 locations in the state.

Under the terms of the Feb. 1 Consent Order, Ryan agreed to replace several top management officers, establish a flight following system, revise its pilot training program, and reestablish the qualifications of each of its crewmembers and the airworthiness of its aircraft, among other changes.

FAA initiated its special inspection of Ryan at the end of December, after the airline was involved in a fatal accident that took 18 lives at Homer, AL, on Nov. 23. Ryan has been involved in 11 accidents since 1980 with a total of 30 fatalities.

Airport Delays Drop

Flying into and out of the nation's major cities was somewhat easier in 1987 with total flight delays at the 22 "pacing" airports down by approximately 18 percent when compared with 1986.

In all, 14 of the 22 pacing airports reported a drop in flight delays of 15 minutes or more last year. The average number of delays per 1,000 operations fell from 39.8 in 1986 to 32.9 in 1987.

Newark recorded the largest drop in the absolute number of delays, going from 138 to 65 per 1,000 operations. On the other side of the coin, Los Angeles International saw delays triple with the number rising from 11 to 33 per 1,000 operations. In both cases, traffic volumes were a factor with Newark operations off nine percent and LAX flights up 15 percent.

Space Age Flow Control

When a new satellite dish was installed on the roof of the FAA Washington headquarters recently, some people might have thought that the agency was trying to improve its Super Bowl coverage.

Actually, the eight-foot dish, linking FAA with DOT's Transportation Systems Center, is there to help the agency decide whether satellite communications is a viable means of transmitting advanced air traffic management data to the field. If successful, this could be the first step in giving Traffic Management Units in field facilities direct access to the Aircraft Situation Display (ASD) in the headquarter's Central Flow Control Facility.

The ASD has the capability of displaying all aircraft flying under instrument flight rules nationwide and currently is being enhanced with a new "monitor alert" feature that will predict sector saturation in time for controllers to take corrective action.

Clyde Miller of FAA's Systems Engineering Service says the study "will provide the technical insight for designing the satellite link network that literally will put flow control in the space age."

New OST Safety Office

DOT has created a new Office of Safety Program Review to audit the safety activities of the various modal administrations on a continuing basis.

The new office will pick up and expand upon the work of the ad hoc DOT safety review task force which has conducted a number of special studies in recent years, including a five-part review of aviation

security policies and practices. Transportation Secretary Jim Burnley said the task force "has helped to bring about major safety improvements in virtually every mode of transportation."

Named to head the new office is Carolina Mederos, who directed the work of the safety task force while on leave from her post as Director of the Secretary's Office of Programs and Evaluation. Her new title is Deputy Assistant Secretary for Safety under the Assistant Secretary for Policy and International Affairs.

Three-Hour Rule Pushed

Administrator McArtor has directed the agency to accelerate efforts to develop a "three-hour, over-the-ocean rule for twin-engine aircraft."

FAA currently allows twin jets that meet certain equipment and operating requirements to fly North Atlantic routes that keep them within two hours of a suitable alternate airport. The three-hour rule will enable them to serve additional routes now flown only by three- and four-engine jets.

But first, McArtor said, certain technical questions must be resolved. "We need to know, for example, what in-flight (engine) shutdown rate will support 180 minute operation, what maintenance practices are needed to support a reduced shutdown rate, and what flight operating procedures and tracking will be necessary to prepare the flight crew."

The Administrator's goal is to have the three-hour extended range criteria necessary to certify aircraft and approve these operations ready by the fall of this year.

Headquarters News



Have a Nice Day

Ever feel like the rest of the world is running at 78 rpms and you're stuck at 33 and 1/3? Well, there are some early warning indicators that people can use to spot one of these days coming. For example, you can tell it's going to be a bad day when:

- * You wake up to Blue Grass music because someone has changed the station on your clock-radio.

- * You cut yourself shaving with an electric razor.

- * You find you're out of coffee and have to drink hot cocoa instead. (What's hot cocoa anyway but a melted down chocolate bar ...aaagh!)

- * You can't find a tie in the closet that doesn't have a food stain on it or anything in the sock drawer that matches.

- * Your car battery is dead, and your neighbor wants \$30 for a jump start. (Now you remember why you have a 12-foot stockade fence on the property line.)

- * The P.A. System at the Metro station announces a slight delay on Blue Line trains while a new part for a defective switch is flown in from West Germany.

- * You finally make it to the office and discover it's Saturday.

"Fresh Start" Offered

It's not too late for headquarters employees to enroll in the "Fresh Start" smoking cessation program. Sponsored by the Employee Counseling Services Program (ECSP), the scheduled sessions will be held on four Tuesdays and Thursdays in February and March from 10 to 11 a.m. Session dates and locations are: February 23, room 9C; February 25, room 5A/B; March 1, room 7C; and March 3, room 5A/B.

Those interested in becoming "former smokers" can enroll by contacting the ECSP at 774-8897.

Sorry About That

Intercom received thanks from FAA attorneys Irene Howie and Emily Trapnell for the "instant promotions" given to them in the January 26 issue. While both attorneys are Assistant Chief Counsels, these posts do not have SES status. However, Irene and Emily expressed their appreciation to Intercom for its support, and both say they are looking forward to the day when the Intercom descriptions become fact. So are we.

More on Black History

A reminder that FAA's Black History Month Program is set for 10:30 a.m., Thursday, Feb. 18, in the auditorium. Lt. General Frank E. Petersen, USMC, is the keynote speaker. The Marine Corp Band will give a concert in the lobby at 11:30. An exhibit of past and present Black Aviators will be on display in the lobby.

Awards and Rewards

Special Achievement Awards Based on Special Acts or Services
Mark Bruno and Rajendra Saroop, AMS; Linette Brice, Anastasia Thorne, Robin Boerckel, Albert Diaz, Lillie Harris, and Larry Thompson, ALG; Barry Williams, AOE; Faye Gibbons, AVS; Tina McClure, AAT; Dottie Smith, Phyllis Vallerio, Shirley Hunter, and Joy Herndon, ASM; Alan Maxton, AFS; Victor Foose and Michael Singer, AES; and Lisa Hedlesky, APA.



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McArtor Orders Pay Study

Calling the present Federal pay system "old and awkward," Administrator McArtor has ordered an in-house study of possible pay alternatives for employees and supervisors involved in air traffic control and other critical safety and support functions.

As a first step, McArtor ordered that controllers in the tower cabs at Chicago O'Hare, Dallas/Ft. Worth and Los Angeles International Airports be upgraded from the GS-13 to the GS-14 level. That will put them on a par with the radar approach controllers at those airports.

"This action reflects my general concern about the Federal pay structure and its impact on FAA operations," he added. "The system is old and awkward, does not

allow us to recognize differences in working situations adequately, and discourages the most talented employees from seeking supervisory positions because it frequently means a cut in pay. We also have problems getting employees to take positions in high cost of living areas because we can offer them no additional inducement to do so."

"Accordingly, I have ordered a complete internal review of the present pay system for controllers, and I intend for the results to be used as the framework for studies of the pay structure for other FAA employees involved in critical safety and support activities. I want to identify alternative methods of compensating employees and supervisors that will enable (See page 2)

Amelia Earhart Honored

FAA has "retired" the aircraft registration number, N16020, used by Amelia Earhart on her last flight in 1937.

Administrator McArtor directed the action after receiving a request from Ms. Earhart's sister, Muriel Earhart Morrissey of West Medford, MA. The notation on Registration 16020 now reads: "This number is never to be used by anyone ever again. Reserved for Amelia Earhart for infinity."

Ms. Earhart and her navigator, Fred Noonan, disappeared in the central Pacific in (See page 2)



Fred Noonan and Amelia Earhart beside the original N16020.

Pay Study (From page 1)

the agency to better discharge its safety responsibilities."

Earhart Honored (From page 1)

July 1937 on a projected around-the-world flight. No trace of the Lockheed L-10 Electra she was flying was ever found and its N16020 registration number subsequently was reassigned. The most recent holder was Continental Air Lines, which graciously agreed to relinquish the number.

Although Ms. Earhart's "mysterious" disappearance has been the subject of endless speculation, FAA Historian Ned Preston noted in a recent FAA World article that "Probability still favors the conclusion that Earhart ran out of fuel while searching for Howland [Island]."

CVR/FDR Rules Proposed

The agency has proposed a major expansion of the flight data recorder and cockpit voice recorder requirements for commuter airlines to bring them into closer conformance with those for the large air carriers. The proposal also would affect the large air carriers, air taxis, and certain general aviation operators.

Under the proposal, a cockpit voice recorder (CVR) would be required on all multi-engine, turbine-powered commuter and air taxi airplanes and helicopters that seat more than six persons and are required to have a two-pilot crew. Currently, CVRs are required only on turbojet commuter airplanes with 10 or more passenger seats.

In addition, the proposed rule would mandate a digital flight data recorder (FDR) on multi-engine, turbine-powered airplanes and helicopters capable of carrying 20 or more passengers within two years of the effective date of the final rule. Digital FDRs also would be required on all newly manufactured, multi-engine, turbine-powered commuter airplanes and helicopters with 10-19 passenger seats entering U.S. commuter service two years after the effective date of the final rule.

There presently are no FDR requirements for commuter airplanes and no CVR or FDR requirements for helicopters.

Nice Try

The Comptroller General has ruled against a Defense Department employee who argued that he was entitled to overtime pay because he carpooled to work with his two bosses who discussed business most of the time.

In its decision the Comptroller General held that even regular and extensive work conversations during trips to and from work did not place employees in duty status nor qualify them for overtime.

Sky Diving Fatal Down

The U.S. Parachute Association says its preliminary count shows 29 fatal sport parachuting accidents last year. That compares with USPA's count of 30 in 1986 and 26 in 1985. The organization says that these numbers represent a marked improvement from the 45 deaths in 1980 and 52 in 1981.

Things You Should Know About The New PMS Rating System



March 31 will mark the end of the first rating period under the new Performance Management System (PMS), which became effective April 1, 1987. Most FAAers formerly covered by the General Performance Appraisal System, including all GS and WG employees, now come under PMS.

Here are some of the ways the change will affect FAA employees:

a) Everyone is now under a common appraisal cycle. For PMS employees it begins April 1 and ends March 31. There is no change in the eligibility date of individual employees for a within-grade pay increase.

Supervisors may complete their end-of-rating-year appraisals as early as February 1 and as late as May 12. There are a few circumstances that may require a supervisor to extend a rating period for individuals so each is covered by elements and performance standards for at least 90 days. An extended rating period can run until the end of July. In any event, every FAAer will receive a rating of record each year for the rating year.

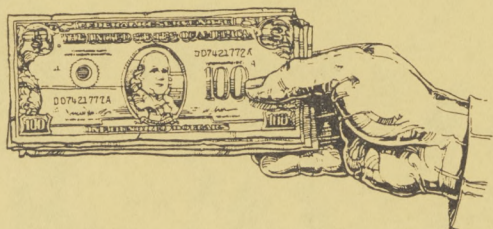
b) Employees receiving either an outstanding or exceptional rating for the year automatically will receive a performance award. The awards are one-time cash bonuses that do not increase an employee's base pay.

c) Performance awards all will

be processed at the same time after all ratings have been received and, therefore, will not show up in individual paychecks until approximately September of each year.

d-1) There is no minimum amount for a performance award. Each region will have three "units," each of which will have the same percentage of payroll to expend on performance awards. These "units" are employee groups for which separate PMS funds are established and ratings collected to determine the individual performance award amounts to be paid to employees whose performance is rated exceptional or outstanding. Within each PMS unit, employees whose performance is rated outstanding receive twice the percentage of salary that employees receive whose performance is rated exceptional. Individual award amounts will vary within each unit depending on the rating distribution.

d-2) The three regional units are: (1) the Air Traffic Division and Air Traffic field facilities; (2) the Airway Facilities Division and Airway Facilities sectors and field offices; and 3) all other organizational units. In headquarters, each associate administrator's organization constitutes a unit. The rating distribution within each unit will be the largest determinant of the size of individual performance awards. Units where a lot of employees are rated outstanding and exceptional will have smaller performance awards and vice versa. Within each unit, all employees whose performance is rated outstanding will receive approximately the same percentage of their pay as a performance award. The same will



be true for those receiving an exceptional rating.

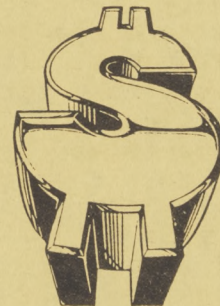


e) By Federal regulation, supervisors now can give a Quality Step Increase (QSI) only to an employee rated outstanding. This does not mean that all employees receiving an outstanding rating will receive a QSI. For those who do receive such awards, however, these increases will be in addition to their automatic performance award. QSIs, of course, are step increases granted in less than the normal time that result in a permanent increase to an employee's base pay.

f) In addition to performance awards that replace sustained superior performance awards, employees will continue to be eligible for superior accomplishment awards, which also are made on a one-time cash basis. These awards are used to recognize suggestions, special acts or services, or inventions.

These are the major changes. Unfortunately, it is impossible to tell anyone what his or her performance award will look like if he or she receives a higher than normal rating. It will depend on the number of high ratings in each unit and how many QSIs are distributed. Both are paid from the same fund. However, in this year alone, FAA will spend \$4 to \$5 million more on performance awards than it ever spent on sustained superior performance awards. For the first time, all FAAers can be assured that they will receive a performance award if they earn a high rating.

Questions about the awards or rating process should be directed to your supervisor or the Human Resource Management Division.



LA TCA Gets VFR Routes

Effective March 10, FAA will establish a special flight route through the Los Angeles terminal control area (TCA) to accommodate general aviation aircraft wishing to transit the area.

The action will allow small aircraft operating under visual flight rules (VFR) and carrying a Mode C (altitude-reporting) transponder to follow the designated route through the TCA without the prior approval of Los Angeles approach control.

The new Special Flight Rules Area (SFRA) is similar to a VFR corridor through the Los Angeles TCA that was closed last August as part of an emergency rule-making action to reduce the potential for midair and near midair collisions. The major difference is the addition of the Mode C transponder requirement.

In addition to the new SFRA route, which will pass directly over LAX, FAA will establish two VFR transition routes -- one east and the other west of the airport. However, pilots using these routes must obtain an ATC clearance and comply with all other TCA requirements.

Aquilano Named ASM-1

Arnold Aquilano is moving from his Deputy Director's post in the Eastern Region to become Director of the newly created Systems Maintenance Service in Washington headquarters.

A career employee, he started with FAA in 1956 as an electronic maintenance technician at JFK. He became a supervisory technician in 1964, a sector manager in 1976, and AEA Airway Facilities Division Manager in 1985.

His promotion to Deputy AEA Director came in March 1987.

Shape of Things To Come

The Chairman of the President's Aviation Safety Commission, John Albertine, has provided a preview of his report on the FAA scheduled to go to the White House and the Congress in mid-April.

Speaking Jan. 27 at a Washington, DC, transportation conference, Albertine said, "Our work has led us to believe that the system is safe today, but we also believe that without some fundamental changes we may not be able to guarantee its safety in the future."

Citing the growth of aviation since airline deregulation, he noted, "FAA has done a heroic job of keeping the system safe in the face of this growth, but we must give the FAA a better environment in which to work if we are to expect continued or improved safety. Specifically, we need to insure that adequate resources are available and that the FAA has sufficient program and budget autonomy to respond quickly to the changing aviation environment."

"We need to free the FAA from onerous personnel restrictions so that it can encourage employees to locate where they are most needed without having to ask these employees to accept an often severe financial burden. We need to adjust the FAA's procurement processes so that users of the system can benefit from the best technology available."

Albertine said the Commission's report will contain not only recommendations but an "action plan" designed to implement those recommendations. He vowed that this was not going to be "just another commission report to take its place on a dusty shelf."

Congress established the Aviation Safety Commission in Oct. 1986 to examine the FAA organizational structure and determine the need for changes in today's deregulated airline environment.

Headquarters News



The Volunteer Spirit



The words involved, committed, and vital describe a great many FAAers but none is more deserving than Personnel & Training's Jo Officer.

A familiar face in headquarters and a familiar name in the regions because of her work in the Position and Pay Policy Division (APT-400), she is equally well known for her extracurricular activities. As FAA Volunteer Committees Coordinator, she works closely with people in DOT and other agencies to increase the involvement of Federal employees in community programs.

Officer started her FAA employment in 1966 and has been with the agency most of the time since. She says her involvement in FAA volunteer activities "started as a fluky kind of thing," when she heard talk about a tutoring program.

Since that time, her activities have been many and varied, with her tutoring work at Hine Junior High School still a special interest. Currently, FAA has the responsibility for tutoring the science part of DOT's "partnership-in-education" program with that school.

Officer recommends volunteerism highly and commends "the dedicated group of people at FAA" who have given so much of their time and talent to such groups as the Combined Federal Campaign, day care centers, senior citizens'


groups, Sarah's Circle, and the Hines program, to name a few. She's a good person to talk to for anyone who wants to expand his or her own horizons by helping others.


E.T. Revisited


A recent Intercom listing of the NASM space movies for February got three of the four dates right, which isn't bad. But Vanessa Dixon, who used to read proof on the Intercom before she moved on to other things in AHP, says we had the wrong date for "E.T." It should be Friday, February 26.


That just goes to show that old habits are hard to break!

U.S. Savings Bonds now offer

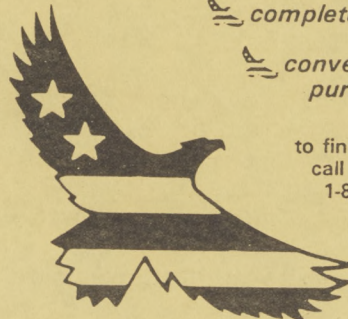
 competitive rates

 exemption from state
& local income taxes

 complete safety

 convenient
purchase

to find out more,
call anytime
1-800-US-BONDS



Buy them where you work.



U.S. Department
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FY Budget Up 13%

The Reagan Administration is asking Congress for a record \$6.4 billion budget to run the FAA in FY 1989. The request represents a 13 percent increase from the current (FY 1988) budget authorization of \$5.7 billion.

Included in the budget submission are funds to hire an additional 900 air traffic controllers, which would push the total workforce to 16,800 by Sept. 30, 1989. There's also money for 300 new aviation inspector positions, 50 civil aviation security positions and 70 "logistics" positions to support the implementation of the National Airspace System (NAS) Plan.

The NAS Plan also would benefit

from significantly higher funding levels. The \$1.6 billion requested for facilities and equipment is the most ever and 45 percent above the \$1.1 billion approved for FY 1988.

Among the major NAS programs slated for FY '89 funding are the Advanced Automation System, terminal Doppler, remote maintenance monitoring and control program, FSS automation and associated programs, long-range radar, the microwave landing system, radar microwave link systems, enroute Doppler weather radar, and modernizing air traffic control facilities.

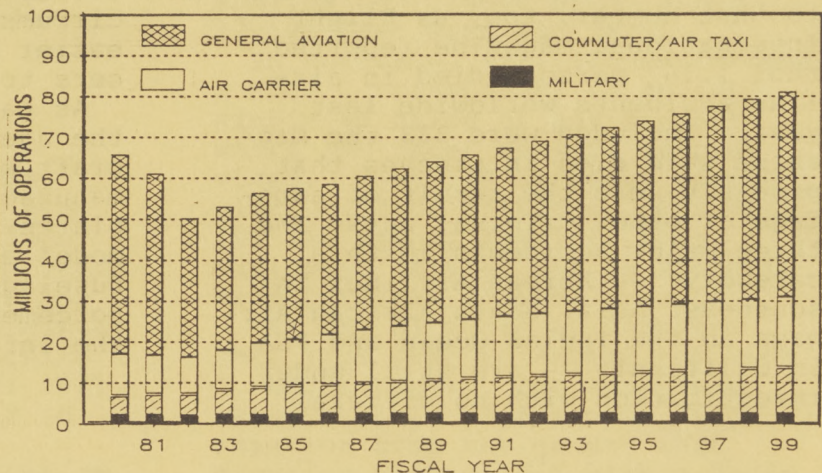
Funding for operations would increase by nine percent to \$3.4 billion and R&D (See page 2)

By The Numbers

* There may be a trend developing for near midair collisions (NMACs) with the number of incidents reported by pilots dropping again in January for the third consecutive month. Moreover, the total of 43 NMAC reports in January was the lowest since Jan. 1985. The number was 57 in both Jan. 1986 and Jan. 1987.

* More good news in the ATC operational error department with the January total of 77 the lowest number in two years. OpErrors now (See page 2)

AIRCRAFT OPERATIONS AT AIRPORTS
WITH FAA TRAFFIC CONTROL SERVICE



FAA's latest "Aviation Forecasts" sees operations at towered airports increasing by 33 percent to 81.4 million in FY 1999. Story on page three.

Budget (From page 1)

spending by about one percent to \$155 million. Grants-in-aid to airports are pegged at \$1.2 billion.

President Reagan sent the FY 1989 budget to Congress on Feb. 18 amid assurances that it will have a top priority on Capitol Hill in the coming months. The President has told Congress flatly that he will not sign another catch-all Continuing Resolution similar to the ones presented to him for FY 1987 and 1988.

Numbers (From page 1)

have dropped in five of the last six months when compared with the same periods in the previous year. The January total was 25 percent below the 103 recorded in Jan. 1986.

* The number of passengers carried by the world's scheduled airlines passed the one billion mark in 1987 for the first time in history, according to the International Civil Aviation Organization. The 1987 total of 1.04 billion was up almost nine percent from the 1986 figure.

* However, there was a downside to that number, too, as Flight International magazine reported that 1,167 persons died in airline accidents worldwide last year. Included were 333 the magazine said died in crashes that probably were the result of sabotage or other criminal acts. The three major accidents in this category -- Korean Airlines in southeast Asia, South African Airways in the Indian Ocean and PSA in California -- are still under investigation with no official

verdict on the probable cause as yet.

"Snapshot" Team Lauded

The FAA team involved in the in-depth review of the aircraft manufacturing industry -- "Operation Snapshot" -- has received a "well done" from Administrator McArtor for its efforts to date in the program.

McArtor said, "I want to commend and thank each of you for the progress that has been made. Snapshot is on track and on schedule."

The program to check a representative sample of aircraft and component manufacturers was begun last September. So far 14 of the scheduled 40 inspections have been completed, three currently are underway and 12 more are scheduled through March 4, 1988.

Bigger Numbers Required

FAA is reminding general aviation pilots of a new rule, effective March 7, that requires display of 12-inch aircraft registration markings in certain designated offshore airspace. The larger markings--three-inch letters now are allowed under some circumstances--will make it easier for law enforcement officers to spot the bad guys.

As part of the same rulemaking, the agency also is requiring aircraft without exterior-mounted manufacturer's identification plates to display the aircraft model and serial number on the fuselage. This enables law enforcement officers to crosscheck the information with FAA records.

Burnley For FAA Reforms

Secretary Jim Burnley has added his voice to those advocating basic changes in FAA in order to provide improved ATC services.

In a Feb. 11 speech to the National Press Club, Burnley noted that current constraints on FAA penalize not only the airspace users but also the "dedicated people who keep the ATC system moving day in and day out, but who get tossed around like political footballs and bound by infinite delay and endless red tape."

Burnley aimed his criticisms primarily at budgetary, procurement and personnel policies which he said prevent FAA from adapting to changing needs. For example, he noted that the bans on paying cost-of-living allowances to FAA employees "are preventing us from making the most effective use of our FAA workforce."

However, the Secretary opposed any action that would separate FAA from DOT or shift ATC to a Federal corporation. He said these approaches would create more problems than they solve.

Although not endorsing any particular plan, he promised to work closely with Congress to achieve a bipartisan consensus on FAA reform. He emphasized that any changes must be "real and not cosmetic or marginal."

More Growth Seen

FAA's latest "Aviation Forecasts" says we can look for the continued growth of the airline industry over the next dozen years with the number of passenger enplanements increasing at an annual rate of 4.6 percent and reaching a total of 764.2 million in FY 1999. The number was 444.3 million in FY 1987.

Commuters are seen as having an even rosier future, with passenger

traffic doubling during the forecasting period and hitting 57.9 million in FY 1999. That works out to an average yearly gain of 6.5 percent.

Meanwhile, General Aviation will continue to experience hard times with the G.A. fleet actually declining from 220,000 aircraft in FY 1987 to 217,100 in FY 1992. Then, it will slowly regain strength reaching a level of 220,900 in FY 1999.

What all this means to FAA is that the demand for ATC and other agency services will continue to increase during the forecast period. For example, both tower and enroute center operations are projected to increase by 33 percent from the FY 1987 figure and flight service stations by almost 12 percent.

Mode C Rule Proposed

FAA has proposed a major expansion of the requirement for Mode C (altitude-reporting) transponders in the nation's airspace.

The proposed rule would mandate Mode C equipment for all operations in controlled airspace at or above 6,000 feet from the surface. The present requirement applies to flights at or above 12,500 feet mean sea level.

In addition, aircraft would need a Mode C transponder to operate within 40 miles of any airport where ATC radar service is provided. Some 250 airports nationwide would be affected. Currently, the agency requires this equipment only at the 23 airports with terminal control areas.

FAA was directed by Congress late last year to expand the Mode C requirements. The equipment emits a coded signal upon interrogation from the ground that provides controllers with a sharp radar target as well as aircraft altitude information.

Headquarters News



Have Voices/Will Travel

The FAA Chorale has taken its show on the road to help promote the sale of U.S. savings bonds in other government agencies.

On Feb. 10, the volunteer singing group entertained at a bond rally in the Interior Department Auditorium at the request of Interior Secretary Donald Hodel. It also has received invitations to sing at bond kickoff rallies at two other agencies.

At Interior, the Chorale sang two songs that featured lyrics written by Chorale members Renee Anderson, Sheila Robinson and Patricia Bates -- "Bonds Will Keep Us Together" and "Buy Some Bonds" -- both of which have been previously performed for FAA/DOT audiences. Other selections were "America, the Beautiful" and "Hail to the Redskins."

Pictured from the left are: Patricia Cline, Linda Frain, Mary McCain, Renee Anderson, Sheila Robinson, Ponjola Short, Shirlene Wilson, Cathy Kidwell, Jeane Hinton, Myron Clark, Alan Maxton, Dick DePadilla, and John Hanks.



ECSP Seminars Offered

Headquarters supervisors and managers are encouraged to attend a session in the series of Employee Counseling Service Program (ECSP) refresher training seminars. Coordinated by AHR-140, each 2-1/2-hour seminar gives up-to-date information on the comprehensive services the ECSP provides. It also gives supervisors guidance on how to ensure a drug-free workplace in the FAA.

The training seminars, which began February 23, will continue until all headquarters supervisors and managers have had a chance to attend.

For information on the specific dates, times, and locations of the seminars, contact your organization's training coordinator. Also, Diane Ables, the contact person in AHR-140, can be reached on x73880.

Try Fitness Fare

The cafeteria theme for March will be "Fitness Fare," with an emphasis on serving highly nutritious yet delicious food. Nutrition and fitness information will also be provided.

Fitness Fare responds to the public's increasing interest in eating foods lower in calories, sodium, cholesterol, and fat and in making informed food choices. All Fitness Fare selections--which will follow the American Dietetic and the American Heart Associations nutritional guidelines--will be identified with a special logo, making it easy for cafeteria customers to choose tasty and healthy eating.



U.S. Department
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Two A.F. Sectors Named

FAA has picked the winners of the national Airway Facilities Sector of the Year Awards for 1987, both coming from the Great Lakes Region.

The A.F. Sector at the Indianapolis Air Route Traffic Control Center was the winner in its category, and the General NAS Sector at Bismarck, ND, took top honors in the second category.

The Indianapolis sector employs 99 staff and operating personnel and maintains 96 facilities and services in an area that includes all or parts of seven states.

Bismarck is the second largest General NAS Sector in the "lower 48," covering 156,000 square miles, or one-third of the Great Lakes Region. Its 107 staffers travel well over a quarter of a million miles every year servicing the 649 facilities for which they are responsible.

At Indianapolis, the A.F. technician's job is complicated by the fact that the facility never sleeps. There are 12 major overnight freight companies in the center area that (See page 2)

We've Got a Winner Here



The newest version of the Boeing 737, the dash 400, took to the skies over Seattle last month only a few days after the 20th anniversary of the first revenue flight by the first 737. During that 20-year period, the 737 has become the best selling commercial jet in history, and 1,466 are still out there flying with the world's airlines.

News In Brief

* President Reagan's FY 1989 budget request, which went to the Congress last month, recommends a two percent pay raise for Federal employees effective Jan. 1, 1989. However, that number is not set in concrete and could be changed either way depending on a range of

economic factors, according to Washington insiders. In other words, don't spend it until you get it.

* FAA's Eastern Region has recognized Pan American World Airways as the first airline to develop a self inspection audit program, as recommended in the Ad-

ministrator's Impact 88 initiative. Eastern Region Director Joe Del Balzo said the self inspection program will help the company by early identification of maintenance problems as well as benefit FAA by streamlining the inspection process. However, he (See page 2)

Sectors (From page 1)

keep things humming around the clock and severely limit the time available to perform maintenance that requires scheduled downtime. Still it had an outstanding facility performance record in 1987.

In the Bismarck sector, the technicians must cope with the greatest weather extremes in the contiguous United States with severe winter storms occurring anywhere from October to April. Still the facility management refuses to write off any weather-induced outage as an "act of God," and instead asks "What can we learn from this and what can we do to prevent future occurrences."

The winners were selected on the basis of such factors as facility performance, personnel development, staffing management, and human relations. The regional winners in the General NAS category were Bangor, Dallas/Ft. Worth, Des Moines, Memphis, North Alaska (Fairbanks), Pittsburgh, Sacramento, and Salt Lake City. In the ARTCC category, they were Albuquerque, Jacksonville, Los Angeles, New York, and Seattle.

The award ceremonies will be held this spring.

Briefs (From page 1)

added that the ultimate winner will be the flying public.

