



U.S. Department of Transportation

Federal Aviation Administration

# Headquarters Intercom

## Handicapped FAAer: 'Hand Up, Not Out'



Handicapped Employee of the Year Jesus Aguilera

Special controls enable Jesus Aguilera to drive his car the 20 minutes from his home to the Forth Worth Automated Flight Service Station every morning; artificial limbs keep him mobile at the office; and hard work and a positive attitude helped him get promoted to an area supervisor last year.

Aguilera, who has just been named FAA *continued on page 5*

## News in Brief

**AAS on Target.** FAA's multibillion dollar Advanced Automation System is on target with the awarding of the contract expected in July. Both competitors, IBM and Hughes Aircraft, submitted their "best and final" offers in mid-June.

**Airborne Glasnost.** Aviation enthusiasts will get a rare look at a Soviet MiG-15 fighter during the Emerald City Flight *continued on page 2*

## New 'Monitor Alert' Unsnarling High Altitude Traffic Tie-Ups

The "Monitor Alert" system, which went on line at Central Flow Control at headquarters the last week of June, is a major electronic tool aimed at unsnarling potential airspace traffic jams before they occur.

It will help expedite traffic flow and ease congestion and delays, especially during the busy summer travel months.

Monitor Alert uses both active and stored flight plan information to project traffic movements and predict potential congestion in any airspace sector or terminal area up to eight hours in advance.

It then automatically alerts controllers to potential airborne rush hours so they can take steps to alter traffic flows.

During the three weeks of testing before Monitor Alert went operational, traffic managers from the 20 air route traffic control

*continued on page 5*

## Making Waves



Smoke swirling from this helicopter makes air turbulence visible. It's part of ongoing testing at Atlantic City's Tech Center which is researching the wake vortex characteristics of commercial jet aircraft and helicopters and the impact of weather on turbulence.

## Briefs *continued from page 1*

Festival at Boeing Field, Seattle, on July 16 and 17. The Russian swept-wing craft is one of several foreign air show entries scheduled to perform including the Canadian CF-18 Hornet, their version of the F-18 flown by the Navy's "Blue Angels."

**'Complicated, but...'** DOT Secretary Jim Burnley told a House subcommittee recently that the air traffic control system should be separated from the FAA and the executive branch as the "only way" to permanently free it from "debilitating" red tape. "Although separating the operational side of the FAA from its other functions may be complicated, it can be done, and it is good public policy to do so," he said. But Burnley also stressed that safety regulation and enforcement should remain a government function of the executive branch. "We are more likely to have the safest system possible if the regulation of aviation safety is subject to the checks and balances inherent in being a part of a Cabinet department."

**No More Alligators.** Two air traffic controllers at Yaeger Airport, Charleston, WV, won praise from an airline pilot for helping a crippled craft avert near disaster. It happened in April when an engine exploded in flight on a Piedmont plane. Controllers Jamie Cox and John Stephens calmly and quickly cleared the runway, redirected traffic, and ordered emergency vehicles. The plane landed safely. The captain, who described his situation as being engulfed "in alligators," penned a letter of appreciation: "...you provided a calm voice and welcome help and I really appreciated it. In fact, all the crew and passengers owe you a debt