* Atlanta's Hartsfield International Airport's days as the nation's busiest airport may be numbered, according to the latest "FAA Aviation Forecasts." Atlanta passed Chicago O'Hare in total operations in FY 1987, but the new forecast documents see O'Hare back on top by FY 1990 and enjoying a sizeable lead in FY 2000. By the latter date, FAA is projecting 935,000 operations for O'Hare and 857,000 for Atlanta.

EFG Meetings Continue

One of Administrator McArtor's ideas for improving internal FAA communications -- establishment of Employee Focus Groups (EFGs) -- is proving to be one of his most popular Impact 88 initiatives.

So far, four EFG meetings have been held, and seven more are scheduled during the current fiscal year. The groups already covered include air traffic, flight service stations, flight standards and logistics. Participants have responded very favorably, with high praise for the Administrator's involvement.

The next session is scheduled for March 23-25 in Baltimore, MD, and will bring together personnel from the Airway Facilities organizations in the regions and the Development and Logistics office (ADL) in Washington headquarters to discuss ways of minimizing the impact of the NAS Plan implementation on the maintenance organization. McArtor plans to attend.

Airport Ups & Downs

The number of civil airports, heliports, and other aircraft landing facilities in the United States and its possessions increased last year to 17,015 -- an increase of 433 over 1986.

However, the number of landing sites available for unrestricted public use declined for the 15th consecutive year, dropping from 5,775 in 1986 to 5,723 in 1987.

Of the 17,015 total landing facilities, there were 12,907 airports, 3,653 heliports, 388 seaplane bases and 67 STOLports. The remainder includes ultralight flightparks, gliderports, and nine balloonports.

Texas continues to lead other states with 1,687 landing areas, followed by Illinois, 913; California, 909; Pennsylvania, 744; and Ohio, 716.

Suggesters Of The Year

FAA employees who read their FAA Worlds carefully already are familiar with Saulius Mrozinskas. An Airway Facilities Technician at the New York air route traffic control center, he was featured in the May 1987 issue of World for a suggestion that has saved the agency \$360,000 in the first year.

Now Mrozinskas has been selected as FAA's Suggester of the Year for fiscal year 1987. Runner-up honors went to George "Rocky" Riberal of the Honolulu Airway Facilities Sector, who came up with a system for replacing manufacturers' parts with less expensive "generic" parts.

Actually, Mrozinskas did more than just submit a suggestion. He developed a "black box" microprocessor which permitted a new generation of flight strip printers to be put on-line early with the IBM 9020 computer systems instead of waiting for the operational cutover to the new Host systems.

Riberal won his award by making like a character from a spy novel. Through extensive research, he "broke" the manufacturer's code for silicon control rectifiers for the uninterrupted power system (UPS), enabling the agency to use cheaper replacement parts from stock at the FAA Depot.

LAX Running Well

So far, those who predicted that the four-month closure of Runway 24L/6R at Los Angeles International Airport (LAX) would cause air travelers minimum inconvenience are looking good.

In the first week following the Feb. 16 shutdown, the airport handled a total of 11,656 operations with only 341 delays, none of which were attributed to the runway closure. That works out to 34 delays per 1,000 operations which is virtually identical to the 1987 record at LAX.

Planning Ahead

FAA is establishing a new strategic planning process that will enable the agency to address major issues in a unified manner.

Announced by Administrator McArtor at the Feb. 19 Aviation Forecast Conference, the strategic plan will provide a long-term agency overview similar to that of many major corporations. Specifically, McArtor said, it will establish FAA goals and objectives, evaluate strategic alternatives and their impact, and provide agencywide direction.

The Administrator said he had charged FAA's Associate Administrator for Policy and International Aviation, Al Blackburn, with responsibility for "seeing that a strategic planning process is in place and its first products available by the end of the year." Reflecting his new responsibilities, Blackburn now is the Associate for Policy, Planning and International Aviation.

Capacity Limits Opposed

The Department of Transportation has raised the yellow "caution" flag on airline consumer legislation currently pending in the Congress.

Deputy Secretary Mimi Dawson told the Aero Club of Washington on Feb. 23 that the House and Senate bills could have "unintended, adverse consequences for the very people they are intended to protect."

Dawson said DOT was particularly concerned about a proposed requirement that FAA establish capacity controls at many of the nation's major airports, noting that it would limit the "opportunities available to consumers, regional carriers and potential new entrants." She pledged to work with the Congress to change or eliminate these "troublesome provisions."

Headquarters News



Kids Need Numbers

FAAers who haven't tackled their 1987 income tax return yet may be surprised to learn that they now have to list the Social Security numbers of all dependent children who are five years of age or older. That means they may have to move fast if their five-year old is without his or her Social Security card and they plan to meet the April 15 deadline for filing their tax returns.

The requirement evolved from an IRS tax-evasion study and is aimed at stopping taxpayers from claiming more dependents than they actually have. Although the penalty for failure to report the Social Security number correctly is only \$5, most people would just as soon stay on the good side of the IRS. It doesn't mean they are doing anything wrong, it just means ... well, you know.

Procurement Law And ADP

The First Annual Procurement Law Seminar on Automatic Data Processing (ADP) will be held Monday, March 14, from 9 a.m. to 4:30 p.m. in the 3rd-floor auditorium.

Presentations will include "The Law on ADP" and "DOT ADP Procedures." GSA will present information on Federal Information Resources Management Regulations (FIRMR), delegating procurement authority, and related GSA services and programs. There will be a panel discussion with OST, FAA, Coast Guard, and Federal Highway representatives. Also, Judge Borwick of the GSA Board of Contract Appeals will be a guest speaker.

The seminar is for all FAA employees since almost all procurements -- from those in the air traffic arena to those for the latest office equipment -- are

ADP related and the legal ramifications are important.

The contact person for the seminar is Patricia McNall, AGC-510, x73480.

Protect Your PC

Most offices cannot function effectively anymore without personal computers (PCs), a fact that would become painfully obvious if those units and/or their software suddenly disappeared.

That's why the OST Office of Security is urging all DOT employees to help reduce the incidence of theft involving data processing equipment and software. It offers these suggestions:

- * Lock up disks and software, including disk files, overnight.
- * Have your PC secured with a cable lock, or placed in a room with a security lock.
- * Keep office doors locked when the area is unattended.
- * Verify a repair person's identification before allowing hardware removal.

For additional security-related information, the contact is John Jacob on x64692.

"Peg" Callan Dies

A woman who was perhaps FAA's most senior employee, Margaret "Peg" Callan of the Public Affairs Office, died Feb. 26. She would have been 81 in late March.

Few people knew or even suspected Peg's true age because her energy and activity levels were those of a much younger person. She maintained her own home, did her own yard work, swam, jogged and was constantly on the go.

Her illness was mercifully short, and her daughter noted that "she went out jogging."



U.S. Department
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News in Brief

* The representation of women in the present air traffic controller workforce was a major topic when Administrator McArtor got together recently with the leadership of the Professional Women Controllers. Also covered were FAA efforts to recruit and retain women in the controller workforce. McArtor promised to develop an action program for addressing these concerns and will have an opportunity to report back when he speaks at the PWC's annual convention in Arlington, VA, on April 29. (See photo.)

* With legislation again pending in the Congress that would force FAA to rehire some of the air traffic controllers fired for participating in the illegal 1981 strike, Transportation Secretary Burnley has restated in emphatic terms the Reagan Administration's strong opposition to any such action. (See page 2)



Officers of the Professional Women Controllers who met recently with Administrator McArtor are (from left) Rose Marino, president; Susan House, vice president; Libby Wallis, secretary; Harriet Perrello, AGL area director; Mary McBurney, ACE area director; and Sally Weed, 1988 convention chairperson.

New Deputy Named

With a little help from the U.S. Senate, FAA soon may have its first woman Deputy Administrator.

She is Barbara McConnell Barrett who is President Reagan's candidate for the job. He announced his intention to nominate her on February 25. If confirmed by the Senate, she will fill a top management slot that has been officially vacant since the resignation of Richard Jones in July 1986.

An attorney currently practicing law in Phoenix, AZ, Barrett is no stranger to Washington or the aviation establishment. She was Vice Chairman of the now-defunct Civil Aeronautics Board from 1983 to 1984 and previously served as Executive Assistant to the Chairman for a two-year period.

A graduate of Arizona State University where she received her (See page 2)

New Deputy (From page 1)

B.A., M.B.A. and J.D., she was Associate General Counsel and Assistant Secretary for the Southwest Forest Industries from 1980 to 1982. Before that, she held a legal post with the Greyhound Corporation.

The new Deputy-designate is married and currently resides in Paradise Valley, AZ.

Briefs (From page 1)

Appearing before the Senate Appropriations Subcommittee on Transportation on February 25, the Secretary responded to questions on this subject by saying the fired controllers "not only broke the law, they left the American people in the lurch."

* Administrator McArtor has announced FAA plans to establish a permanent standing committee on cabin safety matters such as flight attendant training, emergency evacuation, and on-board emergency equipment. Committee members will be selected from organizations representing airline pilots, flight attendants, the airlines, and aircraft manufacturers among others.

* Deputy Director of the Western-Pacific Region Arlene Feldman will be a featured speaker at the 1988 National Congress on Aviation and Space Education when that organization convenes in Los Angeles March 24-26. Filling in for the Administrator, she will address the challenges facing FAA and the role of aviation education in meeting these challenges.

* The New England Region has revoked the operating certificate of North East Jet, Inc., a charter operator based at T.F. Green

Airport, Warwick, RI. The company was charged with violating various training and operating requirements and falsification of records. Established in 1985, North East operated three business-class jets.

Drug Testing Proposed

FAA has proposed drug testing for commercial aviation employees involved in sensitive safety and security jobs such as pilots, flight engineers, flight attendants, aviation mechanics, and security screening personnel.

Modeled after the drug testing program already in place at FAA/DOT, it would require pre-employment, periodic, random, reasonable cause, and post-accident drug testing for designated airline employees and others involved in commercial aviation. It would not apply to private and business pilots or others in general aviation.

Under the proposal, affected employees would have their urine samples analyzed for marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP). Strict testing guidelines would be applied to ensure accurate results and protect individual privacy.

In announcing the FAA notice of proposed rulemaking, Transportation Secretary Jim Burnley said, "It is difficult to imagine many areas where soundness of intellect and nerve are more necessary than in the field of aviation. I firmly believe that drug testing -- especially random testing -- is absolutely critical in our efforts to create a drug-free aviation system for the American people."

Job Fair at NY Center

FAA is looking for a few good men and women on Long Island, who believe it's the garden spot of America and would like nothing better than to find a challenging, well-paying job locally to enable them to continue living there.

That's the pitch the Eastern Region (AEA) is using to attract applicants for 60 air traffic controller positions at the New York enroute center, TRACON and other ATC facilities on the island. The idea is that recruiting locally is a lot easier than recruiting elsewhere and then trying to persuade applicants to relocate to Long Island.

The recruiting effort was kicked off Feb. 27-28 with a Job Fair at the New York Center which drew more than 1,100 potential job candidates. They were given a guided tour of the facility, a briefing on ATC careers and an opportunity to register for the controller test that was given at the center on Mar. 5.

Security Tips Available

The General Services Administration has published "Security Guidelines for Government Executives" to tell Federal managers how to protect their coworkers and their families from criminal and terrorist activity.

The 29-page publication covers both office and home security and also includes tips on protecting oneself while traveling. Free copies can be obtained by contacting GSA's Federal Protective Service in Washington, DC, 202/470-1632.

Medical Problem Reports

Airline passengers are a healthy group judging from the number of inflight medical emergencies reported to FAA.

Although U.S. airlines now operate almost seven million flights and carry upwards of 450 million passengers annually, they reported only 1,016 inflight medical emergencies during the 12-month period ending July 31, 1987. These medical problems ranged all the way from heart attacks and strokes to allergic reaction to the cocktail peanuts.

There were 89 known flight diversions because of medical emergencies, although the number could be higher since not all of the reports were explicit on this point. There also were eight passenger deaths reported but none involving crewmembers.

The requirement for the airlines to report inflight medical emergencies was adopted as part of an FAA rule that mandated that emergency medical kits be carried, effective August 1, 1986. The reporting requirement covers a 24-month period from that date.

Quiet in the Canyon

FAA has proposed additional restrictions on low flying aircraft over Grand Canyon National Park in accordance with National Park Service recommendations.

The proposal would raise the ceiling of the Special Flight Rules Area over the park from 9,000 to 14,500 feet MSL and also set four new, flight-free zones, covering almost half the park.

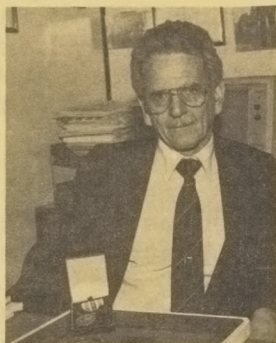
Commercial operators still could obtain authorization to fly within the Special Flight Rules Area, but their routes would be further restricted by the flight free zones.

Last August, Congress ordered the National Park Service study. The final rule is scheduled for early spring.



FAA's Own Medalist

Forecasting aviation trends is something Gene Mercer has been doing for a long time. Now manager of the Forecast Branch, APO-110, he's been fore-



telling the future for 17 years at FAA and before that for some years with the airlines.

Even so, he was caught completely by surprise when he was presented with the prestigious Administrator's medal and Award for Superior Achievement on February 19 at the 13th Annual Aviation Forecast Conference. And, appropriately enough, he got it right after the Administrator had finished his opening remarks to the conferees.

The award recognizes Mercer for his "extraordinary professional expertise and tireless efforts in organizing and conducting thirteen annual-FAA Aviation Forecast Conferences."

"The timing of the award was perfect," said Mercer. "It really came as a surprise, and it was especially meaningful to be awarded in front of my colleagues."

Still, Mercer won't have any time to rest on his laurels. He plans that the-forecast conference proceedings documents will be published and available in late March. Too, there are other reports to compile, including the next edition of the annual FAA Aviation Forecasts.

This native of Bountiful, Utah, who came to Washington via the University of Utah and the University of Chicago, keeps on contributing.

Women's History Program

Just last year Public Law 100-9 officially established March as National Women's History Month. The Federal Women's Program will mark that event with a special presentation at 10 a.m., March 15, in the FAA auditorium. The guest speaker will be Brigadier General Elizabeth P. Hoisington (Ret.), U.S. Army. A panel discussion, "Avenues to Success," with FAA women panelists will follow.

Play Ball!

With spring just around the corner (4:39 a.m., March 20), the FAA Co-Ed Softball League is preparing for another season. Its organizational meeting is scheduled for 2 p.m. on Thursday, March 24, in conference room 9A/B. Those who can't make the meeting but still want to play should call Steve Newborn on x78954.



Awards and Rewards

Special Achievement Awards Based on Special Acts or Services

Pamela Dean, Vicky Ross, and Barbara Herber, APR; Margo Inskeep, AMS; Idel Breland, Curtis Perry, and Paul Przedpelski, ALG; Gwendolyn Arnold, AAD; John Rybka, Mary Ann Hall, Stephen Unthank, Frances Hyatt, Larry Craig, Karen Lusk, Everett Brown, and Mike Motil, ABU; Jack Nager and Hal Coleman, ADL; Phyllis Burbank and Ida Mack, AHR; Frank Roepcke, APS; and Jack Burke, AAS.



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

Headquarters Intercom

Commuter Audit

FAA has begun a special inspection of the nation's commuter airline industry to determine compliance with the agency's safety rules and regulations.

Administrator McArtor said the special inspection was prompted in large part by a series of seven commuter airline accidents that have claimed 56 lives since November 1987.

The first phase of the three-phase inspection already is underway. It involves data analysis and will provide the focus for the follow-on inspection phase, which is scheduled to begin within 60 days.

In the second phase, approximately 15 teams of seven inspectors each will visit individual airlines. Approximately 20 percent of the 173 commuter airlines will receive a focused in-depth inspection by one of these teams.

The inspection phase should be completed by the end of September. A final report then will be prepared for discussion with commuter operators.

Burnley Orders FAA Study

Administrator McArtor has praised the action of Transportation Secretary Jim Burnley in establishing a DOT/FAA task force to recommend internal FAA reforms.

"I think the task force will provide an excellent vehicle for defining specific reforms that both the Secretary and I have been discussing for some time," the Administrator said. "I view this as a real opportunity to bring about positive changes in the organization and structure."

McArtor will serve as co-chairman of the group. DOT's Assistant Secretary for Administration Jon Seymour will also serve as a co-chairman. A report is due by the end of April.

In a March 10 news release, Burnley said: "I'm directing the task force to focus on personnel practices, procurement procedures, budgeting deficiencies and the regional structure. While the national debate continues on much needed basic reforms that will require congressional (See page 2)

Lunch With The Administrator



Administrator McArtor responded to a wide range of questions at the first in a series of "Brown Bag Lunches." See page 2 for details about the event.

FAA Study (From page 1)

action, we must do everything possible to assure the American people that the FAA is as effective as possible."

Citing continuing complaints from all segments of the aviation community, Burnley asked the task force to place a high priority on reviewing the FAA's regional structure.

Lunch With the Boss

The food was nothing special -- although that depended a great deal on who packed the lunches -- but the company and conversation more than made up for any epicurean shortcomings.

The event was the first in a series of "Brown Bag Lunches" designed to give headquarters employees a chance to discuss policy issues with the Administrator and others from top management. Organized by the Human Resource Management Division (AHR-100), the March 4 session was attended by 45 HQ managers who heard Administrator McArtor respond to a range of questions with both candor and humor. Some samples:

* Deputy Administrator-designate Barbara Barrett will be a "real asset" to the agency. "She's plugged into this town better than the phone company."

* The restructuring of FAA is being discussed by "everyone in this town over three-feet tall." It may not happen this year because of a compressed legislative calendar, but it's on the horizon.

* An "aging work force" isn't an agency-wide problem, but it is a matter of concern in some areas

such as Airway Facilities. Needed is a much better recruiting mechanism for professionals in FAA. It must start with the schools.

* Strategic planning is "the single most difficult thing for an organization to do." But everyone needs a "dot on the horizon" to know where we're headed.

Responses were overwhelmingly favorable with comments like "good job," "well done" and "should consider institutionalizing."

AHR-150 supervisory staffing specialist Shirley Purnell-Rice said the lunches already have been institutionalized and future sessions will feature other key managers as well as McArtor.

Faberman Leaving FAA

After almost 18 years with the FAA, Deputy Chief Counsel Edward Faberman is leaving the agency for a legal/management post with American Airlines. He has held the deputy's job since Feb. 1982 and has served as Acting Chief Counsel since the departure of Ted Ellett in January.

A graduate of American University and St. John's University Law School, Faberman joined FAA in August 1970 as an attorney advisor and advanced to the rank of Assistant Chief Counsel of the Regulations and Enforcement Division in October 1980. He received a Presidential Meritorious Executive Rank Award in 1985.

James Dillman, Assistant Chief Counsel for Litigation, will serve as Acting Chief Counsel until further notice.

ASD Operational at ZLA

The Los Angeles air route traffic control center now has an Aircraft Situation Display (ASD), like the one at the headquarters Central Flow Control Facility, to expedite traffic to and from the busy southern California airports.

The ASD was installed at the center last month when Runway 24L/6R at Los Angeles International Airport was closed for extensive reconstruction. It's helping center controllers deal with the resulting reduction in capacity by providing them with a near real-time picture of IFR (instrument flight rules) traffic movements locally, regionally and nationally.

ASD project manager Larry Mosher of the Systems Engineering Service said that with the ASD the controllers now can look back through the Denver, Albuquerque and other center areas to see what traffic is coming their way.

Data for the ASD at the L.A. center is transmitted by satellite from a central computer at DOT's Transportation Systems Center in Cambridge, MA, which also feeds the ASD in Central Flow. FAA hopes to have ASDs installed at all 20 domestic enroute centers by the end of the year.

G.I. Controllers Eyed

The military's loss is the FAA's gain. That's the way the agency sees the Air Force's recently announced Early Release Program. FAA plans to hire as many as 600 of the most highly qualified former military controllers.

Those chosen would not be required to attend the basic screening course at the FAA Academy in Oklahoma City, although some might have to attend shorter training courses in tower cab or radar training. By matching their FAA assignments to their military experience, the agency expects to cut the time required for check-out in their assigned facilities.

Overall, the Air Force is expected to give early discharges this year to approximately 20,000 airmen serving their first or second enlistment. That means controllers opting for an early out would have from four to eight years experience in their field.

FAA's Southwest Region is coordinating the hiring program for all FAA regions.

McArtor Rules on 747

Administrator McArtor has reaffirmed an FAA policy that prohibits the removal of overwing exits on the Boeing 747.

Testifying before a congressional subcommittee on March 2, McArtor said the agency plans to follow through with the implementation of a proposed rule that would require a maximum distance of no more than 60 feet between exits. "What that means in the case of the B-747 is that 10 exit doors on FAA-approved configurations would be required," he added.

Although FAA standards technically permit only eight exits on the 747 with current passenger loads, former Administrator Engen had opposed the removal of the overwing exits on the grounds that it reduced passengers' options in an emergency.

Headquarters News



Facilitators Valuable

The Facilitator Intern Training Program (FITP) has begun its second year by signing up 18 new candidates, increasing the total number in the program to 34.

FITP interns assist agency managers with meetings of various employee participation groups and and survey follow ups. To date, they have worked on assignments in nine offices, crossing five associate administrator complexes, and one office reporting directly to the Administrator.

One satisfied customer is Tom Messier, Director of the International Aviation Office (AIA), who recently used facilitators to conduct a team building retreat for secretaries. "I'm enthusiastic about the program and will use the services again," he said. "The next time we plan to extend the program services to a managers' session, where we will focus on team concepts with our top level managers."

The 18 new interns began training this month. They are: Francis Bassett, ATO; Margarete Berrios, APT; Marcia Bisenius, ABU; Judy Branting and Elizabeth Yoest, AOE; Brenda Boone and Allyn Hertzbach, AHP; Diane Coghlan, AOA; Malachy Coghlan, ALR; Mark Diamond and Janet MacNab, APO; Daphne Fuller and Devan Washington, AGC; Henry Gregory, API; Paul Johnson, AES; Robert Morton, ATO; William O'Brien, AFS; and Sally Ryberg, ASF.

For more information on FITP services, contact Margaret Powell, x73884, room 516-

Volunteers Needed

A committee to develop standards for the cafeteria and the snack bar is being organized, and volunteers are needed. The contact is Suzanne Holloway on x73458.

The Battle Begins

We're talking about the D.C. Corporate Sports Battle. For the third year in a row, the FAA will be the only Federal agency to participate in this annual fund-raising event for the D.C. Special Olympics.

To encourage support and participation for the team, Administrator McArtor invites FAAers to a "kickoff" on March 24 at 1:00 p.m. in the auditorium. Other speakers will be representatives from the Special Olympics and participating corporations and possibly someone from the Super Bowl Champion Washington Redskins.

Those who want information about joining the team can contact Kent Meier, x79914, or Jim Conley, x79336.

EAP Guide Distributed

The "Employee Assistance Program (EAP) Supervisory Desk Guide" has been distributed to headquarters supervisors and managers. It gives detailed information on confronting and assisting employees who are experiencing personal problems that adversely affect on-the-job conduct and/or performance. To receive a copy, contact EAP coordinator, Diane Ables (AHR-140), on x73880.

Number Change for GSA "Security Guidelines"

The telephone number for ordering a copy of the General Services Administration "Security Guidelines for Government Executives" is 472-1632. This booklet was described in the March 8th Intercom.



U.S. Department
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Headquarters Intercom

News in Brief

* It's clock changing time again with most of the civilized world poised to "spring forward" one hour at 2 a.m. Sunday, April 3. FAA shift workers who've been on the job during past transitions to daylight time already know the drill -- i.e., they could be scheduled to work an extra hour or charged annual leave. However, as (See page 2)

Congress Briefed on Impact 88

Seven months after he first announced the Impact 88 program, Administrator McArtor was able to tell Congress that the agency has made "significant progress" in advancing the program's major goals.

Testifying March 16 before the Senate Commerce Subcommittee on Aviation, McArtor said FAA and industry have reached agreement on cockpit resource management (CRM) training programs -- a major Impact 88 priority -- and the agency soon will issue an advisory circular on the subject. Work also is progressing on a revision of the pilot training regulations with a completion date of this fall.

Efforts to promote greater airline accountability are moving forward as well, the Administrator added, noting that the agency plans to issue guidance on airline self-evaluation programs by the end of March. He said the agency will require airlines to submit quarterly and annual self-evaluation reports, signed by the CEOs, on how well they are meeting their safety obligations.

In addition, the subcommittee members were briefed on other on-going Impact 88 initiatives such as the "Operation Snapshot" review of the aircraft manufacturing industry and the recently announced audit of the nation's commuter airlines.

Efforts to increase the effectiveness of the FAA workforce also were emphasized "because programs for professional accountability must start at home." These efforts include the Employee Focus Group meetings, the comprehensive review of FAA employee pay and staffing (See page 2)

Right Of Way On The Runway



FAA's Office of Aviation Safety has issued the first in a new series of safety bulletins. This one covers runway incursions. It is being given wide distribution both inside and outside FAA.

Briefs (From page 1)

usual, supervisors are being encouraged to use the first option.

* The National Transportation Safety Board has found cocaine in the body of a commuter airline pilot involved in a Jan. 19 accident near Durango, CO, that killed all nine persons onboard. It's believed to be the first time in the history of commercial aviation that drug use has been linked to a fatal accident. The NTSB revelation came only a week after FAA announced a rule making action to require drug testing of flight crews and others filling vital safety and security jobs in commercial aviation.

* The Army private responsible for a near midair collision with President Reagan's helicopter last August has been sentenced to 60 days in prison for lying to investigators about the circumstances of that much publicized incident. The private initially said he had strayed into the prohibited airspace over the President's California ranch after losing a contact lens but later changed his story. He reportedly came within about 150 feet vertically and 300 feet laterally of the Marine helicopter carrying the President.

* FAA has approved a \$21.2 million Airport Improvement Program (AIP) grant for the construction of a third parallel runway at Orlando International Airport. It's the first major grant for an airport capacity project under the recently enacted Airport and Airway Safety and Capacity Expansion Act of 1987 (also known as the reauthorization bill). The act gives higher priority to capacity projects to expand system capacity.

Impact 88 (From page 1)

standards, and the acceleration of controller hiring and training programs.

"I want the people of FAA to be as modern as the equipment and technology in the system and up to the enormous challenge of today's civil aviation," the Administrator told his audience.

Alaska Crash Hearing

The National Transportation Safety Board will begin a public hearing April 6 on the crash of a Ryan Air Services flight at Homer, AK, last November that killed 18 of the 21 persons onboard. FAA subsequently initiated a special inspection of Ryan which ended with the company entering a "consent agreement" to suspend flights until certain deficiencies uncovered in the investigation had been corrected. The Anchorage hearing is expected to run two or three days.

Midair Blamed on Pilot

The National Transportation Safety Board has absolved air traffic controllers of any blame in a Jan. 15, 1987, midair collision between a single-engine Mooney and a SkyWest commuter flight near Kearns, UT.

According to the Board, the primary cause of the accident was the "unauthorized intrusion" of the private plane into the Salt Lake City Airport Radar Service Area (ARSA). It blamed the intrusion on "lack of navigational vigilance" by a flight instructor who was conducting a student training flight in the Mooney. Both occupants of the private plane and all eight onboard the commuter were killed in the crash.

However, the Board didn't let FAA off scot-free, and again cited ATC system "limitations" as a contributing cause.

New Security Measures

In another action aimed at improving aviation security, FAA has proposed a new rule that would require 269 airports nationwide to install computer-controlled card systems on doors and gates leading to secure areas to restrict access to authorized persons. The 269 airports covered by the proposal account for 95 percent of all airline passengers.

Under the proposed rule, airports that screen 25 million or more persons a year would be required to submit to FAA a proposed implementation plan for the computerized access system within 30 days of the effective date of the final regulation. Less busy airports would be given two to nine months to file their plans. Installation would be required six months after the agency approved a plan.

A number of major airports around the country already are using computerized access systems with great success. The cards can be electronically coded to access only those areas that individual employees are authorized to enter. The systems also can maintain a record of employees who attempt to open doors to areas they are not authorized to enter and can be programmed to reject cards that are reported lost or stolen.

East Coast Plan Fini

The final phase of the Expanded East Coast Plan was implemented March 10, involving significant airspace changes in the areas of New England, New York, Philadelphia, Baltimore and Washington, DC.

The changes will result in more efficient traffic flows from the New York metropolitan area to the northeast. They also will permit the establishment of additional departure routes from the Boston area to serve LaGuardia, Washington National and the east coast of Florida. In all, more than 80 airways and jet routes and over 50 standard arrival and departure routes were established or altered.

Planning for the EECF began in 1981 to reduce congestion and delays at major hubs along the eastern seaboard. Phase I was implemented Feb. 12, 1987, and was followed by the first part of Phase II on Nov. 19.

With the EECF essentially behind it, the agency now is developing a West Coast Plan and a Mid-Continent Plan.

ACT Goes to the Dogs

The Tech Center recently played host to 13 canine sniffers trained by the Atlantic City Police Department to detect drugs and explosives. The dogs were gracious visitors, too, since the police use only friendly retriever-types for this purpose.

The drug-sniffing dogs are trained to pick up a range of illegal substances from cocaine to hashish, whereas graduates of the bomb detection course can root out 15 kinds of explosives. Because dogs have 400 times as many olfactory cells as humans, the job is a piece of cake.

The A.C. police train dogs for law enforcement agencies all over the country and the Center has been loaning its facilities for years as a community service.

Headquarters News



Singing Again

Music has played a large part in the life of Management Systems Dick DePadilla.



Back in the 1950s, he was the leader of a rock-n-roll singing group

that cut a number of successful records, one of which soon made it into the top 40 in 1959. That was called "Nee Nee Na Na Nu Nu" with "Click Clack" on the flip side, and it won them a spot on shows with the celebrated New York disk jockey, Alan Freed.

In the 1960s, DePadilla changed his musical style to Broadway tunes and performed in several New York shows. Later, he began working in the data processing field, joining the government in 1972 and FAA's Eastern Region in 1983. For the past three years, he has been an information resources management coordinator in AMS-310.

"I stopped singing for a long time, and just picked it up to do charity things, which have led to other charity things like a benefit for Children's Hospital in May," DePadilla said. His rich baritone voice also is heard in the FAA Chorale, and he has been invited to sing the "National Anthem" at the Capital Centre for a Washington Bullets game.

In addition to his singing, DePadilla is involved in other charitable activities because "the events themselves are fun, and a lot of nice people are involved." Special favorites are the chili cooking contests for the benefit of the National Kidney Foundation where the contestants never go home hungry.

HRM Directory Edits

Here are a couple of changes to the new "HRM Directory of Services." On page 19, under "Civil Service Retirement System (CSRS)," line six should read "Pre-January 1, 1969, National Guard Technician Service." On the same page, under "Types of Retirements," five years of service are required for optional retirement at age 62.

Awards and Rewards

The latest list of recipients of Special Achievement Awards Based on Special Acts or Services shows 34 names with nine of them coming from the Program Engineering Service (APS).

The winners are: Roberta Proffitt and Sue Witten, AIA; Quentin Smith, AFS; Bonnie Richards-Ryan, ASF; Judith O'Donnell, William Chin, William Reytar, Kathy Oliver, Dennis Kolb, William Goodchild, Anthony Garka, Michael Cherer, Darrell Carlson, and Gale Bauernschmidt, APS; Don Leabo, Ronald Peter, and Don Johnson, ACT; Cheryl Emerson, Nancy Trembley, and Carmen Carrion, AMS; Carrie Wood and John Wilson, AAA; Joyce Hall, ACS; Marsha Coder, Patricia Lettley, Celeste Dodson, Robbye Langenfeld, Amelia Robbins, Elmer Frasure, and Renee Anderson, AHR; Eileen Lee, Gale Tolson, and Shirley Mason, AOE; and Thomas Proeschel, AAP.

No Laughing Matter

Overheard at an airline ticket counter recently was this complaint from a vexed passenger: "How can anything that flies at 680 miles an hour be late?"



U.S. Department
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Headquarters Intercom

News in Brief

* Congratulations to the Southern Region's budgeteers for their group selection as FY 1987's "Budget Office of the Year." The selection was based on the office's strong team approach to a variety of complex issues and its leadership in computerizing budget work. High staff morale also was cited despite a heavy workload.

* It worked for Michael J. Fox, so the Professional Women Controllers (PWC) has picked "Back to the Future" as the theme of its 10th annual convention to be held in Arlington, VA, April 28-May 1. However, don't look for PWC members to spend too much time on nostalgia as the main purpose of the meeting is to chart the organization's course through its second decade. (See page 2)

Privatization Study Issued

The President's Commission on Privatization has concluded that FAA ought to remain in business for the "foreseeable future" but has recommended that some elements of the air traffic control systems should be turned over incrementally to the private sector.

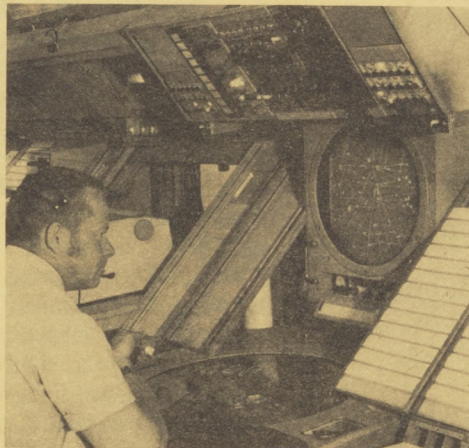
Released March 18, the commission's report contains 86 recommendations for increasing the public sector's role in such areas as low-income housing, education, postal services, Medicare, urban mass transit, air traffic control and other FAA functions. However, many of the recommendations would require implementing legislation, and commission

chairman David Linowes has conceded that Congress is not likely to deal with these issues during the current session.

On the subject of air traffic control, the report says FAA should retain authority over the enroute centers, but some of the non-control activities should be contracted out. These functions include computer maintenance and weather briefings for controllers.

On the other hand, the report recommends that "FAA should move to a system of private airport traffic control (See page 2)

End of an Era



This vintage photo shows the radar brite display equipment (RBDE) in its heyday. Now the last one in a domestic enroute center is scheduled for decommissioning April 5 at the Palmdale facility, where it has been used to provide back-up weather information. Story is on page 3.

Briefs (From page 1)

Administrator Allan McArtor and Associate Administrator for Air Traffic Keith Potts will-be on hand to point out some of the milestones for the PWCers to look for along the way.

* FAA has extended by 45 days the comment period on a proposed rule that would significantly expand the requirement for carriage of Mode C (altitude reporting) transponders. The new deadline for comments is May 12. Under the proposed rule, which was mandated by the Congress, Mode C transponders would be required for all flights within 40 miles of the 254 airports that have radar service as well as for all flights above 6,000 feet mean sea level.

Privatization (From page 1)

towers, but this move should be made incrementally." It says the process should begin with the smaller non-radar towers.

Turning to flight service stations, the-commission found that they "provide an essential service and should be operated as efficiently as possible." It said the best way to do this would be to contract out FSS operations with the understanding that pilots would not have to pay for the services they receive.

In a similar recommendation, the report says the system maintenance function "should be privatized." It notes that the system maintenance workforce is getting progressively older, thus, providing a unique opportunity for phasing out the maintenance function and turning it over to the private sector.

Established by Executive Order last September, the Privatization Commission should not be confused with the Congressionally mandated Aviation Safety Commission, which has been conducting a separate study of the FAA structure and organization. Its report is due in mid-April.

Burnley on FAA's Future

Regardless of what other decisions the Congress might make on FAA's future, Transportation Secretary Jim Burnley says the agency's safety regulatory function should continue to report to DOT or some other cabinet-level agency.

Testifying before a Senate subcommittee on March 23, Burnley cited an inherent conflict between FAA's dual roles of promoting and regulating aviation and said it is unreasonable to ask the agency to be "both helpmate and watchdog to the aviation industry." The Secretary was sharply critical of FAA "footdragging" on regulatory matters and said "day-to-day oversight" by DOT was necessary to ensure safety.

In a separate statement, Administrator Allan McArtor said he agreed with the Secretary that the current system for dealing with aviation issues is "too slow and cumbersome." However, he added, many of the current Impact '88 initiatives "clearly illustrate our commitment to make the necessary changes, and with the Secretary's added authority, we can accomplish even more in the months ahead."

RBDE Is History

Get set for another one of those "End of an Era" things.

We're talking about the scheduled April 5 decommissioning of the last radar brite display equipment (RBDE) at a domestic air route traffic control center. It's at the Los Angeles center in Palmdale.

The event will coincide with another "last" in the enroute ATC environment, the termination of broadband radar service from the Paso Robles, CA, long-range radar to the Palmdale center.

The era of broadband radar and RBDEs at the enroute centers began in the late 1950s. The equipment was the primary means of tracking aircraft in the system until the introduction of the IBM 9020s and computerized display equipment, commencing in the late 1960s.

Broadband then became the back-up system until replaced by the Direct Access Radar Channel (DARC). Its final use at Palmdale was providing back-up weather data and selected traffic information.

City-Pair Fares to CMD

The General Services Administration's new city-pair fares to Daytona Beach should result in some real savings to FAA employees headed for the Center for Management Development (CMD) at Palm Coast or other near-by points in the Sunshine State. In all, some 63 departure points are linked to Daytona Beach under the GSA fare structure, so CMD-bound FAAers should check with their travel offices to see if they qualify for the lower rates. At Washington headquarters, the contact is Doriscel Sturdivant (AAA-300) on 79002.

Logan Fees Upped

The Massachusetts Port Authority has adopted a new landing fee policy that would significantly increase the costs of using Boston's Logan International Airport for general aviation operators and most small commuters.

FAA/DOT currently is reviewing the policy, which is viewed as a potential model for other airport authorities, to determine if it violates the non-discriminatory sections of previous airport grant agreements with Logan. A decision is expected well before the plan's scheduled July 1 implementation date.

Under the plan, aircraft landing at Logan would be charged "fixed costs" to cover use of airport services in addition to the traditional weight-based costs. The result would be to cut fees for large airliners and increase them for small aircraft.

For example, the landing fee for a Piper Navaho would go up from \$25 to \$91, whereas that for a Boeing 747 would drop from \$738 to \$353.

Delays Drop in February

February turned out to be a good month for moving air traffic with the fewest number of flight delays since March 1986.

The 25,597 February delays of 15 minutes or more also were 12 percent below the same month in 1987 and cancelled out an 11 percent gain in January. For the first two months of 1988, then, delays were down about one percent.

Weather continues to be the major source of delays, accounting for 82.5 percent for the two-month period.

Headquarters News



Golf/Tennis Tourney

With Palm Coast, FL, now the site of FAA's Center for Management Development, the organizers of the FAA National Golf and Tennis Championships have decided it's also the perfect spot for their event.

Accordingly, they have set aside five days in June -- the 5th to the 9th -- when practitioners of these two sports can whack at the ball of their choice with reckless abandon in search of intramural glory. Also on the schedule is a banquet, beach party, etc.

Responses and inquiries go to Sunsport Recreation, 1 Corporate, Palm Coast, FL 32051, Attn: Jim Vidaman. The phone is 800/874-1828.

ID for Joggers

Joggers and other FAA employees who exercise outside FOB-10A should carry their government identification cards with them during their "health breaks," maybe using a chain or clip if a pocket is not available. This tip comes from the OST Office of Security which notes that carrying I.D. cards will ensure a hassle-free re-entry into the building and, more importantly, provide personal information about the jogger in case of minor injury or life-threatening medical crisis on the road.

NASM Dates

Here are the dates for a couple of upcoming National Air and Space Museum events that ought to be penciled into every FAAer's entertainment calendar.

The first is the April 23-24 "Wings and Things" open house at NASM's Paul E. Gabler Preservation, Restoration and Storage Facility in Suitland, MD. This is a unique opportunity for a family outing with everyone getting a chance to view NASM's huge reserve collection, talk with staff members, and listen to the U.S. Navy's bluegrass band.

The second is an all-day symposium on "Blacks in Aviation," which will include the showing of three historic films. They are "The Negro, Unemployment and Aviation," a 1935 documentary featuring William Powell; "Wings for This Man," a 1944 Signal Corps film about the Tuskegee Airmen; and "The Flying Ace," a 1927 silent melodrama with an all-black cast.

Call 357-2700 for information.

New AAC Phone Number

Those who already have dialed the Aeronautical Center and learned that the number has been changed can skip this item. For the rest, the new prefix for FTS calls is 747 which, thanks to the Boeing Company, should be easy to remember. The commercial number, 405/686-2011, will remain unchanged for the time being.

Awards and Rewards

Special Achievement Awards Based on Special Acts or Services:

Carol Brooks, AHR; Irene Miels, AGC; Jesse Erikson, ATO; Laurence Slough, AMS; Shirley Johnson, ACS; Eleanor D'Agostino, Robin Boerckel, and Pat Newton, ALG.

Letters of Commendation: Linda Strand, Allen Hill, John Dupress, and Daniel McGrath, ALG.



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News in Brief

* Nobody can say that FAA doesn't plan ahead. Although the fate of the proposed new air carrier airport for Denver, CO, still is somewhat "iffy," FAAers at the Technical Center have built a mock-up of a tower cab to serve the airport and reached some conclusions on its size and configuration. For example, they determined that the largest standard major activity level tower cab design should be expanded from the standard 625 sq. feet to 725 sq. feet to provide for operations at the proposed 12-runway facility. Now all we need is the airport.

* A new FAA rule goes into effect April 15 requiring large air carriers to report each failure, malfunction or defect of their emergency evacuation systems and components. The action reflects the agency's concern that many of these incidents currently are going unreported, creating a "vacuum of knowledge" in a vital area of passenger safety. Data collected as a result of the (See page 2)

New GA Office Set Up

Administrator McArtor has established a new General Aviation office to improve the agency's liaison with the nation's private and business flyers.

McArtor said, "Having a single organization at the national level for this purpose will provide a clear channel of communication with this important element of civil aviation and enable us to respond more quickly to its concerns."

One of the major tasks of the new office will be the development of a national policy, as well as standards and procedures, for FAA's Accident Prevention (See page 2)

Airway Science Grants Presented



Administrator McArtor and FAA staffer Virginia Krohn were on Capitol Hill recently to participate with members of Congress in the presentation of \$5 million in Airway Science grants to 11 colleges and universities. Krohn is the manager of the Airway Science Grant program which McArtor compared to "seed corn" money for the development of aviation professionals.

Briefs (from page 1)

new requirement will enable FAA to assess more accurately the reliability of evacuation systems and initiate prompt corrective action when problems occur.

* The agency has approved a \$12 million grant to Greater Pittsburgh Airport to continue site preparation of a new midfield terminal. It's the second major grant for the new \$500 million facility which will expand the capacity of Greater Pitt by providing a significant increase in gate positions and allowing more efficient runway use. The previous \$15.3 million Airport Improvement Program (AIP) grant was approved in 1986.

New GA Office (from page 1)

Program. It will work to establish a program of "listening sessions" with major general aviation organizations. It also will serve as a focal point for leadership on the national level with the air show industry.

Edgar Fell has been detailed to organize the new office from his post as Assistant Manager of FAA's Flight Standards Division in the Southern Region. The new office, which will include air traffic staff members, will be part of the Aviation Standards organization in FAA's Washington headquarters and will report to the Director of the Flight Standards Office.

Top Accountants Picked

Let's hear it for the Accounting Branch at the Technical Center in Atlantic City, NJ. It has been picked as FAA's "Accounting Office of the Year" for 1987.

In accepting the award, Branch Manager Pat Heidenthal gave the credit to staff members, saying

their "teamwork and efficiency" had made selection of the branch possible. He also pointed to the relatively small size of his unit and added, "I guess it proves that bigger is not necessarily better."

The presentation of the award was made by the Director of the Accounting Office in Washington headquarters, Ernest Keeling, with Center Director E. T. Harris acting as the host.

Leave Sharing Program

A temporary leave transfer program has been implemented governmentwide by the Office of Management and Budget (OMB). It will allow Federal employees to donate annual leave to co-workers who otherwise might have to take leave without pay because of family or medical emergencies or other hardship situations.

Under the program, a Federal worker who wishes to become a leave recipient because of a personal emergency must make written application to his or her employing agency. Approval will depend on a number of factors, including a requirement that the applicant expects to be absent from duty without available paid leave for at least 10 workdays. Leave transfers up the GS scale will not be permitted but downward transfers will.

The temporary program was authorized by the Congress in December 1987 and is scheduled to terminate on September 30, 1988. During this time OMB will evaluate the effectiveness of the leave transfer concept to provide a basis for future action.

FAA employees should contact their servicing human resource management division for more detailed information on the subject.

Fifth EFG Meeting Held

The fifth in the series of Employee Focus Group (EFG) meetings was held March 24-25 in Baltimore, MD, with the impact of the National Airspace System (NAS) Plan on the Airway Facilities workforce serving as the principal topic of discussion. The meeting brought together A.F. regional and field managers from around the country and drew participants from as far away as Nome, AK.

Following the pattern of past EFG sessions, the participants were briefed on the first day by top managers from Washington headquarters and the Office of the Secretary on the technical, financial and human relations implications of the NAS Plan implementation. Then they broke out into three work groups to focus on the theme of the meeting which was "How Can We Minimize the Impact on the Maintenance Organization as NAS Plan Implementation Progresses?"

On the second day, the work groups consolidated their reports and presented their findings and recommendations directly to Administrator McArtor who had driven up from Washington to attend. This one-on-one dialogue has become a regular feature of the EFG sessions and already has led to numerous changes in the way the agency does business.

The next EFG meeting is scheduled for Chicago in early May. It will involve Human Resource Management personnel.

The Life You Save ...

Seat belts really do save lives, and the National Highway Traffic Safety Administration has the statistics to prove it.

In 1987, NHTSA says the use of seat belts enabled an estimated 2,435 people to survive an accident and go on living. Over the past five years, the total number of lives saved by the use of seat belts was 8,035.

If anyone needs an additional incentive to buckle up, NHTSA points out that 46,000 people died in traffic accidents last year. It's dangerous out there.

Welcome to Our World

The April issue of FAA World is in the mail with articles on the current status of and future prospects for general aviation; the shoot down 70 years ago this month of the legendary WWI aviator known as the "Red Baron"; how the Tech Center uses hi tech to get out its hi tech message; the continuing odyssey of FAA's last DC-3; and the preservation of the "N" number of the airplane used by Amelia Earhart on her last flight. Look for all the regular features as well.

Government/Industry on Airport Capacity

Eastern Region Director Joe Del Balzo will be the moderator when aviation experts from government and industry get together on April 21 in New York to discuss "Airport Capacity and Where Do We Go From Here?" Other FAA participants include Robert Donahue (Airports), Marty Pozesky (NAS Plan), John Ryan (Air Traffic), and Emily Trapnell (Chief Counsel). The Air Traffic Control Association (ATCA) is sponsoring the event.

Headquarters News



Summer Day Care

Although we just celebrated the beginning of spring, it's already time for parents to start thinking about summer and how their school-aged children are going to spend their time off from school.

This decision isn't as hard to make as it used to be, since the DOT Child Care Center on the second floor of FOB-10A currently is accepting applications for children, through age 12, for its summer program. Last year's fun-filled and educational events were a big success, and this year's promise to be even better.

But you need to move fast. Registration dates are April 11 through April 15. Linda Miller has all the details and can be contacted daily in the center or by calling 488-8894.

Learn Signing

With memories of the Gallaudet University student protest still fresh in all our minds, the Federal Women's Program Committee is sponsoring a course on signing during the months of May and June.

All that's required to take the class is for students to purchase a copy of The Joy of Signing which will be the instructional text. The project coordinator, Sylvia Woodcock, x73857, is the person to contact about registering.

Sports Battle News

The Corporate Sports Battle Kickoff was held March 24 with Administrator McArtor and other speakers encouraging employees to participate in this benefit for the DC Special Olympics. The FAA Chorale provided entertainment.

Track team tryouts are sched-

uled for April 13, 20 and 27 at noon in the park behind the FAA building for the 60 yard dash; and April 14, 21 and 28 at noon at Hains Point for the 5K run. Kent Meier, x79914, has the details.

Wellness Program Set

Another "Wellness Program," emphasizing preventive medicine, is scheduled for April 20-21 under the sponsorship of the Office of Aviation Medicine. It will run from 8:30 to 11 a.m. both days in room 327 with MethPath providing the services.

Appointments must be made in advance at the clinic. Costs this year will be \$20, \$25, or \$30, depending on the group of tests chosen. For an additional \$15, the Lifestyle Assessment System also can be selected. Fees are payable by cash, check, VISA, or MasterCard.

To ensure accurate blood tests, participants should eat or drink nothing except water for 8 to 12 hours before testing. Contact Sam Hart on x73406 for further information.

Toastmasters Speech Contest

The Toastmasters Area 31 speech contest will be held April 8 from 11:45 to 1:15 in the auditorium. Admission is free. Contestants represent each of the seven clubs that make up area 31. The winner will go on to the division contest and may eventually compete at the district, regional and international levels. The "Super Bowl" event--the Toastmasters International Convention--will be held in Washington, August 16-20.



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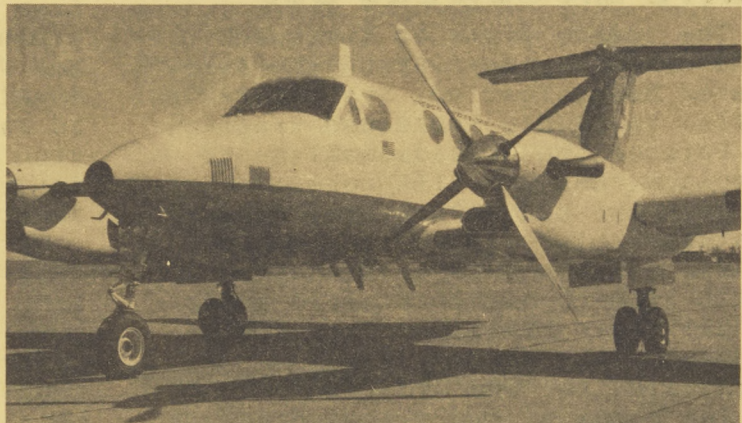
News in Brief

* After the U.S. Senate confirmed her nomination, Barbara McConnell Barrett was sworn in by Administrator McArtor as FAA's new Deputy Administrator on April 1. A former Vice Chairman of the Civil Aeronautics Board and most recently a practicing attorney in Phoenix, AZ, she is the highest ranking woman in FAA's history. The 38-year-old Barrett is a native of Indiana County, PA, and received her undergraduate, graduate and legal degrees from Arizona State University.

* Effective April 23, there will be no smoking on domestic U.S. airline flights of two hours or less. The ban -- which will remain in effect for two years unless made permanent -- is the result of Congressional legislation passed in December 1987. FAA is adopting a rule implementing the ban and prescribing civil penalties of up to a maximum of \$1,000 for violators.

* The agency has proposed a \$636,200 civil penalty (See page 2)

First Beech 300 Delivered



Shown here closeup is the new Beech King Air 300. The Aeronautical Center is the base for the aircraft, which will check the accuracy of the signals emitted by the various navigation and landing aids in the National Airspace System.

FAA has taken delivery of the first of 19 new Beech King Air 300s that will be the backbone of the agency's flight inspection fleet. The twin-engine turboprop aircraft eventually will replace the aging, and fuel-hungry Sabreliner jets that now perform this function.

The new aircraft was rolled out at Beech's Wichita plant on April 4 with Administrator McArtor on hand for the occasion. A second roll out was staged the following day at the Aeronautical Center in Oklahoma City where the aircraft will be based.

The agency expects to take delivery of four aircraft this month and then at a rate of two a month through the end of the year.

The new aircraft will come equipped with a flight inspection package that was purchased under a separate contract. Each aircraft will be thoroughly checked out before it begins flight inspection duties.

Briefs (from page 1)

against Orion Air of Raleigh, NC, for numerous alleged violations of the Federal Aviation Regulations. Among other things, the all-cargo carrier was cited for failure to comply with airworthiness directives, violations of flight and duty time limitations, and improper maintenance procedures. The FAA action resulted from an inspection of the airline in March and April 1987.

ARTS IIIA Upgrade Set

The agency plans to increase the computer capacity of the Automated Radar Terminal Systems (ARTS IIIA) to handle increased traffic.

Part of the upgrade will be to replace the ARTS IIIA core memories with the more efficient and maintainable solid-state memories. These enhancements will enable ARTS IIIA to handle traffic loads until their replacement by the Advanced Automation System scheduled for the mid-1990s.

FAA plans to award a contract in FY89 for the upgrades, with deliveries to start in 2 to 3 years.

Kudos From the ATA

Despite the closure of Runway 24L/6R at Los Angeles International Airport in mid-February, traffic there is moving "safely and efficiently," says the Air Transport Association of America.

In a recent letter to Administrator McArtor, ATA Vice President William Hoover said operations in the first month following the closure were a "huge success" and noted that the whole process was working "unbelievably well." He expressed his organization's appreciation "to all of the cross-section of FAA employees who worked hard to prepare the 'game plan' for the efficient movement of traffic with one less runway."

PAX Safety Experts Meet

When FAA's cabin safety specialists met recently in Raleigh, NC, their space requirements were bare minimum. The reason is that only four FAAers at the time bore the cabin safety specialist title, all of them former airline flight attendants who have unique expertise in their field. That number recently was increased to five.

Attending the meeting were Donell Pollard from the Flight Standards Office in Washington - headquarters, Carolyn Johnson from the Kansas City FSDO, Maria Armanino from the Oakland FSDO and Julie Clark from the Los Angeles FSDO. The new addition is Patty Mattone in Eastern Region headquarters who is both a former flight attendant and FAA security inspector.

During the Raleigh meeting, the four specialists focused on current cabin safety trends and future plans. Pollard believes their work will become even more important in the months ahead because of the renewed emphasis that Administrator McArtor has placed on cabin safety matters.

PEP Open Season

The open season for applications to the Professional Exchange Program (PEP) runs out April 30.

This program offers FAA employees in grades GS-11 through 14 a unique opportunity to broaden their experience base and acquire new knowledge and skills by working for another organization within the DOT. These assignments can range from one to 12 months.

Interested FAAers should contact the PEP coordinator in their personnel offices for more information. For Washington headquarters types, the number is x78042.

FAA & NATCA Establish Joint Training Program

FAA and the National Air Traffic Controllers Association (NATCA) have agreed to a unique joint training program in labor-management relations for air traffic facility managers and union representatives.

Entitled "Labor and Management: Partners in Problem Solving," the training course is designed to give both parties a better understanding of their respective roles, rights, and responsibilities and provide them with improved techniques for problem solving and communication.

The course will be conducted in 35 field workshops and will involve about 1,000 participants over the next five months. A prototype course conducted March 22-24 in Arlington, VA, was considered highly successful by its participants.

Administrator McArtor called the establishment of the training course a "significant milestone in the agency's labor-management relations program." Moreover, he added, the course, itself, "will contribute further to forging a positive working relationship between FAA and NATCA."

NATCA National Coordinator John Thornton said, "I am very pleased by the results of this first session, and I am hopeful that the program will continue to succeed when training is expanded to ATC facilities across the nation. NATCA was founded on the belief that relations between the FAA and the controllers' union need not be confrontational or adversarial... I also believe that we owe a debt of gratitude to FAA Administrator McArtor whose open management and approach to problem solving provided the impetus to get this program on track."

Child Care Conference

FAA is getting ready to implement a renewed DOT emphasis on child care.

Recently Associate Administrator for Human Resource Management Herbert McLure wrote to all region and center directors to invite their participation in a DOT Child Care Conference. This conference will be a nuts-and-bolts, "how to" session on establishing and operating an on-site child care center. McLure also asked each director to name a regional representative for child care matters and to designate one person at each facility with 300-plus employees to represent the facility at the conference.

Headquarters FAA coordinator Ann Peavey Hoffer and DOT coordinator Allaire Williams have begun organizing the conference, which is tentatively scheduled for May 17-19.

Secretaries Week

Just a reminder that Professional Secretaries Week begins April 25. This year's theme is "World of Opportunity." Forget it, and you're in trouble.

NBCFAE Conference

The Eastern/New England Region of the National Black Coalition of Federal Aviation Employees (NBCFAE) is inviting all FAAers to its Fifth Annual Regional Conference, May 19-21, at the Viscount Hotel, Mount Laurel, NJ. This year's theme is "Impact 88--A Legacy for the Future."

Hotel costs are \$51 (singles and doubles), and there is a \$35 registration fee. Sherelle Carper is the contact at 609/882-4422 or 201/360-2395.

Headquarters News



Child Care Success

A bright, cheerful atmosphere, plenty of space, creative things to do, and a dedicated staff -- these are some of the reasons the DOT Child Care Center on the second floor of FOB-10A is such a success. Sixty-eight children from ages 2 to 6 are now enrolled. This year a certified kindergarten was added to the program as was after school care for 6-to-10-year-olds.



Another service the center provides is the "emergency care" program that allows for the day-by-day enrollment of children through age 12 when necessary because of school breaks, snow days, teacher work days, etc. For \$15 a child can enjoy a healthy, safe, and interesting day. Parents even can arrange to take their children out to lunch or to a museum that day. Notice is required for the emergency program as is a copy of the child's shot records. Fees collected from emergency care go toward scholarships for children who need financial assistance to attend the center.

Current plans for the center include the late fall opening of a new infant care facility, which will be located on the first floor

It will provide care for 24 infants, aged 0 to 2 years.

Some further information about the center: Donations are tax deductible. Also, the center is an eligible recipient of Combined Federal Campaign donations, something to remember when selecting organizations for your gift.

Tennis Anyone?

The FAA tennis team is looking for intermediate-level players to participate in the DOT Tennis League this summer. Matches are played as mens' or mixed doubles' on Monday evenings at Hains Point (East Potomac Park). Nancy Watson, x79266, or Phil Canal, x79884, are the people to contact for further information.

Public Domain Software

Here's some great news for PC buffs. AMS-350 has a collection of software now in the public domain. This software is available for FAA employees to copy onto their own formatted disks in room 609D from 9 a.m. to 4 p.m., Monday through Friday. Bruce Palmer, x79907, can answer users' questions.

It's a Date

Intercom neglected to mention the date for the all-day "Blacks in Aviation" symposium at the National Air & Space Museum this month. The event, which includes the showing of three historic black aviation films, is set for Friday, Apr. 29. Call 357-2700 for more information.



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New Shorter Employee Survey Set

For those who hate to fill out government forms, the 1988 Employee Survey won't make them bleary-eyed or pencil-weary when it hits their desks in June and September.

The survey will be considerably shorter than previous questionnaires and more to the point. It will be administered in two phases with senior managers, facility managers and division managers and above, receiving their questionnaires in June. In September, all other FAAers will be surveyed.

This year's survey will be shorter -- less than 50 questions compared to almost 140 in 1986 and will focus in on specific behaviors instead of attitudes.

The 1988 Employee Survey Feedback Action Program (SFA) -- its official name -- also promises to

compile and return the results much more quickly and to generate simpler and more usable reports with emphasis on (See page 2)

Airline Probe Launched



DOT Secretary Jim Burnley and FAA Administrator Allan McArtor announce safety and financial probes of Eastern Airlines and its parent company, Texas Air Corp. Details on page 2.

News in Brief

* The pass rate for the FAA Academy's basic course for air traffic controllers has edged up to more than 62 percent in the current fiscal year, almost a two percent gain over the average rate in the preceding two years. For the first six months of fiscal 1988, 62.14 percent passed the program. The failure rate

dipped to 29.54 percent and the dropout rate is down to 8.32 percent.

* Environment and Energy Director Norman Plummer has retired after 33 years of Federal service. Administrator McArtor presented him with the Distinguished Career Service Award and praised him for his diplomatic handling of

FAA international matters. Since joining FAA in 1959 as a trial lawyer, Plummer has served in numerous capacities, being appointed Deputy Director of the International Aviation Affairs Office in 1972 and to the AEE post in 1986.

* The Alaskan Region has determined that passengers (See page 2)

Briefs (from page 1)

are heavier in the frozen north, based on a survey of commuter/air taxi airlines. The region notified the state's commuter operators to increase the calculated average weight of passengers by 15 pounds to 175 pounds in the summer and 180 pounds in the winter when computing an aircraft's weight and balance. The average passenger weight used for commuter/air taxi operators nationwide is 160 pounds in summer and 165 in winter.

* Miami International is first in line to get new Airport Weather and Information System (AWIS) teleprinters this July. Under the contract with APOCA Industries of Bohemia, NY, AWIS terminals will replace FAA electro-writers at 757 FAA, National Weather Service and military installations. Systemwide installation at some 290 airports is scheduled for completion in February 1989.

Shorter Survey (from page 1)

developing corrective action plans.

The program's success depends on a high participation rate. FAAers will be able to fill out the survey easily and quickly--in 10 to 15 minutes. This year's participation goal is 95 percent.

All FAAers will have an opportunity to complete the survey during work hours.

The SFA's objective is to help us all do a better job. That's why this year's survey will be shorter, more focused on behavior and produce usable results quicker.

EAL Investigation Begun

FAA has begun a special two-pronged investigation of Eastern Airlines to determine if "Eastern deserves the confidence of the public and FAA as a safe carrier fully capable of meeting and maintaining its operating obligations."

Concurrent with this effort, the Office of the Secretary of Transportation will look at the finances and management of Eastern's parent organization, Texas Air Corp., to determine if it is "fit, willing and able" to perform properly. This "preliminary investigation" will take 30 days.

Both actions, together with a proposed \$823,000 civil penalty against Eastern resulting from a previous in-depth inspection, were announced at a joint news conference by Transportation Secretary Jim Burnley and FAA Administrator Allan McArtor on Apr. 13.

McArtor said FAA inspectors will conduct ramp checks over a 30-day period on all aircraft in the Eastern fleet "for any indications of unsafe conditions or non-compliance with FAA-approved maintenance or operations requirements."

In addition, the Administrator said a five-member executive level FAA team will conduct an in-depth review of "what appears to be recurring trends of non-compliance" with FAA safety regulations on the part of Eastern management. Northwest Mountain Region Director Wayne Barlow will head the team which is scheduled to submit its report by May 27.

Although both Burnley and McArtor stressed that Eastern is not currently conducting unsafe operations, they expressed concern about "safety margins" and promised to take whatever action that might be required to protect the traveling public.

Bradshaw Project Director

C. L. "Brad" Bradshaw will become a more familiar face in the coming months. Brad, Special Assistant to the Director, Acquisition and Materiel Service, has been named Project Coordinator of the Building Modernization Program.

He's up to the task of improving the building's environment after 25 years. Since 1957, he has held numerous contract, acquisition, planning and policy positions at FAA. Bradshaw arrived here a year ago from the Southern Region where he was a Special Assistant to the Director.

The key goal is to provide good work space for current needs as well as for the foreseeable future. "Good design will make the building effective to accommodate every requirement of space," Brad says.

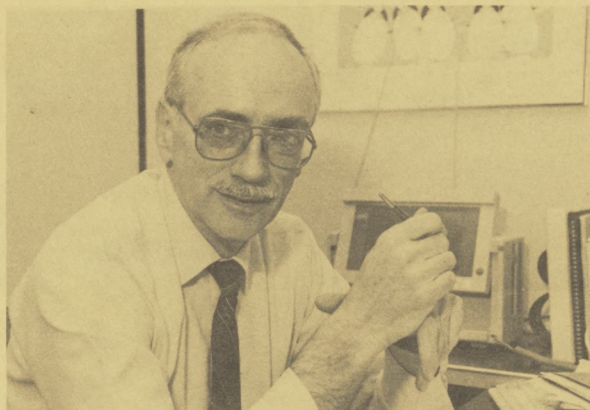
And he feels the effects of the building modernization will provide an opportunity to increase the sense of teamwork.

And he feels the effects of the building modernization will provide an opportunity to increase the sense of teamwork.

Times Are a Changing

Time for a change? Well, when you consider that FAA headquarters -- or FOB-10A -- will be 25 years old in November, the answer without question is "yes."

Originally, the FAA building was designed to utilize the "open space" concept. However, through the years, the concept has been lost and employees have been surrounded with floor-to-ceiling walls, which have changed the flow of both (next page, column 1)



C. L. "Brad" Bradshaw (Photo by Lance Strozier)

Building Modernization Project Building Up

So far, most of the work on the Building Modernization Program

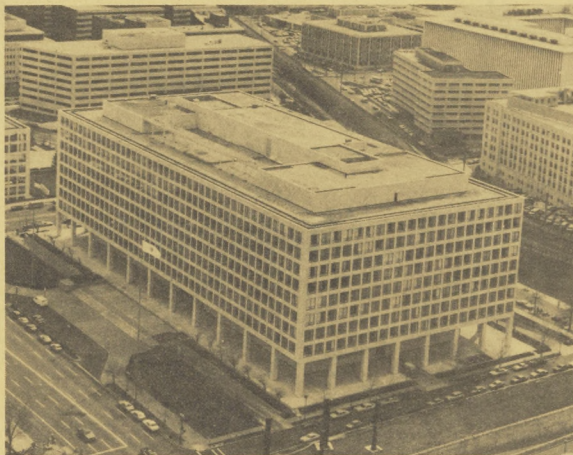
(BMP) has been behind the scenes, but that's changing fast.

A delivery is expected this summer on the first complement of systems furniture ordered from the General Services Administration (GSA) last year. Design work on the "demonstration area" in room 435

also is nearing completion.

To ensure a smooth transition to the building's new interior, each headquarters unit has an Environment Enhancement Team (EET) which meets with BMP Project manager "Brad" Bradshaw approximately every 4-6 weeks. The meetings provide an update on the current status of the project and feedback about employee concerns.

In addition to the EETs, each organization (next page, column 2)



Times

heating and cooling throughout the building. That, in turn, has contributed to the inconsistent temperature control, ranging from unbearably hot to unbearably cold.

Responses to the 1986 FAA Employee Attitude Survey showed a large number of headquarters employees were dissatisfied with their present work space and favored an office and building upgrade. As a result, the FAA Administrator directed the establishment of the Building Modernization Task Force.

The task force created working groups to examine areas such as space, furniture, common-use areas, heating, ventilation, air conditioning, office automation and security. All of this data was pumped into the Building Modernization Plan which has these primary objectives:

- * Improve employees work environment
- * Establish more equitable space allocations
- * Consolidate, where feasible
- * Make economical use of space in accordance with the standards set by GSA and OST.

Building Input Sought

Have any ideas on improving common space areas at headquarters? Then, the Headquarters Employee Participation Group (HEPG) is looking for you! Volunteers are sought to develop standards on everything from restrooms to parking areas.

"Folks, this is our chance for real input...this may be our workplace for another six years, and possibly another 25 years," says Al Mendez, HEPG chairperson.

Those interested in volunteering should contact the appropriate chairperson:

Bathroom facilities--Sylvia Woodcock, APM-705, 7-3857;
cafeteria/snack bar facilities--Suzanne Holloway, APA-10, 7-3458;

Building

has a designated property manager and records officer. Their jobs are to inventory existing furniture in each area, standardize and reduce hard copy files, and prepare for each area's "Operation Cleanup," among other tasks. Admittedly, these are dirty jobs, but somebody has to do them and those responsible can use all the help they can get from their fellow FAAers.

The BMP folks have some advice designed to help everyone keep their sanity during the transition period:

- * Send furniture vendors to room 435. Do not talk with them, and do not let them leave "samples" in your area.

- * Don't start pulling ceiling tiles and vents looking for contaminants. We are tenants in this building which is leased by GSA. Any complaints or comments should be directed to GSA and not BMP.

- * Start looking at your personal space. There might be reference books or personal files you don't use frequently that would be better left at home. Your files may contain outdated documents that could be discarded or completed project files which could be archived. A little time each week could save a lot of time later.

conference room facilities--Bob Hixson, AEE-110, 7-3565; communications--Gale Braden, ASF-300, 7-9641; employee health and safety--Steve Albersheim, AEE-110, 7-3560; hallway/open areas--Irene Miels, AGC-100, 7-3473; copying facilities--Ken Goldfarb, ATS-210, 7-9118; and parking--Alfredia Brooks, AMS-420, 7-9941.

Executives Reassigned

Administrator McArtor has made four key executive personnel shifts, including the appointment of two new regional directors. All appointments are pending OST approval.

Involved are Homer McClure and Arlene Feldman, the Director and Deputy Director of the Western-Pacific Region, respectively; Monte Belger, Deputy Director of the Great Lakes Region; and James Richardson, Director of the Aeronautical Center.

McArtor said, "I am enthused about the opportunities that these new jobs will provide each executive...What I am trying to do is focus executive talent on areas of special emphasis, such as training, particularly controller training; FAA operations; and airway facilities. I am particularly gratified that at the same time we are able to provide upward mobility to executives who have demonstrated outstanding leadership and management skills."

Arlene Feldman will become Director of the agency's New England Region, the first woman to head an FAA region. An attorney and pilot, she joined FAA in 1985 as Deputy Director of the Technical Center and moved to the number two job in Los Angeles in April 1987.

Monte Belger will take over as Director of the Western-Pacific Region. A former civil aviation security specialist who began his FAA career in 1972, he held division manager posts in Great Lakes before his promotion to Deputy.

Homer McClure will become Director of the FAA Aeronautical Center, returning to the city where he started his FAA career in 1972. Prior to his assignment to the Western-Pacific Region as Deputy Director in June 1980, he held a succession of executive posts.

James Richardson will transfer to Washington headquarters as

Deputy Associate Administrator for Engineering. A 30-year FAA veteran who has spent the last 14 years at Oklahoma City, he was named FAA Depot chief in 1974, Deputy Director of the Aero Center in 1980 and Director in July 1986.

AEA Employees Surveyed

Eastern Region employees are fairly well satisfied with their managers and supervisors. At least, that's the indication from a recent manager-supervisor effectiveness survey. Some 4,300 questionnaires were filled out by Eastern Region employees, a 94 percent response rate.

Supervisors received an overall average rating of 3.8, and managers were at 3.4 on a "satisfaction" scale of one to five.

Best supervisory traits were listed as keeping employees informed, telling them what was expected of them, and anticipating problems and effectively planning for them. Top managerial qualities were seen as providing adequate resources, putting emphasis on improving work methods, and recognizing and rewarding good performance.

Award To ASO

The Southern Region has grabbed another "top office" award to go with the honors recently conferred on the ASO Budget unit. This time its Logistics Division was picked for the national "Acquisition and Materiel Service Award" given annually to the logistics field organization making the most significant contribution to the National Logistics Program. Division Manager Mike Foran and his staff were cited for creating the prototype "Logistics Support Services Contract" and also for leading the development of the FAA Field Logistics Program.

Headquarters News



Need To Shed Pounds?

If you need to shed a few pounds, the Office of Aviation Medicine wants to help. It's sponsoring a "Weight Watchers at Work" program which kicks off on Tuesday, May 3 from 11:30 a.m. to 12:30 p.m. Registration will be held Wednesday, April 27 from 11:30 a.m. to 12:30 p.m. in the Medical Clinic, room 327. The program costs \$80 and runs eight weeks. For more info, call Sam Hart 7-3406.

Retirement Questions?

One-hour retirement counseling sessions are available by appointment in the Labor Relations and Career Development Branch, AHR-140. Call Julie Law or Barbara Claytor, 7-8916.

Dobi's Last Flight Plan

When Nicholas (Nick) Dobi first went to work for FAA as an aerospace engineer, Harry Truman was President, the Korean War was in the planning stages and the Douglas DC-6 and the Lockheed Constellation were the last word in luxurious airline travel.

That was in Aug. 1949, when FAA was known as the Civil Aeronautics Administration, and Dobi stayed on the job until his death on March 13. Despite a series of heart attacks, beginning in 1974, he never seriously considered retirement, believing he had an important contribution to make to FAA and the aviation community.

His last job at FAA was in the Office of Airworthiness to which he brought his long experience in drafting safety regulations.

Secretaries Week

Special speakers and events are planned to highlight Secretaries Week.

Jot down these items on your calendar:

* "Diet and Weight Control," Wednesday, April 20, 10 a.m. to 12 noon, room 5AB.

* "Executive Leadership Skills Workshop," Monday, April 25, 11:30 a.m. to 1:30 p.m., room 7AB.

* "Office Politics," Tuesday, April 26, 12 noon to 1:30 p.m., room 7AB.

* The winner of the DOT Secretary of 1988 essay contest will be announced Tuesday, April 26, 10 a.m., conference rooms 8236-40, Nassif Building.

* Secretaries Day, Wednesday, April 27.

* "Taking Care of Yourself" and "Successfully Handling Stress," Thursday, April 28, 1 p.m. to 3:30 p.m., room 8ABC.

Need more information? Call Tina Mallory, 7-3482.

Awards And Rewards

Special Achievement Awards
Based on Special Acts or Services:
Thomas McSweeney, Patricia Dickson, and Terrence Barnes, AWS; Peggy Ellis, AHR; Mary DeRosa, AHP; Charlotte Zakour and Walter Kwiatek, AIA; Julius Ganoza, APO; and Carolyn Edwards and Richard Bair, ASF.



U.S. Department
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Headquarters Intercom

News in Brief

* Continental, too. FAA's all-fleet inspection of Eastern Air Lines has been expanded to include its sister carrier, Continental Airlines, and Continental's commuter lines. The initial look at Eastern's safety was announced on April 13. Transportation Secretary Jim Burnley made public the Continental safety check on a recent NBC "Meet the Press" program.

More fleet-wide ramp inspections on the way? It's a possibility, says Administrator McArtor, "if this strategy proves to be effective." McArtor emphasized that there would be a balance between regularly scheduled FAA safety checks and surprise inspections.

* 007 Mystery. Add another theory to why the ill-fated KAL 007 flight was off course before it was downed by Soviet fire in 1983, killing all 269 aboard. The pilot of another KAL flight, trailing 007, told Korean officials that the pilot of 007 knew he was off course but was afraid he would be disciplined by airline (See page 2)

Aviation Panel Recommends Sweeping Changes at FAA

How does Federal Aviation Authority grab you?

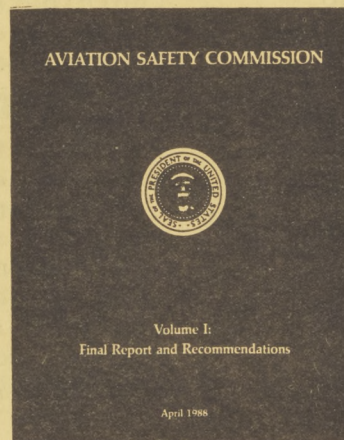
That's what the FAA initials would stand for if the President's Commission on Aviation Safety has its way. In an April 18 report, it recommended the reestablishment of FAA as an independent agency with an Administrator appointed by the President for a 7-year term.

At the same time, the Commission came out against the separation of the air traffic control function from the rest of FAA. Commission Chairman John Albertine said, "We considered such an option, but we are not inclined to gamble in sorting out conflicting assertions about whether these functions can be separated without endangering safety, nor can we endorse the proposition that air traffic control can be privatized."



Panel Chief John Albertine

FAA Administrator McArtor, a staunch supporter of changing the way FAA does business, called the report another step toward finding the "right answers" to the future of the agency and its mission. However, he said he believes the Department of (See page 2)



Aviation Panel (from page 1)

Transportation's continued "safety oversight" of FAA is necessary and opposed any action that would sever this connection.

Congress already has begun hearings on the recommendations as part of an on-going review of the FAA structure and organization. However, most Washington insiders, including Albertine, see little prospect for legislation this year.

Albertine, a Chicago businessman, said the panel concluded that the nation's air transportation system is "safe" but warned that the safety margins are being maintained by "heroic efforts of air traffic controllers, airway facilities technicians, safety inspectors and other FAA personnel." He added that major changes are needed to ensure continued safety in the future.

The Commission specifically recommends that an independent FAA be established as a user-funded authority. The new FAA would be:

- * Overseen by a nine-member Board of Governors appointed by the President.

- * Managed by an Administrator appointed to a 7-year term.

- * Subject to an agency-wide regulatory oversight by a Director of Aviation Safety--a so-called "safety czar"--who also would be a Presidential appointee with a 7-year term.

- * Freed from the constraints of the Federal personnel and procurement systems.

Other commission recommendations are aimed at improving safety inspection programs, regional airline safety, general

aviation, air traffic control and FAA rulemaking. They include:

- * Increasing the number of FAA inspectors.

- * Priority inspections for carriers undergoing major change.

- * Separate certification and surveillance functions.

- * National, not regional, certification for major and national carriers.

- * Streamlining FAA rulemaking and improving responsibility and accountability.

Briefs (from page 1)

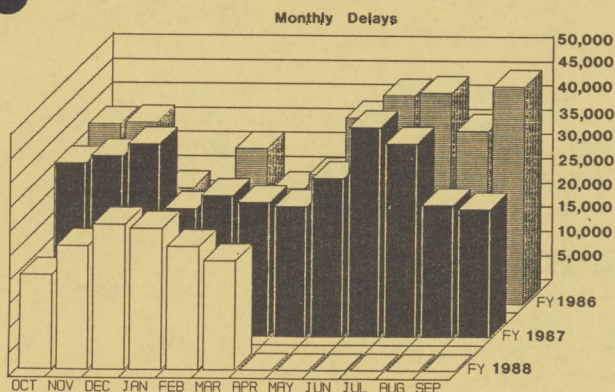
officials and lose face if he attempted to correct the error.

For those keeping count, the 007 disaster has spawned 10 books and at least one ongoing newsletter.

- * International Conclave. Foreign aviation officials from 14 European and Mideast nations got a close look at FAA operations at headquarters, Oklahoma City, Dallas, San Francisco and Seattle. It's all part of a 10-day "Partnership in Air Safety Seminar" which began April 18. Coordinated by FAA and the U.S. Information Agency, the seminar focused on everything from the NAS Plan and international aviation to air traffic operations with top FAA officials giving the group briefings.

Attending the series of meetings and tours were aviation officials from Bulgaria, Cyprus, Finland, Greece, Hungary, Iceland, Ireland, Israel, Luxembourg, Norway, Poland, Romania, Spain and Turkey.

Flight Delays Drop



This chart maps out a month-by-month look at flight delays in fiscal years 1986, 1987 and 1988.

Flight delays in the nation's airspace declined six percent in the first three months of 1988 as compared with the same quarter in 1987. The March 1988 figures show a 22 percent drop from March 1987. In fact, flight delays now have declined in eight of the last nine months when measured against the same months in the preceding year.

FAA's count of flight delays of 15 minutes or more for the first quarter was 78,396 for a daily average of 861. This compares to 83,349 in the first three months of 1987, or 926 per day.

Moreover, the 23,515 flight delay figure for March was the lowest monthly total in over two years, or since Jan. 1986 when there were 17,844. The numbers for January and February were 29,284 and 25,597, respectively.

Nashville Airport Grant

FAA has committed an additional \$41.2 million through fiscal year 1992 to the Nashville Metropolitan Airport for the construction of a new 9,000-foot, north-south runway, associated taxiways and other related work.

Of the \$41.2 million, \$10,847,278 was approved under the current 1988 fiscal year Airport

Improvement Program (AIP). In addition, the agency has given the Metropolitan Nashville Airport Authority a "Letter of Intent" to obligate another \$30,400,000 from the budget authority in the FY 1989-92 period.

This is the first such letter issued under the authority of the Airport and Airway Safety and Capacity Expansion Act of 1987, which gives new priority to airport projects that will increase capacity systemwide.

Quick Facts

The number of operational Host computer systems increased to 17 on Apr. 22 when the Indianapolis air route traffic control center began using it as the primary ATC system... More than 1,400 FAA employees had participated in DOT's random drug testing program through the end of March with 11 positive results... FAA's proposed rule to expand the requirement for carriage of Mode C (altitude-reporting) transponders had drawn more than 50,000 public comments by Apr. 20 with more coming every day. Comment deadline is May 12... The agency is shooting for an end-of-July commissioning for the first ASR-9 terminal radar system at Huntsville, AL... A new General Accounting Office study says the fatal accident rate of U.S. airlines was less than half that for non-U.S. airlines in 1985 -- 0.13 per 100,000 aircraft departures vs. 0.32... On May 5 you can start working for yourself, according to the Tax Foundation, which says the average American will have to work 126 days this year just to pay Federal, State and local taxes... Chicago O'Hare is out to recapture the "busiest airport" title with 390,835 operations in the first quarter of 1988, compared to 389,408 for Atlanta Hartsfield, the 1987 leader.

Headquarters News



Upcoming Events

* Computer buffs. The Federal Office Systems Expo Information Technology Showcase, sponsored by FAA, will be Tuesday, May 3. Come see the latest technological advances in the 7th floor conference room from 9:30 a.m. to 3 p.m. Microcomputers, software, graphics, lap-tops and printers will be featured. Donna McGrath, 683-8500.

* Weight Watchers. The first of eight "Weight Watchers at Work" programs begins at 11:30 a.m. on Tuesday, May 3 in the medical clinic, room 327. Sam Hart, x73406.

* Lights, Cameras! Need some tips on facing the media or speaking before hostile groups? Then checkout a two-day course from the Government Executive Institute on Monday and Tuesday, May 16-17 at the institute's Thomas Circle training facility. It is designed to improve Federal managers' abilities to explain and defend agency policy to outside groups and the media. Public speaking and electronic media experts from local universities will lead discussions on topics which include "The Media Conference: Coping With Hostile Questions" and "Argumentation and Persuasion Techniques." Howard Stevens, 632-5662.

* Retirement Seminar. Mark your calendar for June 6-10 for the final Pre-Retirement Seminar of the fiscal year. Topics include: civil service retirement; Social Security and Medicare benefits; and information on financial planning, income taxes, health and the emotional and psychological aspects of retirement. Contact your organizational training coordinator for details.

Spain, Anyone?

FAA is urgently seeking applicants for an aviation systems advisor (GS-15 equivalent) for the Madrid Civil Aviation Assistance Group. The person selected for the post will provide expert systems maintenance and engineering advice to the Spanish government. For a copy of the vacancy announcement (AEU-88-066) and additional information, call AHR-150 at 202/267-3888.

Young Artist Contest

Youngsters with an artistic flair are urged to compete in the 1988 International Aviation Art Contest, sponsored by FAA and the National Aeronautic Association in cooperation with France's Federal Aeronautique Intenationale. Nine awards will be given to children, age 5 through 16, in three categories. This year's theme is "Search and Rescue Aviation." Winners of the U.S. contest will compete with entries from 15 other nations for gold, silver, and bronze medals. The deadline is June 1. Contact Ellen Bowie, 202/267-3468, for more details.

Leave Transfer Ok'd

The Office of Personnel Management has approved a temporary leave transfer program that permits Federal employees to donate annual leave to other Federal employees for use in personal emergencies. Contact Elmer Frasure, AHR-160, on x78328 for more information.



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News in Brief

* New PA Chief. Kathleen Harrington is the new Assistant Administrator of Public Affairs, the post recently vacated by Jim Jannette. Harrington's background includes a stint as a math and science educator and school administrator. She has 10 years of Capitol Hill experience working for Congress. Most recently, Harrington served as Elizabeth Dole's press secretary and staff director during Sen. Robert Dole's bid for the Republican Presidential nomination.

* Fewer Errors. The Presidential Aviation Safety Commission that recently issued its report on proposed changes at FAA, had some good words to say about the air traffic control system. Rejecting allegations that safety has been reduced because of airline deregulation and the 1981 firing of striking PATCO controllers, the commission concluded: "...in terms of accidents, there is no evidence that the air traffic control system has functioned less safely after deregulation than before." The (See page 2)

FAA Reforms On The Way ; Regional Chiefs' Duties Change

FAA is undergoing major changes as the result of DOT/FAA Task Force recommendations announced April 28, including the way the agency administers safety inspections, aircraft certification and air traffic control.

DOT Secretary Jim Burnley and FAA Administrator Allan McArtor said the most sweeping change affects FAA's nine regions. Operating division managers will now report to appropriate associate administrators in Washington instead of regional directors.

For example, regional air traffic divisions will report to the Associate Administrator for Air Traffic who will be given control over funds and (See page 2)

Look Familiar?



If this artist's drawing of the Air Force's "Stealth" bomber looks familiar, you may have been doing some unauthorized snooping. After years of shielding the highly secret program amid occasional media leaks, the Air Force decided to release this glimpse. The flat flying wing, called the B2, is scheduled to make its maiden flight this fall.

Briefs

(from page 1)

rates for accidents caused by air traffic control errors actually declined from 0.26 accidents per million aircraft departures before deregulation to 0.11 from 1979 to 1985.

* Northwest Crash. At a May 10 hearing, the NTSB is expected to rule on the probable cause of the crash of a Northwest Airlines MD-80 shortly after takeoff from Detroit's Metropolitan Airport last August. The nation's second worst aviation disaster claimed 156 lives with only one 4-year-old girl surviving.

The probe has centered on the wing flaps and slats.

* Shrinking Airports. Shrinking airport capacity is the new, hot topic, according to Administrator McArtor, who called it "the emerging aviation crisis" during a recent speech to business leaders.

McArtor urged members of the Electronic Industries Association to get involved in aviation planning since development must be initiated at the local level. "A constrained air transportation industry will seriously affect other industries," McArtor warned while emphasizing that FAA is improving its resources to help local communities make sound decisions. FAA is developing a computer model of the nation's airspace and capacity needs which will predict the regional impact of adding a new runway or building a new airport.

Task Force

(from page 1)

personnel to manage a national program.

Regional directors will no longer have line authority over operating divisions but will have an enhanced role in monitoring the

quality and effectiveness of FAA programs. FAA's current structure, the task force said in its report, restricts its "ability to respond quickly and consistently" to the aviation industry's rapidly changing needs.

The task force, created March 9 and headed by McArtor and DOT Assistant Secretary for Administration Jon Seymour, also wants to tackle civil service rules that prevent cost-of-living differentials and create staffing problems in places like Los Angeles and New York. A demonstration project will be developed, in cooperation with the Office of Personnel Management, to provide geographically based pay incentives and recruitment and retention bonuses.

In the hiring area, McArtor said FAA is taking steps to dramatically pare down the time it takes to hire new controllers -- from six to 18 months to about two months. Other task force recommendations include:

- * Undertaking a comprehensive review of rulemaking to reduce the time it takes to develop final rules.

- * Creating a special program to bring more women and minorities into key safety occupations.

- * Reviewing the structure of FAA's Aviation Standards organization with emphasis on its security and medical functions and the effectiveness of the rulemaking process.

- * Streamlining the FAA procurement process to expedite the implementation of major technical programs associated with the National Airspace System (NAS) Plan.

Air Safety Improves

FAA and the aviation community must be doing something right because near midair collision and operational error reports dropped significantly during the first three months of 1988:

- * NMAC reports from pilots were down 25 percent from the first three months of 1987, and

- * OpErrors by air traffic controllers dropped by 15 percent.

NMAC reports now have declined in each of the last five months when compared to the same periods in the preceding year and operational errors have dropped in eight of the last nine months.

During the first three months of 1988, the agency received 167 pilot reports of near midair collisions, compared to 222 during the same period last year.

The number of operational errors in the January-March period was 261, as opposed to 307 in the first three months last year.

Alert Controller

An alert air traffic controller at the Denver ATCT averted a potentially dangerous landing of a Continental Airlines 727 on April 23.

Duane White, a six-year veteran of FAA's air traffic control system, spotted trouble as flight 1720 from Las Vegas was within 100 feet of landing at Stapleton International Airport.

Observing that the plane's landing gear was not down, White alerted the cockpit crew. The aircraft landed without incident.

It took less than 15 seconds from the time White saw the problem until the crew took corrective action. Visibility was listed as two miles under overcast skies.

The pilot of another taxiing Continental flight credited the

controller with averting an accident.

Quick Facts

The airports with the worst delay problems through the first quarter of 1988 were Chicago O'Hare and Denver Stapleton with 55 delays per 1,000 operations, followed by San Francisco (53), Atlanta (49) and St. Louis Lambert Field (47)... On a more positive note, the people who run San Francisco International report that the airport is the direct and indirect source of 50,000 jobs in the Bay area and that these workers pump almost \$550 million annually into the local economy... A record for pedal-powered flight was set recently when the MIT-designed Daedalus 88 negotiated the 74 miles between two Greek islands in the Aegean Sea in 3 hours, 54 minutes, at almost 19 mph... Chicago is the site of the next Employee Focus Group (EFG) meeting May 4-6. Participants for this sixth group get together come from the Human Resource Management organization... FAAers are expected to save Uncle Sam \$1.1 million this year by having their paychecks automatically sent to their financial institutions under the "direct deposit" plan. Some 77 percent of FAAers now participate and save the government \$1.10 a paycheck. Get form SF 1199A to sign up... Our sharp-eyed statisticians failed to catch an error in last week's "Quick Facts" column. Chicago O'Hare is still out to capture the "busiest airport" title. Here is the right stuff: O'Hare had 196,589 operations for the first quarter of 1988, compared to 192,211 for Atlanta-Hartsfield, the 1987 leader.

Headquarters News



Upcoming Events

* Single Parents. As part of FAA's continuing "Wellness Program," a special session will focus on single parenting on Wednesday, May 18 from 10 to 11:30 a.m., conference room 5AB. Diane Ables, x73880, Irma Hart, x73406, or Tina Mallory, x73482.

* FAA Speechmasters. FAA's own Toastmasters Club meets at 12 noon, Tuesday, May 17, conference room 9AB. David Hobbs, x78124, Ken Geisinger, x73336.

* Media Tips. A two-day course for managers on how to deal with the media and hostile groups will be held on Monday and Tuesday, May 16-17, at the Government Executive Institute's Thomas Circle training facility. Howard Stevens, 632-5662.

* Have an announcement? Let Intercom know, so we can tell the rest of the FAAers at headquarters. Call Pat Cariseo, x73432.

Awards and Rewards

Recipients of Superior Accomplishment Awards are: Cathy Carroll, Donald Gray, Evelyn Newman, Darlene Peck, and Golden Roche, ATO; Ethen Wilson, AAP; Denise Hall and Jacqueline Washington, AGC; Joy Black and Richard Lay, APS; Lillian Cruz, John Harris, Charles Stith, John Ward, and Maria Yotti, ASM; Larry Anderson and Donald Ellis, AAT; Murli Hasrajani, Charles Pilgrim, and James Warner, AES; Brian Langdon, APO; Viola Jones-Ukiwe, Gloria Norton, and Jacqueline Myers, ALG; Richard DePadilla, Christine Kenan, and Peter Marraine, AMS; Paulette Lutjens, ABU; Carol Manning, AAM; and Alphonse Santarelli and Stephen Soffe, AWS.

Posh Quarters?



"Loungers" Jim Westerkamp (left) and Jack Mowatt (Photo By Dennis Hughes)

Was it a reaction to the recent smoking ban on most domestic flights or a comic takeoff on government smoking regulations? Whatever the answer, FAA's 6th floor sported a not-so-sporty smokers' hideaway thanks to some creative folks in the vicinity.

Close to the elevators, the "6th floor smokers' lounge" looked more like a crude isolation booth from the days of "The \$64,000 Question," if anyone remembers that far back.

The cardboard box, about the size of a refrigerator container, had a window with pink curtains and a pot of flowers seemingly victimized by several decades of passive smoke. Inside were a chair, telephone and, of course, an ashtray.

The cubicle's future? Someone wisecracked that the "artwork" was on its way to New York to join other trinkets on the auction block from Andy Warhol's pad.



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News in Brief

* Heroism Award. A transportation consultant who helped survivors escape from a plane's wreckage and led them through waist-deep snow to safety received a heroism award for his "selfless and courageous actions" from the Department of Transportation.

Peter Schauer of Boonville, MO, was a passenger on a Continental Express flight that crashed January 19 as it was approaching the Durango, CO, airport. Nine persons died in the accident.

Although he suffered serious injuries, Schauer helped several passengers get out of the wreckage and led five adults and one small girl 1.5 miles across fields to a farmhouse.

* New Handbook. FAA's new Employee Handbook has been distributed throughout the system to every field office, field facility and each organization at the branch level and above at headquarters. New employees will receive the handy, 47-page resource of basic FAA information that has been updated by the Office of Personnel and Technical Training. (See page 2)

Winging It



Administrator McArtor takes a look under the wing of the "Starship," Beech Aircraft's entry into the business aviation market. After the recent Wichita, Kansas, roll-out of the FAA's first Beech King Air 300 — the agency's new flight inspection craft — McArtor made his own hands-on check of this flight test model with Beech president Max Bleck.

FAA Expands 737 Inspections To Assure 'Margin of Safety'

FAA has expanded the required inspections of 737 aircraft following the Aloha Airlines accident on April 28 that blew away a large chunk of the upper fuselage in flight.

Appearing at a May 4 news conference, Administrator McArtor announced a new Airworthiness Directive for older 737 models, saying the agency was acting with an "abundance of caution."

"This conservative, cautious approach increases the margin of safety to the travelling public and provides FAA with information vital to proper enforcement of maintenance programs," McArtor said.

The new AD supersedes one issued April 29 and requires a detailed (See page 2)

Briefs (from page 1)

* Tenth Anniversary. Some 200 members of the Professional Women Controllers celebrated the organization's 10th birthday during a recent four-day convention in Arlington, VA. Men who support the group's goals make up about 25 percent of PWC's 500 members.

The convention was highlighted by remarks from several top FAA officials, including Administrator McArtor. Rose Marino, a veteran of the air traffic system since 1979 and a controller in the Western-Pacific Region, heads the group. Marino and other PWC members held meetings to look into issues, policies and practices within FAA and the air traffic control system "that are not supportive of women." The group is developing an action plan that will be presented to McArtor and Associate Administrator for Human Resource Management Herbert McLure later this year.

* A "Telly." After watching the "Emmy" ceremony, a "Telly" probably doesn't sound very exciting, but that depends on who you are. For example, an FAA contractor recently won a second-place bronze "Telly" for a series of public service announcements it did for the agency to help with the recruitment of air traffic controllers. Produced by the Gerard Co. of Linthicum, MD, the "Discover Today's FAA" film ran on over 600 TV stations nationwide.

Inspections (from page 1)

inspection of certain fuselage lap joints for "corrosion, delamination and cracks" on all 737s with 30,000 or more landings. These checks must be done within the next 250 landings.

Additionally, high frequency electronic inspections -- so called "eddy current" checks -- were ordered on all 737s with

50,000 or more landings as well as all 737s where cracking or corrosion were found as a result of the visual inspections. These checks also must be done within the next 250 landings and affected aircraft will be restricted to flight no higher than 23,000 feet until completed.

The AD is aimed at 737s Nos. 1 through 291 that were manufactured using a "cold bonding" process (using room temperature adhesives) at certain lap joints. The process was improved with the 292nd airplane.

FAA's previous AD required visual checks only for 737 models with 55,000 or more landings. Checks were required within the next 500 landings, and the altitude restrictions applied until completed.

FAA said the action was prompted by "several additional reports of corrosion, delamination, and cracks" found at key lap splices. It noted that this type of damage, if not corrected, could result in structural failure of the fuselage.

'Top Gunners'



Deputy Administrator Barbara Barrett and Executive Director Bob Whittington present Alf Strangard (center) -- representing the Northwest Mountain Region -- with FAA's first "Top Gun Award." This unofficial award, a fighter plane and a top gun cap, grew out of the agency's Indicators Program, which measures key areas of operational performance and progress in accomplishing agency objectives. The Northwest Mountain Region employees were "top gunners" for fiscal 1987.

FAA, Rutgers Sign Pact

FAA and Rutgers University have signed a landmark five-year, \$1.8 million contract for a graduate fellowship program that will contribute to advanced research in air traffic control technology.

The contract will enable Rutgers to create a master's program for students wishing to pursue an eventual doctorate in the futuristic interdisciplinary field of Decision Systems Engineering (DSE). This field has been described as a system of artificial intelligence linking man and machine.

Students enrolled in the two-year program will receive tuition money and a stipend from FAA and will spend their summers doing research at the FAA Technical Center near Atlantic City. Those who move on to the doctorate program also will be underwritten by the agency and do the bulk of their work at the center.

In addition to Rutgers students, FAA employees also may be selected for the program. The contact for additional information is Al Lupinetti, the Tech Center's chief scientist, on FTS 482-6689.

GAO Says Airlines Safe

After almost 10 years of "de-regulation," a review of air carrier accident rates indicates that "U.S. airlines, as a whole, continue to operate safely."

That quote comes from a new General Accounting Office (GAO) report on a study that was designed to measure individual airline safety levels. However, GAO concluded that "because accidents occur so infrequently, there are no statistically significant differences in the accident rates among similar airlines." Nor could the agency find any other currently useable performance indicators, including financial data, that permit safety

comparisons among the various carriers.

GAO noted that FAA has begun a study of incident data bases to determine if they can be used to assess airline safety. Administrator McArtor has made this one of his Impact 88 goals, saying he wants to establish a "Dow Jones index of aviation safety."

Quick Facts

Coming in June to a desk near you -- the new, improved, shorter employee survey. Managers and above will have a chance to fill it out next month, other FAAers in September... Runway 14/32 will be closed until mid-June at Anchorage International Airport to install runway centerline lighting... Boeing received 183 firm orders for its 737 series aircraft in 1987. Orders for another 100-150 passenger aircraft included McDonnell Douglas MD-80 family (134); Airbus A320 (58); British Aerospace BAe146 (31); and a lone order for the Fokker F-100... A new, free GSA booklet tells Federal employees how to avoid sexual assault and rape. To order a copy, call GSA's Federal Protective Service at 472-1632... Believe it or not, an eight-year-old girl, who hitched a ride with a kite on an airplane has landed in San Francisco's Ripley's Believe It or Not Museum. Last month, Californian DeAndra Anrig was flying a 12-foot hang glider-shaped kite when it hooked onto an air ambulance. She was lifted 10 feet into the air and traveled about 100 feet before letting go... The recent inhouse report on FAA reforms notes that the agency's operating budget "consumes more than \$8.5 million every calendar day." That works out to \$5,902.77 every minute and should be a reminder that we need to make every minute count.

Headquarters News



Feathered Food Critic

An errant starling, which claims FAA's second floor cafeteria as its private nest, now turns up its beak at mundane bird food.

Cafeteria management has been trying to persuade their unwanted feathered friend to return to the open spaces of Independence Ave.

Called "elusive, quick and smart," the bird avoided humane society cages packed with bird seed. It has been passing up the usual ornithological fare for tasty morsels of steak, fish, fresh biscuits and muffins.

FAAers munching meals "have been very patient," despite an occasional swoop on a luncheon tray. But after the cafeteria closes, the bird vanishes from sight and hides in the numerous vents and ductwork.

After the birdcage ploy failed, three-foot crab nets were brought into action. At presstime, the staff was pondering other ways to get the bird to vacate the eatery.

Timekeepers



Laurie Fisher (left) and Patty Cline, AEE-110, were timekeepers during recent tryouts for FAA's entry into the 1988 Corporate Sports Battle of running and swimming contests. Final selection of FAA's team members will be announced later this month. FAA is the only Federal agency scheduled to compete in July along with teams from 47 metro area corporations.

Upcoming Events

* Thrift Savings. A briefing by James Gorman, OST, on the Thrift Savings Plan is scheduled for Thursday, May 12, from 10 to 11 a.m. in conference room 5ABC.

* Open Season. The second 1988 Thrift Savings Plan open season runs from May 15 to July 31. During this period, FAAers may join the TSP or make changes. The open season also offers the first opportunity for FERS employees only to participate in other investment funds as outlined in a revised booklet being distributed by your administrative contact. Forms can be obtained and returned to the Labor Relations and Career Development Branch (AHR-140) in room 514.

* Single Parents. This special session on single parenting is scheduled for Wednesday, May 18, 10 to 11:30 a.m., conference room 5AB. The contact person is Tina Mallory, x73482.

* Have an announcement? Call the Intercom, x73432.

It's a First

FAA Headquarters recorded another first at about 4 p.m., May 4, when Mrs. Curnita Mills gave birth to a baby boy in a first-floor ladies' room. Alerted security guards sprang into action, calling 911 and the Office of Aviation Medicine and comforting Mrs. Mills. The mother, a teacher's aide at the second-floor day care center, and son were taken to George Washington University Hospital.

The baby's birth was the first in the building's 25 year history.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

Aboard Flight 243: 'You Think About Loved Ones'

Herb Sugitaya dug his fingernails into his seat and yanked his seatbelt and shoulder straps tight. It was the ride of his life -- one he'll never forget.

Herb, an air traffic controller in Hilo, Hawaii, was one of 95 passengers and crew who survived Aloha Airlines Flight 243.

At 24,000 feet, the plane lost a large chunk of its fuselage on an inter-island hop.

Herb, who celebrates his fourth anniversary as a controller in the Hilo tower this summer, was riding in the jump seat on a familiarization (FAM) flight behind the pilot and copilot when the roof literally blew off the plane.

In the next 13 minutes, before the crew safely landed the 737, Herb grabbed on to his seat. He doesn't remember when he did it, but he pulled his seatbelt and shoulder straps tight seconds after the cockpit door blew away revealing the open sky. As his mind raced, between a "horrendous fear "

of death and thoughts of his family and loved ones, his eyes darted back to the passengers two or three times.

"It's hard to explain your feelings," Herb said recently from his Hilo home where he lives with his wife Kimie. "I lost track of time. You just don't think about time, you think about your family and your loved ones. It was horrendous. You wouldn't wish it on your worst enemies."

The Hilo controller, a veteran of the FAA since 1956, didn't even feel the pain until the next day when the stress began to subside.

(See page 3)

News in Brief

More Controllers. The Air Traffic workforce increased by 174 during the month of April, reaching a total of 15,768. That left the agency only 132 shy of its end-of-the fiscal year goal of 15,900 with five months to go.

Northwest Crash. The NTSB pinned probable cause of last August's Northwest Airlines crash on the flightcrew's failure to use the taxi checklist to ensure that flaps and slats were extended during takeoff. The Detroit crash was the nation's second worst aviation disaster claiming 156 lives. On May 10, the board said the absence of electrical power to the airplane's takeoff warning system contributed to the accident but couldn't determine why the system failed.

Administrator McArtor said the NTSB's findings

(See page 2)

Black Aviators



The first black Americans trained to fly and repair aircraft for the U.S. military were the "Tuskegee Airmen" of World War II, many of whom later came to work at FAA. This vintage photo shows pilot Wendell Pruitt (right) and his crew chief. The history of blacks in aviation was the topic of a recent Smithsonian symposium.

Briefs (from page 1)

"underscore the need for improvements in pilot professionalism, training and cockpit resource management ... vigilance and discipline in the cockpit remain the single most important safety component...."

New Associate Post. Creation of a new Associate Administrator of Advanced Design and Management Control was announced by Administrator McArtor at a congressional hearing on May 4. McArtor said the new associate's responsibilities will include "management oversight" and implementing remedies for deficiencies uncovered through oversight.

He or she will work closely with the Associate Administrator for Development and Logistics to "ensure that our long-range planning is meaningful and cohesive." No one has yet been appointed to the new post, but the organizational structure has been approved by the Office of the Secretary of Transportation.

Calm Crew. FAA has released taped conversations between the stricken Aloha Airlines 737 and the Maui air traffic tower showing a calm, collected crew. Copilot Mimi Tompkins talked to the tower during the April 28 flight as Captain Robert Schornstheimer guided the craft to a safe landing. Although the crew thought they were landing without the nose gear down, these reassuring words came from the tower: "... the gear appears down ... just shut it down where you are. Everything's fine, the gear, the fire trucks are on the way."

On May 11, the same day the tapes were released, Tompkins and Schornstheimer were given awards from the Air Line Pilots Association.

Going for the Gold. Controllers at the Minneapolis enroute center are now saying, "Bring on the Russians." The center's hockey team recently hosted and won the International ATC Hockey Tournament, icing nine other teams from Canada and the U.S. in the process. Canadian teams from Edmonton and Baggotville, Quebec, took second and third.

Northern Shakes. Anchorage hasn't been hit by the shakes --- a major earthquake -- in 24 years. Since those big tremors are unpredictable, the folks at the Alaskan Region put out a few reassuring words to employees working in the Anchorage Federal Building.

After the 1964 quake, engineers came up with guidelines and the Federal Building was con-

structed with a strong steel-frame structure designed to withstand a large quake without structural damage. "Seismic joints," reinforced concrete and corrugated steel floor decks give the building strength and flexibility.

No Fault. A Federal District Court in Texas has cleared Memphis enroute center controllers of any negligence in the fatal accident of a private pilot in Arkansas. In doing so, the court rejected the argument by the pilot's family that ATC had vectored him into a thunderstorm. The family was asking \$4 million in damages.

18 and Counting. The Jacksonville, Florida, air route traffic control center went operational with the new Host computer system on May 13, pushing the total to 18. The last two centers in the program -- Ft. Worth and Salt Lake City -- will cut over on June 9, marking a major milestone in the National Airspace System (NAS) Plan.

International Air Cargo. International air cargo is undergoing significant changes, according to a study released by the Departments of Transportation and State. The report found that an increasing percentage of U.S. exports and imports move by air with international cargo lines playing a vital role in this shift. Deregulation plays a pivotal role in the industry's ability to offer quick and reliable service at competitive prices. The study also shows that the aggressive development of foreign freight services and deemphasis on cargo by most U.S. combination carriers has resulted in a decline in U.S. cargo carriers in international markets. But the report noted that in markets where U.S. cargo carriers chose to compete, they competed strongly.

Whirlybird Charts. New, updated aeronautical charts for helicopter navigators are in the works for Los Angeles, Miami and Boston. It's part of a chart standardization program that already has produced whirlybird guides for the New York, Chicago and Washington, D.C., metro areas. These new charts stem from a National Airspace Review Task Force recommendation.

In addition to the usual vital information, the guides sport pictographs of familiar landmarks -- Lady Liberty on the Big Apple map, for example. The LA and Boston maps are due this fall and Miami's next year. It's a cooperative effort between FAA and the Department of Commerce. For more information, call Allen Feldman, Aeronautical Chart Branch, (202) 267-9302.

Flight 243 (from page 1)

He pulled his belt and straps so hard that he developed stomach cramps 24 hours later. "I was one of the fortunate ones," Herb recalls after the plane landed at Kahului Airport on Maui. His wife and 22-year-old daughter, Tracy, were waiting in Honolulu for the plane, but it never arrived. Herb managed to put a call through to his family to reassure them and then watched scenes of the accident on local television.

"We all didn't think we'd make it," Herb recalls. "And after watching news clips on television, I couldn't believe the airplane flew." The next day, Herb immediately visited his family.

This wasn't the first time Herb was confronted with an emergency, but it was his closest call. Back in the late 1960's, Herb was a controller on Wake Island in the Pacific when a military cargo plane had an accident.

And how does he feel about his brush with destiny? It hasn't soured Herb or his family on flying.

He's always had flying in his blood. It started when he was a youngster building balsa airplanes with rubberbands and glue and watching them soar over the Hawaiian landscape. That love of flying prompted Herb to join the FAA, first as a communications expert, then as a controller.

Tracy is still interested in an airline career, and Herb believes some good will probably come from the accident. "I told my daughter not to be afraid. This will be beneficial." Herb explains that the current FAA and NTSB investigation, in part stemming from the accident, will keep similar accidents from happening in the future. The gutsy 54-year-old controller is back on the job after a few days of rest and reflection.

35 Commuter Lines Face Indepth FAA Inspections

FAA inspectors begin indepth safety checks of 35 commuter lines -- 20% of the nation's total -- the end of this month.

The inspection, which follows on the heels of special ramp checks of Eastern Air Lines, Continental Airlines and Continental's commuters, is part of a three-pronged probe of commuter lines announced by Administrator McArtor.

The checks will focus on commuter management, training, crew coordination, flight and duty time, weight and balance programs, airworthiness directives, minimum equipment lists, company-run inspection programs and service difficulty reports.

The additional two parts of the probe are the FAA's examination of regulations governing commuter operations and upgrading pilot training with emphasis on cockpit resource management programs.

The commuter probe will help FAA ferret out problems and come up with solutions.

"This intense inspection activity should tell us a lot about current compliance with our safety regulations by operators and will help us pinpoint areas where we may need to stress additional surveillance or follow up activity in the future," McArtor recently told a congressional panel looking into commuter airline safety.

FAA's commuter investigation was prompted by 33 commuter accidents in 1987 which claimed 58 lives. The 1987 commuter accident rate per 100,000 hours was more than double the 1986 figure. There was a record low number of commuter accidents in 1986.

About 170 commuter lines operate nationwide with passenger traffic showing a steep growth curve in the past few years.

In 1980, for example, 12.9 million passengers flew commuter lines. By the end of last year, the number had ballooned to 27.2 million.

While the NTSB will come up with probable causes for 1987's 33 accidents, McArtor says preliminary analyses don't seem to point to lack of pilot experience.

Preliminary stats show that the average flight time for 28 of the 33 pilots was 7,722 hours and the average time in the type of aircraft being operated for 26 of the 33 pilots was 1,090 hours.

Florida Fly-In



Administrator McArtor was honored recently by the city of Lakeland, Florida, along with 29 FAA volunteer air traffic controllers who helped make the event a success. The 14th Annual Sun 'n Fun Fly-in attracted 200,000. With McArtor are Bill Eikoff (left), fly-in president, and Lakeland Mayor Willie J. Williams.

Headquarters News



People

Award and Rewards. The Office of Civil Rights (ACR) recently recognized three FAAers for outstanding work. Plaques were presented by Director of Civil Rights Leon C. Watkins to Barbara Boulware for her budget analyst work; Alfred Mendez for his work with the 1988 ceremony for the Administrator's Award for Excellence in EEO; and Dr. George Thomas for developing FAA's Historically Black Colleges and Universities Program.

Top (Chili) Dog. Management System's Dick DePadilla makes some pretty tangy chili and recently looked the part, too. Dick, one of 85 cooks competing for culinary honors, took first place on May 7 for "Showmanship" in the National Kidney Foundation's chili cook-off in Georgetown. Dick and his family dressed like hobos and collected \$400 in donations for the foundation. The event was sponsored by the International Chili Society.

Upcoming Events

FAA Flying Club. Beginning this week, the FAA Flying Club starts holding a private pilot ground school on Tuesday and Thursday evenings. For information and reservations, contact Brian James, (202) 775-3637 or (703) 960-1359, in the evening.

Credit Union. The annual meeting of the Transportation Federal Credit Union is set for Tuesday, May 24, at 12:30 p.m. in the third floor auditorium.

Drug Facts. Find out about DOT's drug testing program at two briefings on Monday, May 23, from 10 to 11 a.m. in conference room 5A and on Wednesday, May 25, from 1 to 2 p.m. in conference room 5A.

Substance Abuse. A two-hour "Substance Abuse Awareness Workshop" is scheduled for Wednesday, May 25, from 10 a.m. to 12 noon in conference rooms 5ABC. This comprehensive briefing pinpoints the signs and symptoms of substance abuse and explains treatment programs. Contact Diane Ables, AHR-140, x73880.

Cholesterol Watchers. Experts from George Washington University Medical Center will hold a nutrition and cholesterol seminar on Thursday,

May 26, from 12 noon to 1 p.m. in the Nassif Building, room 2230.

Budding Artists. The deadline is June 5 to enter the 1988 International Aviation Art Contest. It's for children, ages 5 through 16. This year's theme: "Search and Rescue Aviation." The winner will compete in an international contest. Contact Ellen Bowie, x73468.

Financial Planning. As part of FAA's continuing "Wellness Program," a session focusing on your financial health will be held on Wednesday, June 15, from 10 to 11:30 a.m., conference room 5AB, Tina Mallory, x73482.

Thrift Savings. The second Thrift Savings Plan open season ends July 31. For information and forms, contact the Labor Relations and Career Development Branch, AHR-140, room 514.

Have an announcement? Call the Intercom, x73432 or x78521.

Belated 'FERS' Election

The FAA now has the authority to grant belated elections for employees who did not switch to "FERS," the Federal Employees Retirement System, during last year's open season.

Transferring into FERS prior to June 30, 1988, will exempt the employee from the public pension offset law and the employee can then receive full spousal or survivor Social Security benefits.

Belated elections will be effective the first pay period after the employing office receives the form. The transfer does not confer retroactive FERS retirement or Thrift Savings Plan privileges.

If you need help figuring out the best course of action, have questions or if your spouse will be eligible for full Social Security benefits, contact the Human Resource Management Office for more information and election forms. Remember, the deadline is June 30 and late applications will not be accepted.

We're Tinkering

In the next few weeks, the Intercom will be changing with the introduction of a new desk top publishing system. We're aiming to make the publication snappier and more readable. As usual, we welcome your comments.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

News in Brief

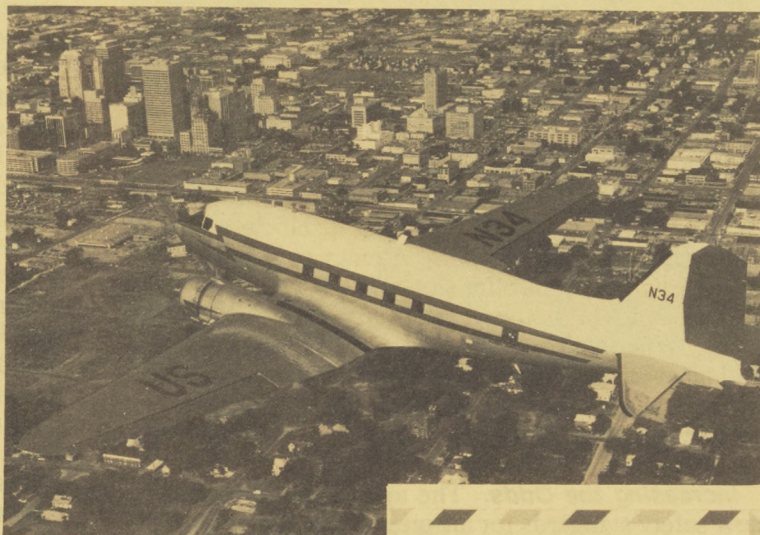
Six in a Row. Near midair collision (NMAC) reports dropped again in April, marking the sixth straight month that the numbers have been down when compared with the same month in the preceding year. The agency received 64 NMAC reports from pilots in April, compared to 96 in April 1987. For the first four months of 1988, the total was 233, which is 26% below the 316 for the comparable period last year.

New Chief Counsel. Greg Walden is FAA's new chief counsel, replacing E. Tazewell "Ted" Ellett. Walden, 32, comes to the agency from the Justice Department where he held the post of Associate Deputy Attorney General. He previously served as law clerk to Judge Robert H. Bork. The Alexandria resident is a "cum laude" graduate of Washington & Lee University and a "magna cum laude" graduate of the University of San Diego School of Law.

Drug Hearings. FAA will hold public hearings in June on its proposed

continued on page 2

Nostalgic Mail Run



FAA's own DC-3 was pressed into service to haul mail across the southern California skies earlier this month. The craft, N-34, helped inaugurate a new air mail stamp and postcard. As part of the celebration the vintage craft ferried sacks of mail from Brown Field, near the Mexican border, to San Diego's Lindbergh Field. The transport was nostalgic, but the postal rates were up-to-date.



New \$7.5 Million Simulator To Speed Training

Thunderbolts will dance from the sky, aircraft will glide in for a landing and it will all look real to student air traffic controllers when FAA installs a new, multi-million-dollar computer-driven training simulator at the FAA Academy.

The agency has ordered the airport traffic control tower simulator to upgrade training at the Oklahoma City facility.

The \$7.5 million piece of machinery is on order

from a San Diego firm, Logicon, and is expected to be plugged in and on-line in two years.

The full-color, three-dimensional tower cab simulator will give student controllers the illusion that they are working at an actual airport.

The 210-degree wrap-around display will give an "out-the-window" view of an airport, complete with moving aircraft in the air and on the ground and weather conditions from stormy skies and snow to

continued on page 3

Briefs continued from page 1

rule to require drug testing of pilots, flight attendants, mechanics and others involved in safety and security jobs in commercial aviation. The hearings are scheduled for three different cities to provide geographic coverage of the United States: Washington, D.C., on June 2 and 3, Denver on June 7 and San Francisco on June 9.

Mail Flood. Tens of thousands of letters and comments on FAA's proposed rule mandating Mode C transponders around 254 terminal areas have poured into the agency and Capitol Hill. More than 65,000 comments were received by FAA by the May 12 deadline. Congressional committees report being swamped with letters on the issue. The U.S. House Aviation Subcommittee says its stack of mail rises above two feet. FAA plans to issue the final rule by June 30.

Two vs. 1,641. Women are new to the air traffic controller field in Japan with the first two recently assigned to control towers at self-defense air bases. The Japan Defense Agency says more women will fill controller slots. The FAA currently has 1,641 women in the controller workforce. When you add in women in supervisory and other positions in the air traffic field at headquarters and throughout the nine regions, the number jumps to 2,500.

Increasing the Odds. The agency has adopted new safety standards for airline seats in future aircraft types that will give passengers increased protection from the forces of impact in a crash landing. At the same time, the agency issued a proposed rule that would require retrofit of existing craft with stronger seats by mid-1995. The new standards require so-called dynamic testing of passenger seats. That means subjecting them to simulated crash loads so the final product can be designed to bear these loads while minimizing injury to passengers.

Taking Off. Suburban Denver voters have given the green light to a new, \$3 billion international airport north of the city. By a comfortable 56% to 44% margin, voters in bedroom communities and farming areas around Denver gave the city the authority to annex a 45-mile tract which would make it the world's largest airport in area. Slated for completion in 1996, the facility would be in the same league as Chicago O'Hare and Atlanta Hartsfield in vying for the top three spots as the nation's busiest airports. Denver currently ranks fifth. Administrator McArtor lauded the

voters' decision on May 17 calling it the beginning of Denver's "takeoff roll toward the 21st century." The annexation vote signaled "pioneering foresight by recognizing the need to improve the entire Rocky Mountain region's access to our national -- and international -- air transportation system." The new Denver hub, expected to generate 34,000 direct and 20,000 indirect jobs, will be the first major airport built in the United States since 1974 when Dallas-Fort Worth International opened.

Dubious Honor. A 38-year-old man holds the dubious honor of being the first passenger facing fines for smoking on a no-smoking flight. About three weeks after the puffing ban was applied on domestic flights of two hours or less, Darryl Seigel was accused of lighting up on a USAir flight from Seattle to Reno, smoking in the lavatory and tampering with the lavatory smoke detector. FAA is investigating. Smoking violations could result in a \$1,000 fine and a \$2,000 penalty for detector tampering.

Aging Planes. The agency has scheduled an international conference for June 1-3 to discuss problems associated with the operation of older aircraft in airline service. The conference aims to determine what steps can be taken to ensure their continued airworthiness. Leading aviation experts from government and industry will come together to exchange ideas in four key areas -- airframes, engines, inspection procedures and human factors. They also will focus on research and development of programs to keep older craft safe. Sponsored by the Office of Airworthiness, the meeting is slated for the National Clarion Hotel, near National Airport in Arlington, VA.

Joint Airports. FAA has sent a report to Congress confirming the technical feasibility of joint civil-military use of three military air bases in Belleville, IL; McComb County, MI; and Orange County, CA. The agency said joint use could provide needed airport capacity for busy St. Louis, Detroit and Los Angeles hubs but cautioned that there are many hurdles to clear before joint use becomes a reality. Initiated by Congress in December 1987, the FAA study looked at technical issues including civil aircraft likely to use the airfields, air traffic control services, runway lengths, civil terminal sites and highway access. The report concluded that joint use depends on support by state and local governments and endorsement by the military. The facilities studied included Scott Air Force Base, Selfridge Air Force Base and El Toro Marine Corps Air Station.

Focus Groups Prompt Changes; More Planned

Ideas, suggestions and opinions from FAAers attending Focus Groups aren't falling on deaf ears. They're being put into action, say the program's coordinators.

The idea of Administrator McArtor, Focus Groups have been meeting across the country, most recently in Chicago where 31 Human Resource Management FAAers examined how they and their organization operate and how to make improvements.

Here are some of the changes prompted by the informal discussions since the beginning of the year.

FAAers at the Flight Standards group were concerned that annual national work program guidelines were not being distributed to field offices quickly enough, causing disruptions of ongoing safety work functions.

The group met in November in Atlanta and urged that earlier target dates be set up to get the info to the field.

The result? New fiscal 1989 work guidelines are in the pipeline and should be finalized in July.

Acquisition and Materiel FAAers said they needed better lines of communication to their superiors and wanted to conduct a survey and update national training requirements.

There's now a new, confidential ALG hotline and a special position is being set up at headquarters dedicated to logistics training.

Air controllers at the Atlanta conclave asked McArtor to review the "overlap position relief briefing." As a result, the existing procedure was cancelled, and other procedures are being encouraged.

And what are Focus Group participants saying?

Three Washington headquarters FAAers —Mary Couch, Administrator's Office; Larry Kotzker, Deputy Administrator's Office; and Dr. Frederica Dunn, Office of Organizational Effectiveness -- have been involved since the beginning. They point to positive comments.

For example, many participants said the meetings are a "positive experience," "show concern from upper management" and indicate that McArtor "cares" about the future of air transport.

FAA began the Focus Group program at McArtor's request, when he expressed a strong desire to meet with employees across the country in informal get-togethers.

The meetings, which have been pulling together about 30 employees from a particular organization to a central location where they meet with associate administrators and regional directors, are peppered with briefings, work sessions and often spirited discussions.

With McArtor attending, some problems can be solved on the spot. Others take additional involve-

ment with agency-wide coordination and tracking which is provided by the Office of Management Systems.

More groups are planned with the second air traffic controllers meeting scheduled for June 22-24 in Kansas City and security specialists on tap for July 20-22 in Nashville.



Administrator McArtor greets FAAers during a recent Focus Group meeting.

New Computer continued from page 1

tropical heat, both day and night. It includes two separate control tower mock-ups.

Students will work at consoles modeled after standard control tower hardware. These units will be linked to computers which use voice recognition and voice generation systems to control aircraft movement based on students' instructions.

Instructors will monitor the training sessions from a separate console and provide immediate feedback with voice or a console display.

Efforts to buy the simulator were stalled for several years because of funding problems. However, earlier this year Administrator McArtor won congressional approval of a plan to free other money.

The simulator is part of a \$15 million plan to improve controller education at the Academy aimed at vastly reducing the need for on-the-job training and allowing controllers to move more quickly up the career ladder.

Headquarters News



FAA Chorale: 'Just Say Yes' To Anti-Drug Rally

The FAA Chorale, well-known around metro Washington for its savings bond and other volunteer activities, performed recently for the White House-Just Say No "Walk Against Drugs."

The rally at the Sylvan Theatre in the shadow of the Washington Monument was hosted by First Lady Nancy Reagan. It included performances by "Just Say No" spokesman John Kevin Hill, TV star Tempestt Bledsoe, singer Latoya Jackson, several student members of FAA's new Young Pilots of America organization, the U.S. Marine Band and other sports and TV celebrities.

Some 15,000 school children from the D.C. area took part.

The Chorale, along with the Young Pilots, performed a re-written version of "Wipeout" called "Wipe 'em Out," and an original song, "Say No to Drugs/Yes to Life." It was written by Washingtonian Gene Dawson, who also sang it at Forestville High School star Rico Marshall's funeral.

Upcoming Events

FAA Flyers. The FAA Flying Club holds a private pilot ground school on *Tuesday and Thursday evenings*. For information and reservations, contact Brian James, (202) 775-3637 or (703) 960-1359, in the evening.

Cholesterol Tips. Experts from George Washington University Medical Center will hold a nutrition and cholesterol seminar on *Thursday, May 26*, from 12 noon to 1 p.m. in the Nassif Building, room 2230.

Young Gauguins. The deadline is *June 5* to enter the 1988 International Aviation Art Contest. It's for children, ages 5 through 16. This year's theme: "Search and Rescue Aviation." The winner will compete in an international contest. Contact Ellen Bowie, x73468.

FAA 'Hams.' All FAA "hams" and those interested in becoming amateur radio operators are invited to the Headquarters Amateur Radio Club's second meeting. It's scheduled for *Monday, June 6* at 12 noon in room 9AB. At the newly-formed club's first get-together in April, more than 20 charter members signed up, according to the group's president, Gary Chittum, WB4DNL.

Need Financial Help? As part of FAA's continuing "Wellness Program," a session fo-



FAA Chorale sings at anti-drug rally. The event attracted 15,000 students and a large press contingent.

cusing on your financial health will be held on *Wednesday, June 15*, from 10 to 11:30 a.m., conference room 5AB, Tina Mallory, x73482.

Late 'FERS' Sign-Up. FAA has the authority to grant belated elections for employees who did not switch to "FERS," the Federal Employees Retirement System during last year's open season. For details, contact the Human Resource Management Office. The deadline is *June 30*.

Thrift Savings. The second Thrift Savings Plan open season ends *July 31*. For information and forms, contact the Labor Relations and Career Development Branch, AHR-140, room 514.

Have an announcement? Call the *Intercom*, x73432 or x78521

New, Improving

The *Intercom* is changing with the introduction of a new desk top publishing system. We're aiming to make the publication easier to read and more informative. Give us your comments and story ideas.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

News in Brief

Landing Fee Inquiry. DOT Secretary Burnley has ordered an investigation into landing fee increases at Boston's Logan International Airport. Massport, the airport's operator, planned to double and triple landing fees for smaller airplanes on July 1 to try to cut traffic and ease delays. DOT urged Massport to put the fee increases on hold until the inquiry is completed, about November 15. Administrator McArtor backs the DOT probe and said the Massport plan has "serious implications for general aviation and commuter operators across the country." Therefore, "the legal and national transportation policy issues involved here deserve full, fair and impartial study." For example, Massport planned to boost the landing fee for a Cessna 402 commuter plane to \$91 from \$25 and cut the fee for a Boeing 727 to \$160 from \$200.

International Conference. The agency's aging aircraft conference this week is attracting more than 250 aviation experts from around the world to exchange views and concerns associated with the continued airworthiness of older airplanes in airline service. Attending will be representatives of domestic and foreign manufacturers, foreign civil authorities, the military and aviation interest groups. Following an opening session highlighted by Administrator McArtor and key congressional members, the conference will break up into four working groups tackling airframes, engines, inspections and hu-

continued on page 2

Special Pay Study Group Readying Final Report

When FAA's special study group looking into air traffic controller pay needed help, it turned to some of the nation's most successful corporations.

The 16-member group, which is finalizing its recommendations, has visited 13 private companies to analyze the way they pay employees, keep the cream of the crop and attract new talent. It has taken the team to a wide range of American corporate giants, including Disney Studios--the home of famous cartoon characters, a highly successful motion picture empire and amusement parks.

Others on the task force's aviation corporate list were Boeing, Lockheed, Federal Express and Delta Air Lines. But the group also examined pay scales at the world's largest retailer, Sears; IBM; Honda's California automobile operations; and Kansas City's Hallmark Cards--the globe's biggest employer of artists. To date, the study team has:

- Determined the need for a new pay system for controllers;
- Zeroed in on strengths and weaknesses of the current pay system;
- Talked with major consulting firms and academic experts in economics and industrial relations at Cornell University and the University of Southern California; and
- Developed a questionnaire that will be sent soon to several European nations to get information on their controller pay structures.

In the works is a final

continued on page 3

Sneak Preview



Filling out the new, shorter employee survey promises to be a snap. Just ask (left to right) Tony Amato, Debbie Holden, Bill Masters and Vanessa Dixon of Human Resource Management. They put pencils to the survey during a dry run last week. All senior managers, facility managers, division managers and above will receive the questionnaire soon and all other FAAers in September.

Briefs *continued from page 1*

man factors. The Arlington, VA, conference, which wraps up on June 3, is sponsored by the Office of Airworthiness.

New Deputy Director. Darlene M. Freeman assumes the post of Deputy Director of Civil Aviation Security on June 13. Freeman has served as special counsel to the Administrator since late last year. Previously, she was the Eastern Region's chief legal officer. From 1980 to 1985, she managed the Enforcement Proceedings Branch of the headquarters Office of the Chief Counsel, where she has worked since 1977. Freeman, a native of Puerto Rico, holds a magna cum laude BA degree from Trinity College, and a law degree from Georgetown University Law Center, both in the nation's capital.

Retirement Facts. In June, all FAAers enrolled in the FERS and CSRS retirement plans will receive their 1988 "personal statement of benefits." This summary, presented in a convenient fold-out format, will highlight benefits and explain coverage based on various events -- illness, disability and retirement, for example. The statement is a valuable tool in planning for future financial needs.

See the 'World.' The cover story in the June *FAA World* summarizes the various studies done on FAA recently and tries to put them in perspective in "Which Way FAA?" Another article marks the 60th anniversary of the first transpacific flight by the "Southern Cross." There also is a profile of an Aeronautical Center employee who doubles as a big time tennis umpire, an advance look at the upcoming employee survey, and a chance to test ourselves to see if we could cut the mustard as air traffic controllers. Look for the regular features, too.

Safety First. Civil aviation could be headed for one of its best safety records ever if the first four months of the year are any indication. Through the end of April, NTSB preliminary figures show 253 total fatalities, a drop of almost seven percent from the same period last year. Air carriers had 41 fatalities, down from 45 in 1987, and general aviation had 212, down from 236. Deaths in midair collisions were down from 22 to 6 in the same time period, although the number of actual in-flight collisions stayed the same with 8.

737 Update. Two Airworthiness Directives have been proposed by FAA to deal with structural problems identified as a result of the Aloha Airlines accident in April. The comment period for the directives, published in the Federal Register, closes July

24. The directives are intended to replace and improve upon the emergency ADs issued shortly after the accident and will affect 464 of the 737 aircraft, including about 100 planes operated by U.S. airlines.

FAA 'Top Docs' Honored For Outstanding Work

Medical honors were heaped on the FAA at the recent Aerospace Medical Association convention in New Orleans. Dr. Jon L. Jordan, Deputy Federal Air Surgeon, was honored with the prestigious John A. Tamisiea Award for his outstanding contribution



Dr. Jon L. Jordan

to aviation medicine and its application to the general aviation field. This is the first time Dr. Jordan has received the award. The group lauded him for using his medical and legal training "in an exceptionally effective way, both nationally and internationally, to develop, modify and improve and apply new knowledge to medical certification standards and policies."

The Office of Aviation Medicine also walked away with other honors. Dr. Richard F. Chandler, manager of the Protection and Survival Laboratory, received the Harry G. Moseley Award for the most outstanding contribution to flight safety. Dr. Chandler was praised for his research on aircraft seats and restraints that led to improved child safety restraints and better safety features for occupants of planes, transports and helicopters.

Dr. Richard I. Thackray, manager of the Stress Behavior Research Section, received the Raymond A. Longaire Award for outstanding accomplishments in the psychological and psychiatric aspects of aerospace medicine. He was cited for research over a 20-year period on stress susceptibility, sonic booms and factors affecting the performance of air traffic controllers.

Dr. Henry W. Mertens, manager of the Human Performance Section, was elected as a "fellow" by the association, an annual honor reserved for only one member for each 1,000 members.

Air Controller Workforce Praised For Saving Lives

The FAA air traffic controller workforce was honored last week with the 1988 Aviation Achievement Award from the Aero Club of Washington.

Accepting the award for the agency were Administrator McArtor and four FAAers who helped save seven lives in the past 17 months.

The awards presentation and luncheon were topped off by a reception hosted by McArtor at headquarters.

Traveling to the nation's capital to accept the honor for the agency were Marvin Hudspeth, an area manager at the Tampa tower; Alfred D. Owen, Jr., a controller at the Crossville, TN, flight service station; Tom Kinsman, a controller at the Seattle tower; and John R. Reel, an area supervisor at the Indianapolis tower.

Here's a brief look at how they helped avert tragedy:

- Just last January, Hudspeth, with 24 years at FAA, was credited with helping save two lives when a single-engine plane lost electrical power knocking out the craft's navigational aids in poor weather near Tampa, FL.

At one point, after losing voice communications, Hudspeth was on a telephone line with a nearby air force base, which established communications with the crippled plane. With a phone in each ear, Hudspeth relayed vital information to the air base, which relayed it to the craft. The plane landed safely.

- Reel had an experience he'll long remember last December. A 32-year veteran with the FAA, Reel spent 45 minutes calming down an hysterical student pilot caught in a snowstorm near Indianapolis International. The student reported the loss of the airspeed indicator at the same time the craft began to ice up. Reel's reassuring voice and composure directed the pilot out of a fatal spin and to a safe landing. Those 45 minutes, though, seemed like seven years, Reel now recalls.

- A couple and their baby have Owen to thank for saving their lives in January 1987 when their single-engine plane was on a flight from Tallahassee, FL, to Sparta, TN. Owen, who has worked for FAA for 12 years, talked the pilot through a successful landing on the second try after the craft was caught in poor weather. The pilot was visually rated but had been confronted with weather that required instrument flight rules, and he was without approach plates.

- Kinsman's knowledge of the rugged terrain of the Cascade Mountains was vital in directing the pilot of a single-engine craft to a safe landing during a snowstorm when the plane experienced engine failure.

- Kinsman, an 18-year FAA veteran, was familiar with canyons where he often cruised with his four-wheel vehicle. He successfully directed the pilot to a safe

landing at a small airport in the Seattle area. One of Kinsman's instructions, "make a right in three minutes," saved the pilot from hitting the side of a mountain. It all happened four days before last Christmas.



Administrator McArtor and air traffic controllers (left to right) Alfred D. Owen, Jr., Marvin Hudspeth, John R. Reel and Tom Kinsman display the Aero Club Award, a crystal sphere with a replica of the Wright flyer.

Pay Study *continued from page 1*

draft of a new classification and compensation system. When the draft is completed in the next few months, controllers will be asked for their input.

The pay study group was formed earlier this year when Administrator McArtor ordered a major review with recommendations for changing what he called an "old and awkward" pay system.

The next step? Following the finalization of the concept paper, McArtor and DOT Secretary Burnley will be briefed on the proposed pay system. Implementation details would be worked out and those not requiring legislation would be put in place as soon as possible.

Changes requiring legislation would be submitted to Congress.

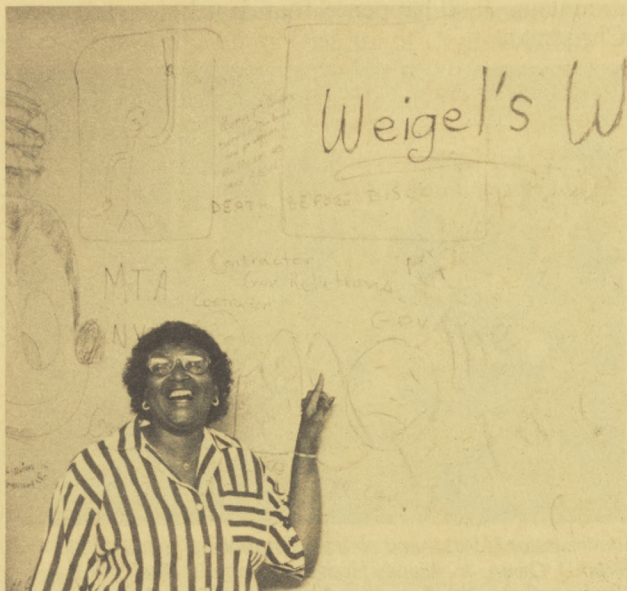
In addition to FAAers from headquarters and regional air traffic and human resource management organizations, the team has representatives from the Office of the Secretary of Transportation, National Association of Air Traffic Specialists and the National Air Traffic Controllers Association.

At the same time, DOT and FAA are jointly working on a "demonstration project" with the Office of Personnel Management to provide recruitment and retention bonuses for hard-to-staff facilities.

Headquarters News



Designer Wall



Designer jeans and perfumes are old hat at headquarters these days, at least for the folks on the 7th floor. As the building modernization program moves ahead, some walls are beginning to come tumbling down. But before this wall bit the dust, those who were sad -- and maybe not so sad -- to see it go gave it an autographed sendoff. Pointing to some of the art is Bessie Sherrod, Program Engineering Service.

Photo by Lance Strozier

Upcoming Events

FAA Flyers. The FAA Flying Club holds a private pilot ground school on *Tuesday and Thursday evenings*. For information and reservations, contact Brian James, (202) 775-3637 or (703) 960-1359, in the evening.

Contest Deadline. The deadline is *June 5* to enter the 1988 International Aviation Art Contest. It's for children, ages 5 through 16. This year's theme: "Search and Rescue Aviation." Contact Ellen Bowie, x73468.

Computer Training. Management Systems offers a variety of computer courses at no cost to FAAers. Classes are generally scheduled from 9 a.m. to 4 p.m. in the AMS training facility, room 635A. For more information, contact your office-service training coordinator or Barbara Fromme, x79974.

Upcoming courses include: Introduction to Wang PC and MS/DOS, *Tuesday, June 7*; introduction to

Wang word processing, a two-day course, *Wednesday, June 8, and Thursday, June 9*; introduction to Wang glossary, *Tuesday, June 14*; and advanced Wang word processing, a two-day session, *Wednesday, June 15, and Thursday, June 16*.

FAA 'Hams.' All FAA "hams" and those interested in becoming amateur radio operators are invited to the Headquarters Amateur Radio Club's second meeting on *Monday, June 6*, at 12 noon in room 9AB. For more information, contact the group's president, Gary Chittum, x79733.

Financial Tips. As part of FAA's continuing "Wellness Program," a session focusing on your financial health will be held on *Wednesday, June 15*, from 10 to 11:30 a.m., conference room 5AB, Tina Mallory, x73482.

Late 'FERS' Sign-Up. FAA has the authority to grant belated elections for employees who did not switch to "FERS," the Federal Employees Retirement System during last year's open season. For details, contact the Human Resource Management Office. The deadline is *June 30*.

Thrift Savings. The second Thrift Savings Plan open season ends *July 31*. For information and forms, contact the Labor Relations and Career Development Branch, AHR-140, room 514.

Focus, Shoot. Win the second annual photo contest at the Smithsonian's National Air and Space Museum by snapping the best color or black-and-white shot of the museum's classic collection.

Entries are due by *August 31* in two categories "People and Planes," a candid look at museum visitors gazing at the collection and "Space Shots," an eye-catching image of the museum's spacecraft, rockets and missiles. To enter, call (202) 357-2700. Prizes range from \$50 to \$500. It's open to shutterbugs of all ages.

Have an announcement? Call the *Intercom*, x73432 or x78521.

FAA Sheds 174 Pounds

The headquarters building is 174.5 pounds lighter thanks to a special weight watchers clinic run by the Office of Aviation Medicine. After four weeks, 30 FAAers have trimmed down. The program lasts until *June 21* and has been so popular there's a waiting list. For details on future classes, call Sam Hart, x73406.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

News in Brief

Another First. The first of 176 microwave landing system (MLS) units should be fully installed and ready to begin testing later this month at Lebanon, NH. The elevation and azimuth components are already on site with the precision distance measuring equipment expected to be operational about June 17. The \$1.5 billion contract for the sophisticated system was awarded four years ago.

Tighter Canyon Rules. New regulations, restricting low-level flights over the Grand Canyon National Park, go into effect September 22. Among other changes, FAA is raising the ceiling of the special flight rules area over the park from the present 9,000 to 14,499 feet mean sea level. In addition, four flight-free zones have been set up to reduce noise. What does this mean to commercial sight-

continued on page 2

'Facility of Year' Awards Won By 5 Organizations

Five FAA air traffic control facilities have walked away with top honors in the agency's annual "Facility of the Year" Awards for 1987. They were praised for their outstanding efficiency, communications, human relations, professionalism, management and employee morale.

The awards go to facilities in four categories and span the nation -- from Florida to California and Texas to Ohio.

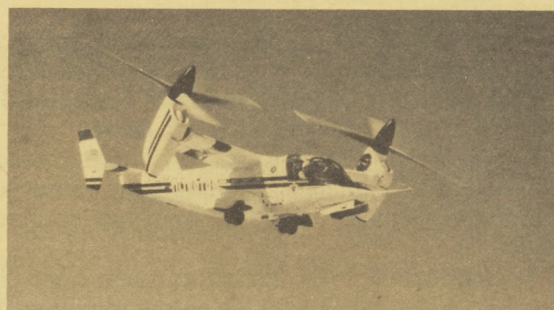
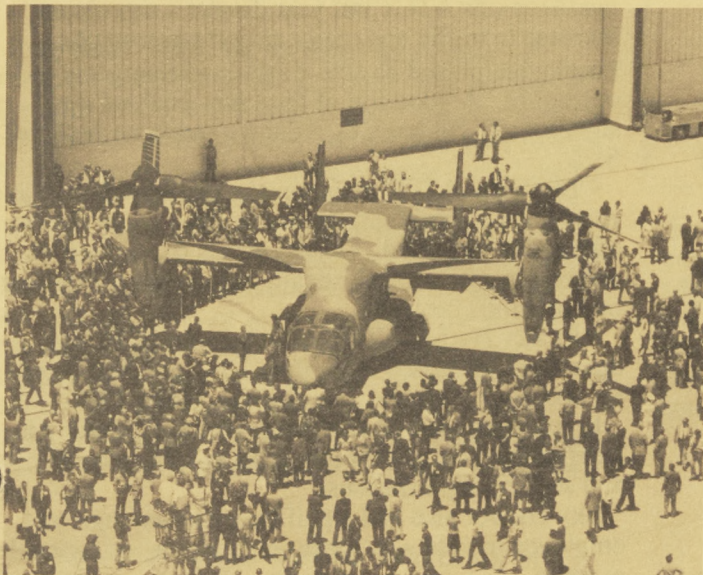
Winning the top spot in the flight service station category is the Conroe, Texas, Automated Flight Service Station in the Southwest Region.

The best air traffic control center award goes to the Oakland, California, Air Traffic Control Center in the Western Pacific Region.

In the terminal radar category, the winner is the

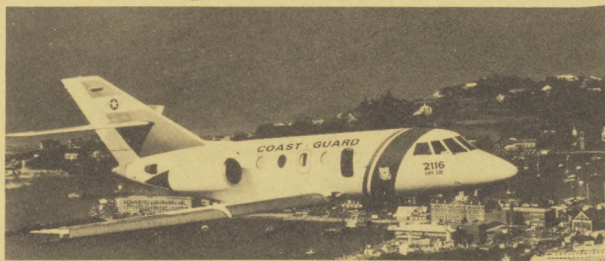
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Passenger Shuttle of the Future?



Will the olive-drab markings of this tilt rotor be replaced with airline symbols and carry passengers between cities? That's the goal of FAA visionaries. Bell Boeing's V-22 Osprey (left), built for the military, was recently rolled out in Texas. Some 2,000 onlookers swarmed around the first production aircraft. It takes off vertically, flies like a turboprop and hovers like a helicopter. In the mid-1990s, commercial tilt rotors could capture a large share of passenger traffic on short trips. The photo above shows an earlier prototype in flight.

Anti-Drug Plane



DOT Secretary Jim Burnley and Coast Guard Commandant Paul A. Yost recently dedicated the first of eight Coast Guard aircraft especially equipped to stop airborne drug smugglers. The plane has sophisticated electronics gear to track suspect ships and planes in any weather, day or night. The Interceptor 'Cape Cod' (top photo) will soon be modified and join the Interceptor 'Miami,' which was the first craft installed with the new equipment. Yost (bottom photo) makes a point to Tenn. Cong. Bob Clement, Burnley and N. Y. Sen. Alfonse D'Amato (right) during dedication ceremonies.

5,029 Inspections Logged

FAA inspectors made an unprecedented 5,029 ramp checks on aircraft in the fleets of Eastern Air Lines, Continental Airlines and Texas Air's commuter lines.

The results of the 30-day inspections, ordered in April, were announced at a June 2 press conference by Administrator McArtor and DOT Secretary Burnley. Here's how the checks break down.

A total of 1,542 ramp inspections were conducted on Eastern's 280 planes, prompting the carrier to temporarily remove 83 aircraft from service at least once.

At Continental, FAA inspectors made 2,689 checks on its 350-plane fleet with the carrier removing 50 planes from service at least once.

Texas Air's commuter lines were scrutinized 798 times. In 32 instances, aircraft were voluntarily removed from service.

McArtor said Texas Air's fleets are not unsafe, but added that FAA is looking into discrepancies among the inspection results for each carrier. The FAA sent a special team to the Miami Flight Standards District Office to guide in the continuing over-

sight of Eastern. He said FAA is prepared to take further enforcement action against Eastern if necessary.

Top Facilities *continued from page 1*

Hopkins Air Traffic Control Tower, Cleveland, Ohio, in the Great Lakes Region.

Tied for first place in the terminal non-radar category are the Craig Air Traffic Control Tower, Jacksonville, Florida, in the Southern Region and Sky Harbor Air Traffic Control Tower, Phoenix, Arizona, in the Western Pacific Region.

Administrator McArtor will present the facilities with special plaques beginning later this month.

The winning facilities for 1987 were picked from 29 finalists in tough nationwide competition.

Here's why they won.

- The Conroe AFSS was lauded for its emphasis on self-development among its employees with managers making a conscientious effort to help others obtain their goals. It received an 86% outstanding rating for its pilot weather monitoring briefings. Conroe had more than 5,100 hours of in-house training during 1987 and at the same time cut overtime by 32%.

- At the Oakland ARTCC, the number of operational errors was reduced by 59% in 1987. The center was praised for assisting in reducing delays at San Francisco by 32% and revamping the enroute spacing program into Los Angeles.

Oakland was cited for its high employee morale and its community involvement, including hosting two "fear of flying" clinics.

- Error-free was the word from the Cleveland/Hopkins ATCT last year despite a significant increase in traffic and major airport construction. Employees played an active role in setting goals and objectives. A good use of resources enabled it to significantly cut costs by reducing overtime costs by 58%.

- The Craig ATCT maintained a perfect safety record of no operational errors in 1987 while airport operations increased. Overtime was sliced by 55%, and employees enthusiastically responded to working on numerous projects.

- At Sky Harbor ATCT, which tied with Craig, operations increased more than 10%, yet there were no operational errors or deviations during 1987.

Employees showed enthusiasm for participating in external programs including talks to local schools and service organizations.

Sky Harbor also had significant cost savings, and employee morale was consistently above the national average.

Briefs *continued from page 1*

eeing flights? They will be prohibited from the flight-free zones and must remain above specific minimum flight altitudes. The new prohibitions follow rules put into effect last year which prohibited flights at lower altitudes in the canyon except for emergencies and flights necessary for the administration of the park.



New Look. The Communications and Weather Facilities Division is sporting a spiffier look these days thanks to Edward Van Duyne, APS-550, at headquarters. Ed,

one of 17 competing FAAers, is the winner of a crisp \$100 bill for designing a new division logo. Here's a look at the top design which was picked for its eye-catching, clean look. It conveys a sense of stability and continuity. The thick and thin lines in the emblem represent bands of weather moving across the earth and looks like the electromagnetic spectrum.

LAX Runway To Reopen. Los Angeles International Airport Runway 24L/6R is scheduled to reopen on June 14 after a four-month shutdown for reconstruction work. Despite the closure, LAX experienced virtually no departure or arrival delays during the work and credited it to "innovative traffic strategies." Originally, FAA thought the reconstruction work would reduce capacity by 30%, but the actual dip was much lower, pegged at 10%.

Drug Rule. FAA has received more than 140 comments on its proposal to require drug testing of all employees in sensitive safety and security-related jobs in the aviation industry and provide opportunities for rehabilitation for those who use illegal drugs. Deadline for comments on this controversial rule is June 13. Those subject to testing include commercial pilots, flight engineers, mechanics, aviation security screeners and flight attendants. The proposed rule is the latest in a series of actions aimed at the goal of a drug-free transportation system. In 1986, DOT began requiring testing of railroad employees for both alcohol and illegal drugs. DOT and FAA is wrapping up several public hearings on the proposed aviation rule in Washington, D.C., Denver and San Francisco.

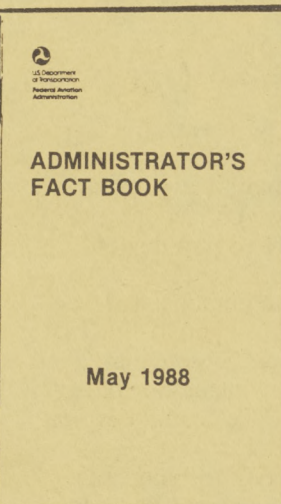
Calling All St. Louis Alumni. A reunion of former St. Louis Air Traffic Control Center employ-

ees is scheduled in mid-October. It's not too early to plan. For details, St. Louis alumni should write to: St. Louis Center Reunion, PO Box 155312, Fort Worth, TX 76155, or call Harvey Pickhard, (214) 255-7698, or Byron Zirkle, (817) 283-1229.

Thrift Savings Plan. Beginning in July, FAAers covered by the FERS and CSRS retirement systems and certain employees on approved leave without pay have a chance to change their current contribution or join the Thrift Savings Plan (TSP). A FERS employee may save up to 10% of basic pay and the agency will match the first 5% of the contribution. A CSRS employee may save up to 5% of the basic pay but will not receive matching contributions from the agency. All employee contributions are made on a "before tax" basis; earnings on the savings are also "tax-deferred" since you postpone paying taxes until the funds are withdrawn. A TSP open season booklet is being distributed to all employees. Questions? Contact your Human Resource Management Office.

Pocket-Sized Facts.

Did you know there are 146,016 student pilots in the United States? Or that there are 16,582 public and private use airports in the country? These and scores of other vital facts about FAA and the nation's aviation industry are highlighted in a 40-page handy pocket or purse-sized booklet. The new, compact version of the Administrator's Fact Book debuted recently. It's the work of Management Systems. In the past, only key officials received



the fact book. Now, modifications allow for a more expanded distribution. Besides interesting aviation statistics —like a list of the 50 busiest air traffic control towers —it contains a calendar of events and telephone numbers for key Washington FAA officials. For additional copies of the monthly booklet, contact AMS-420 at (202) 267-8160.



FAA's 'Corporate Sports Battle Team'



Administrator McArtor congratulated FAAers who made the 1988 "Corporate Sports Battle Team." They will compete next month in running and swimming events against 47 teams from metro firms. Captain Kent Meier says FAA's strong athletes aim to place in the top 20. Teammates with McArtor are: back row (l to r) Celio Young, AGC-240; Tom Connor, AEE-120; Howard Hess, AFS-221; Bud Hyland, APS-110; Malachy Coghlan, ALR-100; Dan Long, AGC-510; Kent Meier, AMS-350; and Jim Skalecky, AEE-110. Front row (l to r) Valerie Dorsett, AGC-520; Laurie Fisher, AEE-110; Patty Cline, AEE-110; Anne Smith, AMS-310; Aloha Ley, AMS-420; Lisa Rohls, AFS-220; Stacey Helmer, AFS-200; Diane Coghlan, AOA-2; Robbye Langefeld, AHR-160; Nancy Watson, ATO-253; and Michael O'Connell, ATO-120. Not pictured are Frank Pirhalla, ALR-200; Mark Bruno, AMS-420; and alternates Alice Wong, AOR-110, and Jim Conley, ATO-320.

Upcoming Events

'FERS' Briefing. The Labor Relations and Career Development Branch is holding a briefing on the FERS retirement system, the windfall elimination provision and government pension offset on Wednesday, June 8, from 1:30 to 3 p.m. in conference room 8AB.

Also, FAA has the authority to grant belated elections for employees who did not switch to "FERS," the Federal Employees Retirement System during last year's open season. For details, contact the Human Resource Management Office. The deadline is June 30.

Flying Club. The FAA Flying Club holds a private pilot ground school on Tuesday and Thursday evenings. For information and reservations, contact Brian James, (202) 775-3637 or (703) 960-1359, in the evening.

Blood Donors Needed. The agency's next blood drive is scheduled for Tuesday, June 14 from 9:30 a.m. to 2 p.m. in conference room 5ABC. The drive's goal is 65 units. FAA continues to be one of the top agencies donating blood to help alleviate the blood shortage in the metro area. Let's keep it up! For more information, call Sam Hart, x73406.

Computer Courses. Management Systems offers a variety of computer courses at no cost to FAAers. Classes are generally scheduled from 9

a.m. to 4 p.m. in the AMS training facility, room 635A. For more information, contact your office-service training coordinator or Barbara Fromme, x79974.

The next courses include: Introduction to Wang glossary, Tuesday, June 14; advanced Wang word processing, a two-day session, Wednesday, June 15, and Thursday, June 16; Data General Word Perfect, two days of training, Tuesday, June 28, and Wednesday, June 29; and Introduction to Lotus 1-2-3, Thursday, June 30.

Money Worries? As part of FAA's continuing "Wellness Program," a session focusing on your financial health will be held on Wednesday, June 15, from 10 to 11:30 a.m., conference room 5AB, Tina Mallory, x73482.

Thrift Savings. The second Thrift Savings Plan open season ends July 31. For information and forms, contact the Labor Relations and Career Development Branch, AHR-140, room 514.

Photo Contest. Entries are due by August 31 in the second annual photo contest at the Smithsonian's National Air and Space Museum. There are two categories: "People and Planes," and "Space Shots." To enter, call (202) 357-2700. Prizes range from \$50 to \$500.



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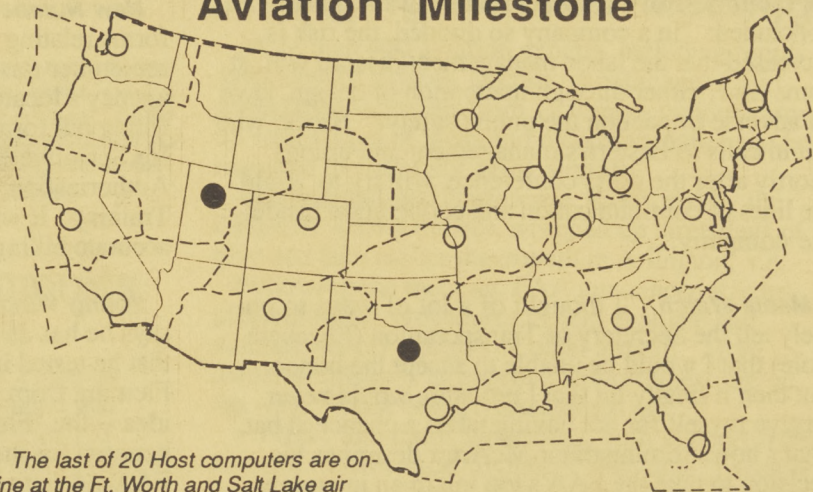
News in Brief

'Meeting of Minds.' That's how Administrator McArtor described the just-released results of the Joint Government/Industry Task Force on Flight Crew Performance. Upgrading crews is a prime objective of "Impact '88." Details on page 3.

Controller No. 16,020. The controller workforce passed the 16,000 mark in May for the first time since the strike of August 1981. The total workforce numbered 16,020 as of May 31 with 9,233 rated at the full-performance level. Another 1,028 controllers have FPL grades but are not fully certified in their present facilities. The 16,020 figure puts the agency well above the 15,900 congressionally mandated target for the end of the current fiscal year. However, hiring and training are continuing.

Top Review. The Supreme Court has agreed to hear two controversial cases involving drug testing requirements for railroad employees and pre-employment tests by the U.S. Customs Service. Its decision, expected sometime next year, could have an impact on FAA's program that requires drug testing of its employees. It could also affect a proposed rule that would require airlines and the aviation industry to test these sensitive positions for drugs -- commercial pilots, flight

Aviation Milestone



The last of 20 Host computers are on-line at the Ft. Worth and Salt Lake air route traffic control centers marking a significant milestone in the continuing automation of the nation's airspace. The cutover to the new computers occurred on June 9 with the official dedication ceremony for Ft. Worth on June 11. The Salt Lake dedication will be highlighted by Administrator McArtor on June 23. The map shows how Host computers now cover the nation. The Ft. Worth and Salt Lake facilities are indicated by solid circles. At the left is a glimpse of the old and the new. Host computer cartridge tape drives allow for a quantum leap in speed and capacity. They are easier to load and transfer data 30 times faster than the older open-reel drives of the IBM 9020 computer (in the background) they replace.



engineers, mechanics, aviation security screeners and flight attendants. The comment period for the proposed FAA rule ended June 13.

Tough Job. Former Secretary of Labor Bill Brock may have taken on one of his toughest assignments. Brock, who served in

the Senate and was the nation's trade representative, has been asked to ply his negotiating skills with the management and employees of Eastern Air Lines. His task? Get both sides talking and cooperating. Brock's appointment to this unique job was announced at a recent press con-

continued on page 2

Briefs continued from page 1



Brock at press conference.

ference when DOT Secretary Jim Burnley and Administrator Allan McArtor released the results of the financial and safety probe of Eastern, Continental Airlines and Texas Air's commuter lines. The ongoing strife between Eastern's top management and its unions has been front page news

for months. FAA's 30-day review of the airline concluded: "in a company so divided, the risk is increased that the labor-management discord will, at some time, either through inattention or design, have an adverse impact on the public safety." Brock, who put in calls to Eastern's management and unions shortly after the press conference, will try to "build the lines of communication and cooperation inside the company...."

Media Watch. "I thought of a lot of ways to politely tell the Secretary of Transportation (Elizabeth Dole) that I would be unable to accept the honor. But then it finally hit that I probably would never forgive myself for not having taken a chance at bat." That's how Administrator McArtor describes his decision to take the FAA's top job in an interview published in the June 6 edition of *The Federal Times*. He says his job is "frustrating," "exhilarating" and "fascinating" and recalls his impressions of FAA when he took the reins. "I found some demoralized folks, but by and large most people were eager to get something done."

New Drug Team. FAA is expanding its drug interdiction effort. A special team of some 13 FAAers will work on an agency plan to help federal, state and local law enforcement agencies track down airborne drug traffickers. The Office of Civil Aviation Security is developing a plan that will likely involve inspectors, security workers and air traffic controllers. They would provide information from FAA's files on pilots and aircraft to law enforcement agencies. More emphasis is also expected to be placed on FAA's program to suspend and revoke licenses of pilots convicted in drug cases.

Lock That Bag. Although it skipped us by, here are some tips from the folks who promote "Worldwide Baggage Awareness Week," which ended June 12. In addition to putting name and address labels on the inside and outside of your luggage, these pointers will help your bags survive husky airport

handlers and arrive at the right destination: Buy good quality luggage. It lasts longer. Lock your baggage. If locks don't work, put a strong strap around it. Remove old destination tags. Put colorful tape or stickers on your bags so you can spot them easily. And check in at the airline-recommended time. Someone's doing something right. The DOT's consumer "report card" shows that the number of mishandled bags dropped 13% in April from the previous month.

New Number. FAAers who prepare and approve forms relating to investigations and training should remember this number: 69-00-1103. It's the agency's locator code. Don't forget to use it when filling out forms SF 86--Security Investigation Data for Sensitive Position, and SF 182--Request, Authorization, Agreement, and Certification of Training. It will expedite the process and help assure accurate billing.

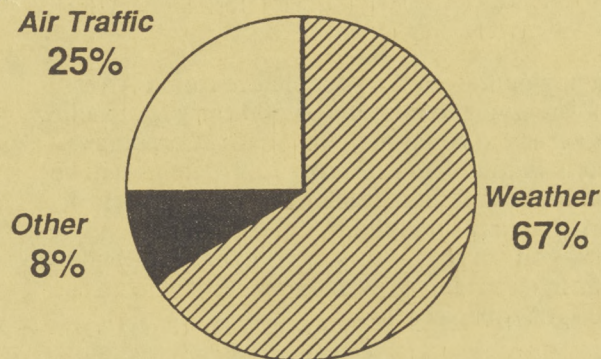
Young Wings. A Georgia high school student says he has an idea for a new airplane wing design that he tested in a university wind tunnel. Alexander Fleming from Brunswick, GA, has a name for his idea -- the "Flem-Wing." He was one of 15 students honored for their scientific prowess last month by FAA's Aviation Education Program. FAA, in conjunction with several corporations and universities, handed out awards to the students at the 39th International Science and Engineering Fair in Knoxville, TN. This is the second year FAA has participated in the project to foster interest in science and aviation. The young Fleming says his tandem wing design reduces lift-induced drag.

More to Come. Eastern Air Lines isn't the only carrier to get special attention with ongoing safety checks. Last week, when FAA announced it was assigning a special team to continue monitoring Eastern's safety, it put into motion a new concept -- a "Certificate Management Unit." The first unit began operating at the Miami Flight Standards District Office on June 6. It will eventually have 20 to 25 members, most of them drawn from the Miami FSDO. FAA envisions as many as 10 such units assigned to the nation's top 10 carriers.

Have an announcement? Call the *Intercom*, x73432 or x78521



Summer Delays



Despite increases in air travel during summer months, Mother Nature is still the prime culprit in air traffic delays. Here's a look at statistics from the three-month summer period last year, June 1 to August 31. It shows that weather was the biggest slice of the delay pie -- 67%. Heavy traffic and other problems in the air traffic system accounted for only one-fourth of the delays.

Task Force Recommends Flight Crew Reforms

The Joint Government/Industry Task Force on Flight Crew Performance has recommended that FAA upgrade training requirements for Part 135 commuter airline pilots, give increased recognition to pilot experience acquired in simulators, and encourage innovative training programs.

Initiated by Administrator McArtor as a key element of his "Impact '88" program, the task force examined issues related to crew training and released its study June 8.

McArtor said, "This report reflects that often sought, but seldom found, consensus among experts.

"It is impressive to see that the airlines, the airline pilots, and the government can reach a complete meeting of the minds on an issue as complicated and crucial as flight crew performance. The report itself is a significant blueprint, and I am enthusiastically optimistic that this will have a significant impact on the operational safety of the system."

The task force's recommendations include:

- Requiring commuter airlines operating two-pilot airplanes to comply with the training, checking, and qualifications requirements currently in effect for large (Part 121) carriers;
- Developing a Special Federal Aviation Regulation (SFAR) and advisory circulars to offer large airlines and commuters an "alternative method" of accomplishing pilot training and checking;
- Establishing a National Air Carrier Training and Evaluation Program Office in FAA that would be re-

sponsible for training programs implemented under the SFAR;

- Eliminating regulatory distinctions between pilot experience acquired in simulators and that gained in actual aircraft; and
- Requiring cockpit resource management (CRM) training and encouraging line oriented flight training (LOFT).

12 Nations Represented At Aging Aircraft Meeting

More than 400 aviation experts, including representatives of airlines, aircraft manufacturers and government agencies from 12 foreign nations came up with scores of ideas and recommendations to help maintain the safety of aging aircraft.

The international conference, sponsored by the Office of Airworthiness, wrapped up three days of give and take earlier this month in Arlington, VA.

Following the meeting, FAA announced it is implementing six procedures to help evaluate and maintain safety margins of older aircraft. More recommendations to improve airworthiness are on the way. Those being implemented are:

- Flight Standards inspectors, with support from Aircraft Certification engineers, will have "hands on" involvement at airlines during heavy maintenance checks of high-time aircraft to ensure a better understanding of fatigue and corrosion.
 - Aircraft Certification engineers will make field visits to airline maintenance shops to gain more knowledge of the human factors involved in maintenance and inspection. This will help in the drafting of future airworthiness directives.
 - FAA will develop agency experts in nondestructive testing and inspection technologies and set up improved training programs for FAA manufacturing and maintenance inspectors in these technologies.
 - Aircraft Certification, Flight Standards and research and development organizations will jointly develop specific programs to promote safety of older aircraft and engines.
 - Flight Standards will develop a "lessons learned" document on engine maintenance and will summarize the important maintenance shortfalls found during an FAA evaluation of 22 engine repair stations.
 - Aircraft Certification will promote and work with industry to develop supplemental structural inspection documents for aircraft used in commuter service.
- Nations represented at the conference were England, France, Australia, Indonesia, Japan, Canada, Germany, the Netherlands, Italy, Nigeria, Ireland and New Zealand.

Headquarters News



People

New Faces. The Deputy Administrator's Office and Office of Accounting has some new faces in key positions.

- Amy Jernigan is the new confidential assistant to the Deputy Administrator.
- John W. Brown, Jr. has been selected to manage the Payroll and Administrative Systems Division, AAA-100.
- Eugene R. Helfer is the CUPS Data Systems manager, AAA-100.
- Frederick N. Whiteside is the new manager of the Accounting Operations Division, AAA-200.
- Patrick J. Heidenthal, from the Technical Center, now manages the Accounting Systems Division, AAA-400.
- James D. Wallace has the position of manager of the Financial Information Division, AAA-500.

Real Sports. Last week, *Intercom* announced members of FAA's "Corporate Sports Battle Team," headquarters athletes who will compete next month against 47 teams from corporations throughout the metro area. Many other FAAers tried out for the team, too.

Although they won't be swimming and sprinting in the events, they'll be cheering the team on. Special recognition goes to those who participated in the try-outs. They are:

Marsha Bracy, WCSSA/IOCS; Cheryl Brinkley, ASF-300; Theresa Greco, APA-300; Steve Albersheim, AEE-110; Phil Akers, AWS-120; Mark Diamond, APO-210; Jim Dooley, ADL-7.

Also, Tony Fazio, AEE-110; Mike Haggerty, ARP-10; Jeff Hall, APA-220; John Hanks, APA-4; Tom Messier, AIA-1; Dick Nelson, AWS-120; and Jim Rogers, AMC-100.

Upcoming Events

Computer Courses. Management Systems offers a variety of computer courses at no cost to FAAers. Classes are generally scheduled from 9 a.m. to 4 p.m. in the AMS training facility, room 635A. For more information, contact your office-service training coordinator or Barbara Fromme, x79974.

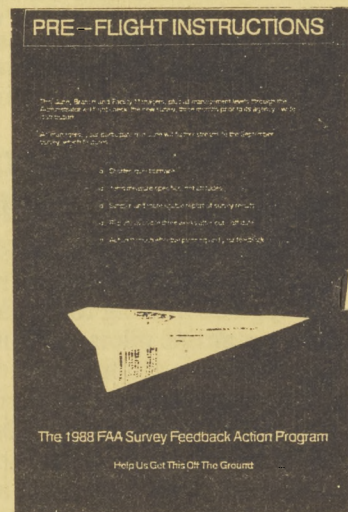
The next courses include: Data General Word Perfect, two days of training, *Tuesday, June 28, and Wednesday, June 29;* and Introduction to Lotus 1-2-3, *Thursday, June 30.*

Flaunt It. Want to sport an FAA emblem on your

jogging outfit? Here's your chance from FAAers who are trying to raise the \$3,500 entry fee to allow the agency to compete in this year's "Corporate Sports Battle." *Now through July 6,* items will be sold in the building's lobby from 11:30 a.m. to 1 p.m., Monday through Friday. Take a look at sweat suits, golf shirts, T-shirts, hats, gym shorts and gym bags in navy blue, grey and orange. There's a special FAA timepiece, too.

Get Your Pencils Ready

The folks heading up the Survey Feedback Action Program are making an all-out push to let FAAers know about this year's survey. This poster, which shows the survey folded like a paper airplane, has been distributed nationwide to alert employees about it. The survey is shorter and more to the point than the 1986 version. This month, branch and facility managers and all management levels through the Administrator are filling out the questionnaire. All others get their chance in September.



Model Bufts. *Intercom* has received several requests from FAAers who want to join a radio-controlled model airplane club. If there's one in the metro area, let us know. We'll pass along the information, x78521.

'FERS' Deadline. FAA has the authority to grant belated elections for employees who did not switch to "FERS," the Federal Employees Retirement System during last year's open season. For details, contact the Human Resource Management Office. The deadline is *June 30.*

Flying Club. The FAA Flying Club holds a private pilot ground school on *Tuesday and Thursday evenings.* For information and reservations, contact Brian James, (202) 775-3637 or (703) 960-1359, in the evening.

Thrift Savings. The second Thrift Savings Plan open season ends *July 31.* For information and forms, contact the Labor Relations and Career Development Branch, AHR-140, room 514.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Quick-Talking Air Traffic Controllers Outfox Stork



©The Charlotte Observer

Three men and a baby: North Carolina controllers (l to r) Gary Brittain, Dave Wheeler and Sandy Johnson.

"Clear this baby for landing" is more than jargon for three air traffic controllers and a North Carolina mother.

Because that's exactly what the FAAers did recently when they were alerted that a woman had gone into labor on a Piedmont Airlines flight.

The stork didn't make an airborne delivery, but moments later the child was born in an emergency vehicle on the way to the hospital.

It all happened at the Charlotte/Douglas Airport and broke the routine of the morning "rush hour" at the airport on June 9.

The dash began at about 8:15 a.m. when the Pied-

continued on page 2

News in Brief

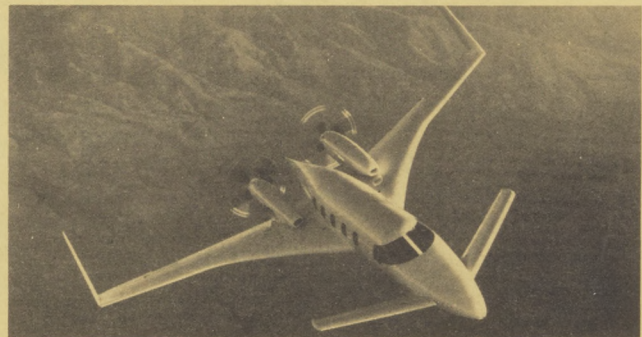
Top Management Changes. Four "Executive Directors" have been named in a reorganization of FAA's senior management. Details on page 5.

40 Years Ago. Air traffic controllers played a vital role in the Berlin Airlift of 1948 and 1949 which brought more than two million tons of vital supplies to the blockaded city still struggling to recover from World War II. For a glimpse at the past, see page 3.

4% Next Year? A larger than usual yearly salary boost for most FAAers and federal employees cleared a major legislative hurdle on June 14 when the U.S. House overwhelmingly voted for a 4% raise beginning January 1, 1989. There's a catch. Lawmakers voted to exclude those making \$72,500 and above from the increase. That includes members of Congress. And the agency would have to come up with half of the money. Last year's increase was 2%.

continued on page 2

'Starship' Certified



FAA's Central Region gave the green light to Beech Aircraft on June 14 by certifying the futuristic "Starship." The business class turbo-prop is the first major all-composite airplane certified by FAA. Its construction and aerodynamics are unique. Layers of graphite fabric are put over a core of "Nomex" -- a space-age synthetic material shaped like a honeycomb. Its forward wing design and vertical wing tips, called tipsails, replace the tail. The Starship's development cost \$300 million. It has more than 50 orders with a price tag of \$3.67 million. The first factory demonstration model is expected to come off the line in late 1988 with a customized interior added next spring. The company's first customer Starship will be rolled out in early 1989.

Stork *continued from page 1*

mont pilot on a flight from Birmingham to Charlotte and Raleigh/Durham asked controllers to get the plane down and to a ramp in a hurry -- a 22-year-old woman on the plane had gone into labor.

In the FAA tower, radar controller Gary Brittain rerouted eight to 10 other planes and then turned the 737 over to controller David Wheeler for final approach. Another controller, Sandy Johnson, held up other departures while the flight pulled up to the gate. FAAers had called an emergency medical team and the ambulance was waiting when the plane and mother arrived.

But 10 minutes later, the vehicle pulled off an interstate highway, and the four-pound, 13-ounce baby girl was born. Phil Loftin, airport tower manager, says the event was "pretty unusual. This is the first time I ever remember going through this routine with an expectant mother."

Controllers sent a vase of roses to the Raleigh woman and her child.

Briefs *continued from page 1*

Don't spend the extra money yet, the congressional appropriations process is long -- and often convoluted. A raise also has to be approved by the Senate and the White House.

Landing Fee Update. Logan International Airport's controversial plan to boost landing fees for smaller commuters and general aviation aircraft has come under scrutiny by Congress. A House committee has voted to deny federal airport grants to the Boston airport until the courts and the DOT decide if the proposed landing fee scheme violates federal law. The full House is expected to take up the measure when it votes on FAA's 1989 funding in the next few weeks. DOT already has ordered an investigation into the fee plan which is expected to be complete in mid-November. Massport, the authority which operates Logan, still says it plans to implement the change on July 1.

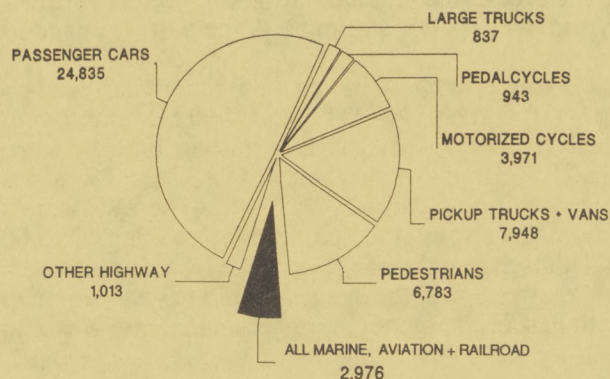
Just Say 'No.' Results of the first nine months of random drug testing of FAA employees working in safety-related jobs indicate that they are taking First Lady Nancy Reagan at her word. At the end of May, approximately 1,900 FAAers had taken random tests with only 15 showing positive. That works out to a percentage of 99.2. Not perfect, but close.

7 Resource Centers. The Office of Aviation Education has set up seven resource centers throughout the country with more on the way. These Teacher

Resource Centers provide aviation and space education materials to the educational community and industry. Centers are located at St. Louis University, Cahokia, IL; Embry-Riddle Aeronautical University, Daytona Beach, FL; U.S. Space Foundation, Colorado Springs, CO; Middle Tennessee State University, Murfreesboro, TN; Oakland University, Rochester, MI; National University, San Diego, CA; and San Jose State University, San Jose, CA.

Don't Panic. If you haven't received your 1988 "employee benefits statement" by July 1 don't worry. It was mailed out earlier in June to all employees covered by the FERS and CSRS retirement systems and gives valuable information to help in future financial planning. If July 1 passes and you haven't received yours, contact your human resource management division by August 1 and they will produce replacement statements. Special note to newer FAA employees whose payroll records were not available on February 27: You'll be getting your statement next year.

Grim Reminders. Although they seem to get more than their fair share of publicity, aviation accidents accounted for just 2% of the total number of transportation fatalities in 1987, according to National Transportation Safety Board statistics. In all, 49,306 persons died in transportation accidents last year. As usual, the nation's highways claimed the most lives -- 46,330 -- up slightly from 46,087 in 1986. With 1,160 deaths, the aviation figures breakdown like this: general aviation accounted for 805 fatalities; airlines for 232, and that includes the nation's second worst aviation disaster when 156 passengers and crew on a Northwest Airlines jet lost their lives last August in Detroit; and commuter and air taxi accidents for 123 fatalities. By comparison, commercial and recreational boating accidents claimed 1,217 lives last year. See graph below.



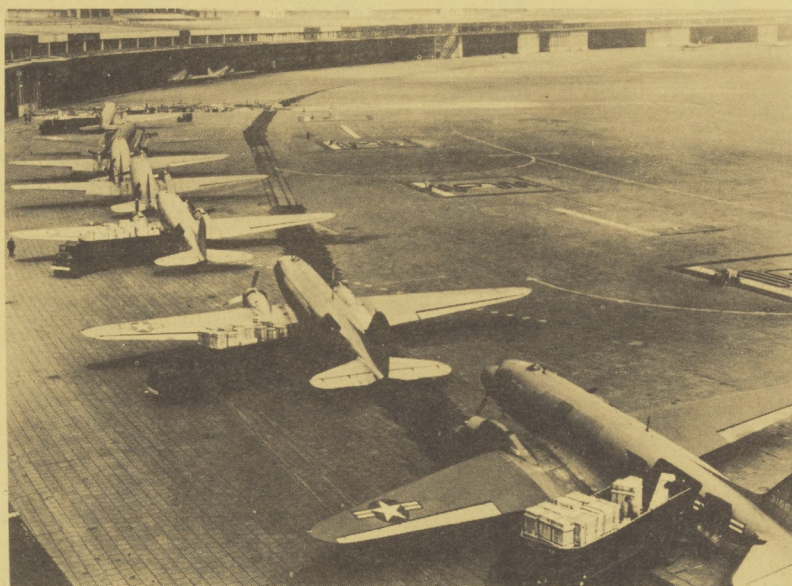
Forty Years Ago: How Aviation Saved a City

The undertaking was so massive that few thought it would succeed—a remarkable demonstration of ingenuity and resourcefulness, of timing and teamwork, of determination and sheer guts. One plane, every three minutes, 24 hours a day, for more than a year, bringing life-giving supplies to a city devastated by war.

It was the Berlin Airlift. Nicknamed Operation "Vittles," the American-British-French operation celebrates its 40th anniversary this June. It supplied a city of 2.5 million people with the basic necessities—entirely by air.

Air traffic controllers, trained by the old Civil Aeronautics Authority, manned towers. Most of the original controllers dispatched were in the military reserve and had been in traffic control during the war.

After World War II, Berlin was deep inside the Soviet zone, but because of its political importance, each of the four



Operation "Vittles," the Berlin Airlift, began almost immediately after the Soviets blockaded the western sector of Berlin. This 1948 photo shows workers unloading supplies from C-47 transports at Tempelhof, one of three West Berlin airfields used in the airlift.



German workers unload flour into a waiting truck at Tempelhof Airfield during the airlift.



The number 1,783,572.7 on this plane, the last to officially fly the airlift, shows the total tonnage flown in by the U.S.

powers had a stake there. The three Western allies controlled 12 of the city's districts while the Red Army patrolled the other eight, including the city's central district. A joint Allied Control Council was set up to govern the once-great capital.

The city had suffered catastrophic damage during the war. More than one-third of Berlin's people had fled or had been killed.

The infant mortality rate had skyrocketed, and scores of Berliners were found frozen to death. On a wall was written: "Blessed are the dead, for their

hands do not freeze."

From the start, the Soviet Union and the Western allies clashed over governing policies for Berlin. To fight rampant inflation, the allies introduced a currency reform. That triggered an unexpected Soviet response. On June 24, 1948, the Soviets blockaded the western sectors of the city. All road, rail and waterway transportation was halted, leaving the allies with just three air corridors to Berlin.

The United States reacted swiftly. Within two days, the dramatic Berlin Airlift was launched.

"Immediately after the Soviets blockaded the surface routes into the city, the U.S. Air Force mobilized all available C-47 transports," says Robert van der Linden of the Smithsonian's National Air and Space Museum. He is curator of a Berlin Airlift exhibit that opened at the museum this spring.

On a typical day, the CAA-trained controllers handled 1,000 aircraft and 373 instrument approaches at Frankfurt and 25 instrument approaches at Tempelhof in Berlin ~ all with just 10 minutes of delay for "vittles" aircraft.

"Assembling aircraft was not an easy task, since quite a few planes had been retired," van der Linden says. "Remember, the war had been over for nearly three years."

While the twin-engined C-47s, nicknamed "Gooney Birds," were not well suited to the airlift



Even after three months of listening to airlift freighters, Berliners still avidly awaited each landing.

because of their small size and relatively low cruising speed, they were used until larger aircraft could be obtained. Within two weeks, 54 C-54s were flown into Germany from air and naval bases around the globe. By mid-August, more than 150 aircraft were flying a daily total of 4,500 tons of supplies, "barely enough to keep the city from starving," van der Linden says.

No C-54 was on the ground over 40 minutes, while the maintenance involved 50-hour checks in Germany, 200-hour checks in England and 1,000-hour checks back in the United States. On the average, 90 engines per month and 23 tires a day were replaced on C-54s during the crisis.

Coal constituted about two-thirds of all tonnage airlifted. Other supplies flown into Berlin each day included 646 tons of flour and wheat, 190 tons of meat and fish, 180 tons of dehydrated potatoes, 144 tons of dehydrated vegetables and 80 tons of sugar.

Food was rationed. Heavy-laborers received larger

portions than office workers and the unemployed. Rations for children depended on age. Babies received more dry skimmed milk than young teenagers, who received more meat.

As winter progressed, the need for coal grew more critical. To stay warm, some Berliners tore up once-cherished parquet floors to feed their stoves; others burned their scanty stock of furniture.

Life in the city went on. Five newspapers went to press nightly by candlelight, and 42 cinemas and theaters played to packed houses.

The pilots and the ground crews stationed in Berlin were often struck by the sight of the city's shabbily dressed children playing amidst the rubble. One young pilot, Lt. Gail S. Halvorsen of the 17th Air Transport Squadron, began dropping gum and candy bars from his C-54 to the children waiting below, and "Little Vittles" was unofficially born. Using handkerchiefs at first and, later, scraps of cloth as mini-parachutes, Halvorsen and his fellow crew members continued the candy drop for months.

At the time, the airlift was a tremendous gamble. Many experts doubted that the city could be kept alive from the air alone. The three flight corridors were constricted and dangerous. The aircraft were limited in number and designed primarily for carrying passengers, not coal and flour. Ground facilities were inadequate and badly laid out.

One airlift aviator recalls: "We would fly unlimited hours until we dropped from exhaustion, but the operation kept on. The inside of my plane was literally powdered with coal dust."

Day in and day out, throughout the severe winter of 1948-1949, the planes delivered their supplies. The Americans operated from Frankfurt's Rhein-Main Air Base and neighboring Wiesbaden Air Base and, later, from Fassberg in the British zone. From these points, the planes flew into one of three West Berlin airfields, more than 110 miles away.

In all, in more than 277,000 flights, 2.3 million tons of critical supplies were airlifted into the war-torn city, more than the total tonnage carried by all commercially scheduled airlines in the United States in 1949. Sixty-five men, including 31 Americans and eight German workers, died in the operation, primarily in aircraft collisions. The total cost of the operation: about \$200 million--an enormous sum by that day's standards.

The Soviets, recognizing defeat, lifted the blockade in May 1949. But the airlift continued until September, for the allies were determined to ensure a sufficient stockpile.

Special thanks to Rita Cipalla of the Smithsonian News Service and FAA's historians for this article. Photos courtesy of the Smithsonian.

Four Executive Directors Named In Reorganization

FAA is implementing a major change in its senior management structure by consolidating administrative and operational functions under four Executive Directors.

Named to the top-level posts are Wayne Barlow, "System Operations," Robert E. Whittington, "System Administration and Evaluation," C.R. "Tex" Melugin, Jr., "Regulatory Standards and Compliance," and Joseph M. Del Balzo, "System Development."

Barlow, who is currently Northwest Regional Director, will oversee FAA's Air Traffic, Airways Facilities and Flight Inspection.

Melugin, Southwest Regional Administrator, will be in charge of the agency's rulemaking and enforcement activities that affect airmen, airwomen, airports, airlines and aircraft certification.

Del Balzo, Eastern Regional Director, will lead an organization responsible for the modernization of the the National Airspace System, system design and advanced concepts and research and development.

Whittington, who currently holds the title of Executive Director, will continue to oversee FAA's budget, administrative support and human resource management. Regional directors, who are being retitled "Regional Administrators," will report to him.

The new positions were based on recent recommendations from the Secretary of Transportation's Task Force on Internal FAA Reform.

It will reduce unnecessary and cumbersome reporting relationships and allow Washington to handle increased authority over field operations.

Developed by Administrator McArtor and endorsed by DOT Secretary Burnley, the plan provides for a more efficient senior management structure by reducing the number of managers under the Administrator's direct supervision from 23 to 11.

'Mode C' Rule Adopted

FAA has adopted a new, modified "Mode C" transponder regulation designed to significantly reduce the danger of midair collisions around 138 of the nation's busiest airports.

The Mode C transponder is an electronic device that transmits aircraft position and altitude information to air traffic controllers.

Administrator McArtor said the new requirement will have "a major positive impact" and increase the "margin of safety by providing controllers with vital altitude information so potential conflicts between air

carrier and general aviation can be safely resolved."

The new rules respond to a congressional directive, adopted in December 1987. Currently, this equipment is required for operations in 23 terminal control areas (TCAs) which are blocks of restricted airspace over the 27 most heavily trafficked airports.

The FAA rule will make Mode C mandatory at 111 additional airports.

Effective July 1, 1989, the new regulation will require Mode C transponders:

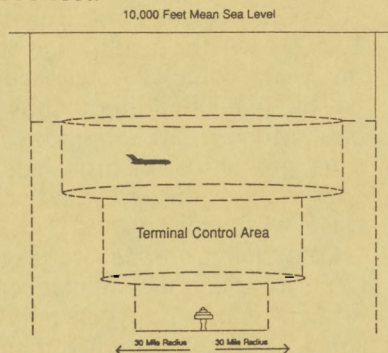
- Above 10,000 feet mean sea level; it is already required above 12,500 feet;
- Within a 30-mile radius of the 27 airports in 23 terminal control areas, regardless of altitude and regardless of whether the aircraft is flying inside the TCA.

- In all airspace from the ceiling of a TCA up to 10,000 feet.

Effective December 30, 1990, Mode C equipment also will be required:

- Within and above all 109 Airport Radar Service Areas (ARSAs); and
- Within a five-mile radius of other designated airports -- only two at present -- from the surface to 10,000 feet, and within a radius of five to 10 miles from 1,200 feet to 10,000 feet.

Balloons, gliders, and other aircraft without electrical systems --which cannot support a Mode C transponder --will not be allowed to operate in a TCA or ARSA or in airspace above those areas up to 10,000 feet.



Graphic by Theresa Greco

Diagram shows "Mode C" requirements for terminal control areas.

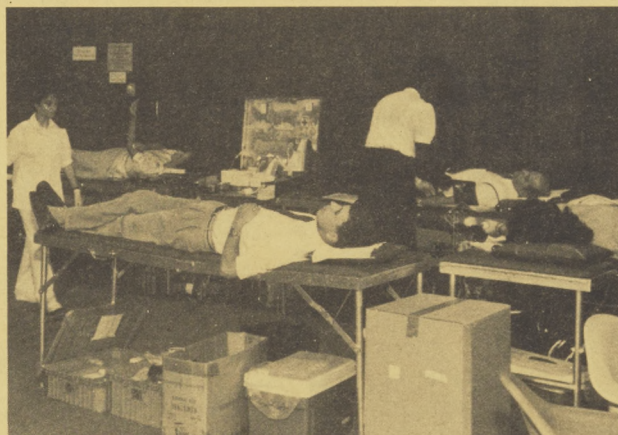
3 'Certificate Units'

Last week, *Intercom* reported that Eastern Air Lines was the first airline to get a "Certificate Management Unit" team to continually monitor its safety. Actually, the idea isn't a new one, it was pioneered last year with a unit at the New York Flight Standards District Office for Pan American World Airways. Another unit operates in the Dallas-Ft. Worth area monitoring American Airlines. The Eastern unit was announced recently. It is the first to report directly to the regional Flight Standards Division Manager.

Headquarters News



FAAers Give 70 Pints



Headquarters FAAers donated 70 pints of blood during the Red Cross blood drive on June 14. FAA is always one of the top agencies donating blood and the Flag Day performance was no exception, surpassing its 65-pint goal. Some 86 people offered to give. Of the 70 pints collected, five came from first-time donors. Here are scenes from the day's activities.

Photos by Dennis Hughes

Upcoming Events

Team Spirit. Help FAA athletes by sporting an FAA emblem. FAA members of the agency's "Corporate Sports Battle Team" are trying to raise the \$3,500 entry fee to allow the agency to compete in this year's contest. *Now through July 6*, items will be sold in the building's lobby from 11:30 a.m. to 1 p.m., Monday through Friday. Take a look at sweat suits, golf shirts, T-shirts, hats, gym shorts and gym bags in navy blue, grey and orange. There's a special FAA timepiece, too.

Computer Courses. Management Systems offers a variety of computer courses at no cost to FAAers. Classes are generally scheduled from 9 a.m. to 4 p.m. in the AMS training facility, room 635A. For more information, contact your office-service training coordinator or Barbara Fromme, x79974.

The next courses include: Data General Word Perfect, two days of training, *Tuesday, June 28, and Wednesday, June 29*; and Introduction to Lotus 1-2-3, *Thursday, June 30*.

Meet an Astronaut. Captain Jon McBride, who is back in training for space, will talk about his experiences flying on the Space Shuttle in 1984. It's scheduled at 8 p.m., *Thursday, July 7*, at the National Air and Space Museum, across the street.

Model Airplanes. The National Air and Space Museum is also sponsoring a model airplane building

demonstration from 6 p.m. to 9 p.m., *Thursday, July 7*, in the facility's Hall of Air Transportation. Join a team of experts from the Goddard Model Aircraft Club who will display their detailed, radio-controlled planes, ranging from an exact replica of the Voyager to tiny, rubber-band powered craft.

'FERS' Deadline. FAA has the authority to grant belated elections for employees who did not switch to "FERS," the Federal Employees Retirement System, during last year's open season. For details, contact the Human Resource Management Office. The deadline is *June 30*.

Flying Club. The FAA Flying Club holds a private pilot ground school on *Tuesday and Thursday evenings*. For information and reservations, contact Brian James, (202) 775-3637 or (703) 960-1359, in the evening.

Thrift Savings. The second Thrift Savings Plan open season ends *July 31*. For information and forms, contact the Labor Relations and Career Development Branch, AHR-140, room 514.

Attention Shutterbugs. Win the second annual photo contest at the National Air and Space Museum by snapping the best color or black-and-white shot of the museum's classic collection. Entries are due *August 31*. To enter, call (202) 357-2700. Open to all ages, contest prizes range from \$40 to \$500.

Have an announcement? Call *Intercom* at x78521 or x73432.



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Lawmakers Taking Aim At Plastic, Toy Weapons

A major, potential problem at airport security checkpoints is in the cross-hairs of lawmakers as Congress is expected to give the final nod soon to a law banning plastic guns.

Primarily aimed at thwarting airplane hijackers and terrorists, both the Senate and House have overwhelmingly passed bills prohibiting the manufacture, sale and possession of plastic guns.

The House version, which passed by a lopsided

413 to 4 vote, would require that all firearms contain at least 3.7 ounces of metal and that each part of a gun contain a substance that shows up on X-ray machines, clearly outlining the shape of a gun.

In the Senate, the legislation passed by a

continued on page 4



Congress could mandate new state-of-the-art metal detectors.

Brown Baggers' Top Topic: FAA's New Reorganization



Managers hear Administrator McArtor discuss FAA reorganization during the second "brown bag lunch" meeting.

Photo by Lance Strozier

"Nothing much going on," quipped Administrator McArtor as he unwrapped and munched on a sandwich to kick off the second "brown bag lunch" with 40 mid-level managers.

It was a typical McArtor understatement as the session quickly zeroed in on the recently announced

continued on page 3

News in Brief

Delays Drop. Flight delays in the airspace system dropped 5% in the first five months of this year continuing a trend which saw a decrease of 15% in 1987 from the previous year. FAA recorded 136,165 delays of 15 minutes or more in the airspace system compared with 143,215 in the January-May period last year. Delays for May edged up slightly to 34,101 from 32,817 last May

with weather accounting for 74%. Delays were also down at 14 of the 22 "pacing airports" with the most significant reductions at airports in Atlanta, Dallas-Ft. Worth, and Los Angeles from the same period a year ago.

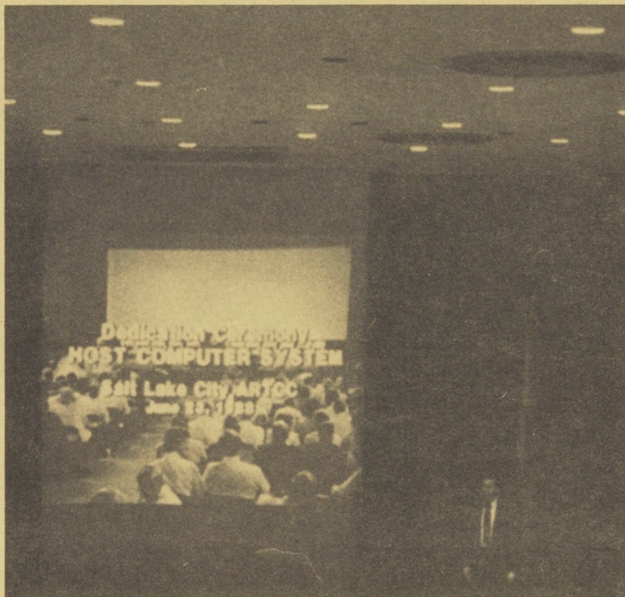
'Golden Spike.' Thousands of FAAers across the country got up close and personal as they watched the dedication ceremony

for the final Host computer live from Salt Lake City on June 23. The event, beamed via satellite to 33 FAA locations around the country, highlighted FAA's own "golden spike." Now all 20 ARTCCs in the continental U.S. are on-line with the sophisticated units. Administrator McArtor, who likened the event to the linking of the nation by a trans-

continued on page 2

Briefs *continued from page 1*

continental railroad more than a century ago, said the Host network "passes another transportation milestone with the completion of a new national air traffic computer system." But he cautioned that many more milestones must be met in the next decades to keep up with air traffic demand. The Central Pacific and Union Pacific railroads were linked on May 10, 1869, when a "golden spike" was hammered into tracks at Promontory Point, Utah, north of Salt Lake's ARTCC.



Electronic images of the dedication ceremony were beamed from Salt Lake to a huge screen in the third floor auditorium at FAA headquarters. Photo by Dennis Hughes

Near Misses Down. The number of pilot reports of near mid-air collisions dropped again in May for the seventh straight month. The 65 reports in May were 31% fewer than the 94 for the same month last year. For the first five months of 1988, the total is down 26% from the same period in 1987. The 305 number this year compares with 410 last.

Media Watch. As part of FAA's effort to get the agency's message to the American public, Administrator McArtor has been hitting the airwaves. But sometimes he gets the darnedest questions. One cropped up during an appearance on Larry King's late-evening radio call-in show on June 21. A caller asked what was happening to the "radical" concept of a huge flying wing shuttling back and forth across the country with airliners flying up to it and back to discharge and collect passengers. "I think that's a new one on me, but...it's wild," McArtor answered.

King and McArtor quickly came back to earth and talked about tiltrotor.

Aloha Hearing. The National Transportation Safety Board will hold four days of hearings beginning July 12 in Seattle on the now legendary incident involving an Aloha Airlines jet on April 28. The Boeing 737 lost 18 feet of its upper fuselage at 24,000 feet but miraculously managed to land safely on the island of Maui in our 50th state. The only fatality was a flight attendant who was swept out of the airplane.

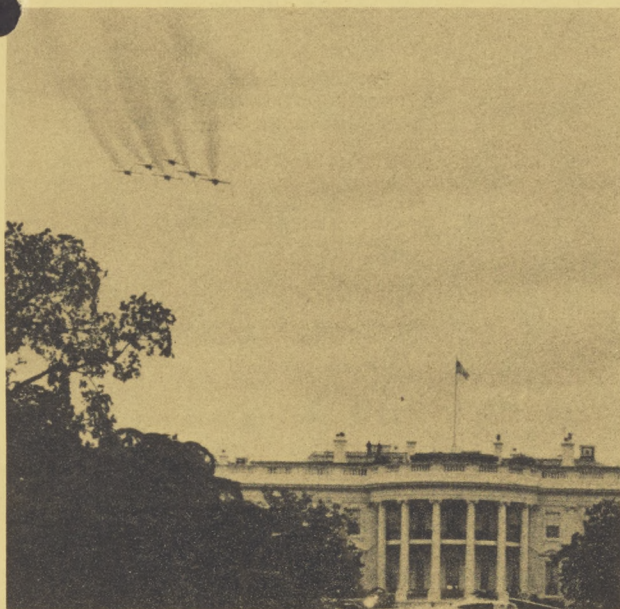
Cargo Certificate Yanked. The Western-Pacific Region has revoked the operating certificate of California-based Ameriflight, Inc., formerly California Air Charter. FAA inspectors cited numerous safety, maintenance, pilot training and record-keeping violations. The cargo line operated more than 90 smaller craft with its main operations in southern California. One of its aircraft was cited for making more than 540 flights with 16 maintenance deficiencies going uncorrected.

Puff 'n Pay. FAA has officially charged an airline passenger with violating the non-smoking ban on domestic flights of two hours or less. The Western-Pacific Region issued a civil penalty letter to Darryl Seigel with a total of \$3,000 in fines. Seigel was charged with lighting up when the no-smoking sign was on, smoking in a lavatory and smoking on a non-smoking flight. Each violation carries a \$1,000 civil penalty. It is believed to be the first fine levied since the April 23 ban went into effect. It happened on a May 12 USAir flight from Seattle to Reno.

Palm Coast Expenses. FAAers traveling to and from the Center for Management Development in Palm Coast, FL, are entitled to a minimum of \$2 and maximum of \$25 a day for meals and incidental expenses. Depending on arrival and departure times, the rates are: breakfast \$5, lunch \$5, dinner \$13 and incidentals \$2. The amount is reduced for meals eaten at the center on arrival or departure days. Planning on driving from metropolitan Washington to Florida? Check the travelogue on page 6.

Hollywood Lights. Most of the noise the more than one million concert goers to California's Hollywood Bowl will hear this summer should be coming from the stage. As in past seasons, white searchlights and strobe lights over the bowl will alert pilots to avoid flights over the area. FAA plans to adjust traffic flows whenever possible to minimize noise through mid-September from 6 p.m. to midnight.

Historic Fly-By



The Navy's "Blue Angels" precision flying team gives an airborne salute as it passes over the White House just as the President's helicopter lifts off for Andrews Air Force Base. DOT photographer Dennis Hughes captured this historic moment as the Commander-in-Chief prepared to leave the country for the Moscow Summit meeting in the Soviet Union.

Brown Baggers *continued from page 1*

top management reorganization which sets up four executive directors beginning in July.

McArtor told the managers at the June 20 meeting that it was not a rash decision. "We had a long debate on whether to start reorganizing this year" because it would take a lot of "energy."

He cautioned that major changes cause "all sorts of anxieties," but characterized the move as "positive and courageous" and aimed at dissolving agency "inconsistencies."

He said the objective of the reorganization is to remove inconsistencies and make sure that "no airline or pilot can go to a different city and see a different FAA."

The reorganization consolidates administrative and operational functions under four executive directors who McArtor likened to private sector group vice-presidents.

Named to the top-level posts are Wayne Barlow, "System Operations," Robert E. Whittington, "System Administration and Evaluation," C. R. Melugin, Jr., "Regulatory Standards and Compliance," and Joseph M. Del Balzo, "System Development." With just a few exceptions, all major agency functions will report to executive directors.

That includes associate administrators and regional directors.

"When we looked at the organizational chart, we realized that 23 'three-star generals' all reported directly to the Administrator," McArtor said. His new plan reduces that number to 11.

McArtor envisions the new offices as being relatively small with the Executive Director, two to three secretarial and clerical support people and three professional staffers. Even so, the changes will create space problems.

When one brown bagger joked that FAA needs to add an 11th floor, McArtor answered that FAAers "should never get married to an office" although he conceded that turf protection may be stronger in well-air conditioned habitats. He also raised the possibility of FAA moving some people out of the headquarters building to other locations in the future.

McArtor also answered questions on other issues during the hour-long meeting including:

- **Independent FAA legislation.** Because of the tight legislative calendar and the November elections looming ahead, McArtor doubted Congress would pass legislation making an independent FAA this year. But he expects action in the next few years.

- **Pay study.** He advocated expanding the agency's special Pay Study Group in the next few years to tackle salary inequities and problems in all categories, not just safety related professions. McArtor is a proponent of instituting "cost-of-living" allowances for all FAAers if they live in high cost geographic areas. The group is finalizing its recommendations to reform air traffic controllers' pay.

- **Mode C transponders.** McArtor said the agency must be doing something right because it has received criticism from the general aviation industry saying the newly adopted rule is too tough and complaints from the airline industry saying it is too lax. He said the FAA did not bow to pressure from any group, as reported by some publications, and that the rule is fair.

Thrift Savings Deadline July 31

The second Thrift Savings Plan open season ends July 31. Up until that deadline, FAAers may join the TSP or make changes. For information and forms, contact the Labor Relations and Career Development Branch.

Safety Checks Finished On 9 Commuter Airlines

FAA inspectors have completed indepth safety checks of nine commuter lines as part of a comprehensive probe of commuter lines nationwide.

Inspectors will check 26 additional companies bringing the inspection program to 20% of the nation's total commuters when it wraps up later this year.

The nine commuters are: Air Nevada, Las Vegas; Air New Orleans, New Orleans; Air Wise, Vacaville, CA; Atlantic Southeast, College Park, GA; Channel Flying Service, Juneau, AK; Friendship Air Alaska, Fairbanks; Jetstream International, Dayton, OH; New York Helicopter, Garden City, NY; and Royale Airlines, Shreveport, LA.

The checks focus on commuter management, training, crew coordination, flight and duty time, weight and balance programs, airworthiness directives, minimum equipment lists, company-run inspection programs and service difficulty reports.

The additional two parts of the probe are the FAA's examination of regulations governing commuter operations and upgrading pilot training with emphasis on cockpit resource management programs.

About 170 commuter lines operate nationwide with passenger traffic showing a steep growth curve in the past few years. In 1980, for example, 12.9 million passengers flew commuter lines. By the end of last year, the number had ballooned to 27.2 million.

Tech Study: Quick Use of 'PBE' Could Save Lives

A study by two FAA Technical Center researchers has concluded that passenger use of Protective Breathing Equipment (PBE), such as smoke hoods, could possibly save some lives in a survivable airline accident involving fire, but only if it's donned promptly and in a manner that doesn't slow emergency evacuation. The two Tech Center employees reviewed 20 such accidents between 1967 and 1985 and determined that PBE might have saved 80 to 179 lives. However, they noted that these figures "are very sensitive to assumptions" and a 15-second delay in donning the equipment could actually have resulted in 82 additional fatalities. The report, "Study of Benefits of Passenger Protective Breathing Equipment from Analysis of Past Accidents," is available through the National Technical Information Service, Springfield, VA 22161.

Headquarters

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Plastic Guns *continued from page 1*

voice vote and has additional provisions. It requires that all firearms be as detectable as a 3.7-ounce stainless steel gun. The Senate also wants to require that new, state-of-the-art metal detectors be installed in airports and that toy guns have orange plugs in their barrels to identify them.

Differences in the bills are expected to be ironed out in the next few weeks.

Although no such weapons are now being made, a Florida firm holds a patent to develop plastic firearms, but says it is only interested in selling guns to the military.

The legislation has been prompted by the threat of terrorists smuggling plastic weapons through airport security in the future. It would also try to stop tragedies similar to a California incident when a police officer accidentally shot a youth playing with a laser toy gun because he thought it was real.

Watch Out for Gremlins

Watch out. Computers can catch electronic versions of "viruses." That's the word from the OST Security Office which offers some tips on how to avoid mechanical malaise. Viruses spread from machine to machine by self-reproducing codes and display "symptoms" planned by the perpetrator. Symptoms could be as severe as erasing complete data memory of a computer on a specific date. How do you combat these electronic gremlins? Accept programs only from trusted sources, not from electronic bulletin boards or by borrowing questionable programs. Network administrators should also tightly control access to servers. Always "log off" and turn personal computers or terminals off when not in use. Lock up original master program disks and, if possible, use a copy of the master for downloading programs to computers. If your computer has password protection, use it.

FAA Going 'Full Tilt' for Hybrid Tiltrotor Craft

By December 1992, FAA will be ready to approve provisional certification of a civil version of the V-22 tiltrotor for flight demonstrations. And by late 1995, full certification of a pressurized civil tiltrotor is planned allowing passenger-carrying tiltrotors to go into commercial service in the U.S. —five years ahead of several European nations.

It's part of a five-pronged plan recently announced by Administrator McArtor at an American Helicopter Society convention in Washington, D.C.

The tiltrotor combines advantages of both rotorcraft and fixed wing aircraft and offers new solutions to ease congestion at major airports. McArtor believes it will dramatically change interurban transportation patterns for years to come.

The five-point program underscores FAA's commitment to get out ahead of the future of tiltrotor development and to be ready to meet the future head on. The plan includes:

- Negotiating with the Department of Defense to give the FAA access to engineering and test data to better understand tiltrotor's composite structures, propulsion systems, transmission and hydraulics.
- Accelerating tiltrotor airspace review, finalizing aircraft certification standards, developing flight test criteria and setting up pilot training and certification criteria.
- Establishing a special project office focused exclusively on tiltrotor which will report directly to the Administrator to provide executive-level attention to keep tiltrotor development moving forward, as rapidly and as safely as possible.
- Expanding research and development efforts. Some \$3 million has been allocated to tiltrotor in this next fiscal year's budget. These funds will be spent on development of terminal instrument approach procedures, airborne systems, air traffic control procedures, and vertiport design.
- Stepping-up the schedule for the planning and development of vertiports. FAA is presently developing technical design and construction standards for vertiports and is prepared to provide federal dollars for vertiports planning to local communities.

The Port Authority of New York and New Jersey has taken a lead in pursuing the civil use of tiltrotor. The Port Authority conducted a study of how the tiltrotor might serve the New York region. Its research showed great potential application for tiltrotor in serving the short-haul business markets and in relieving airport congestion in the New York area.



It's a whirlybird...it's a plane...it's a tiltrotor. Administrator McArtor opened an exhibit in the headquarters lobby which highlighted the commercial passenger-carrying potential of the hybrid craft.

Photo by Lance Strozier

2 Selected for Training

This year, two FAAers have been selected to attend special 10-month training programs sponsored by the Department of Defense. David B. Tuttle will attend the Industrial College of the Armed Forces, Ft. McNair, Washington, DC. He is Technical Assistant to the Deputy Associate Administrator for Operations, ADL. Marcos Costilla, Aviation Systems Advisor for FAA's Europe, Africa and Middle East Office, Madrid, Spain, will attend the Air War College, Montgomery, AL.

This is the second year in a row FAA is participating in the training which begins in August. Three FAAers just finished last year's program. They are Richard F. Allen, who was supervisor of the South Operations Division of Southern Region's Air Traffic Division. He attended the Air War College.

Joseph A. Hawkins, who was selected for the Industrial College of the Armed Forces, was manager of the Regulatory Analysis Branch, Systems and Policy Analysis Division, Office of Aviation Policy and Plans at headquarters. John E. Tigue attended the Naval War College, Newport, RI. He was manager of the Engine and Propeller Standards Staff of New England Region's Aircraft Certification Division.

Have an announcement? It takes time to print and distribute each issue of the *Intercom*. Send in your announcements as early as possible, or call x78521, x73432.

Headquarters News



Life in the Fast Lane: On the Road from D.C. to Palm Coast

The shift of the Center for Management Development (CMD) from Lawton, OK, to Palm Coast, FL, has given many Washington headquarters employees the additional option of taking a POV (personally owned vehicle) with them on their training assignments. Portal to portal, the trip takes only about 15 hours, but even so, it should not be undertaken lightly. Here are a few trip tips:

Preparations. For those whose road time in recent years has been logged primarily on commuting



routes or shuttling kids to educational and social functions, we suggest sharpening the ol' hand/eye coordination with a visit to the video games arcade at the local shopping mall. However, under no circumstances get involved in games of chance with the freckle-faced, curly-haired moppets who frequent these establishments, or you could lose all of your travel advance.

Driving Speeds. Although many of the states along the East Coast now have increased the interstate speed limit to 65, those who adhere to this standard still will find most of the traffic passing them by with apparent impunity. Don't let them entice you into breaking the law. At the same time, don't dawdle out there either. When you look in the rear-view mirror and all you can see is the shiny front grill of an 18-wheeler, it can be a pretty unnerving experience.

Enroute Entertainment. Once you lose Harden & Weaver somewhere short of Richmond, forget about getting anything good on the radio and continually twisting the dial is just going to make everyone else in the car nervous. Still you can always pick up stock car racing on a weekend no matter where you are. On the excitement scale, that rates just slightly ahead of dialing the C&P weather line and listening to the five-day forecast.

Taking on Supplies. Sooner or later—in fact, both sooner and later—you will have to pull off I-95 to eat. Our advice: Don't patronize truck stops that

advertise gas and "Eats" in that order, avoid restaurants that promise "all you can eat buffets" since they probably are compensating for something, and lay off the meatloaf wherever you stop.

Pause that Refreshes. Driving the interstates can be pretty dehumanizing, so stop periodically to reestablish contact with the human race. Try those "Visitors Centers" just over every state line. You can collect enough educational reading materials on the South to last a short lifetime. Some also have the latest state-of-the-art audio-visual aids with interactive displays that will give population figures, agricultural reports, and murder rates and even print them out if it thinks you're not smart enough to remember.

One Night Stand. Men and women who don't eat quiche drive straight through to Palm Coast, but others may want to stay overnight along the way, especially if the government picks up the tab. We recommend a 50-mile detour to view the ante-bellum elegance of downtown Charleston, SC, or a stop in Savannah, GA, to visit a similar restored area. However, if you get that far, you might as well keep on going.

Coming Home. Some people go to Florida and never return—a lot in fact—but you'll probably have to come back. Our advice is not to think about it or you might ruin your whole stay at Palm Coast. But don't ask us how you put something like that from your mind. Once you're in Florida, you're on your own.

Thanks to John G. Leyden for his interstate insights.

251 Pounds Lighter

FAAers, who signed up for the eight-week weight watchers program, shed a total of 251.5 pounds. The final scale-in was held June 21 for the 30 participants. The trimming program is so popular that the next set of sessions, which begins July 5, is booked. For info on future sessions, x73406.

Attention Shutterbugs

Win the second annual photo contest at the National Air and Space Museum by snapping the best color or black-and-white shot of the museum's classic collection. Entries are due *August 31*. To enter, call (202) 357-2700. Open to all ages, contest prizes range from \$40 to \$500.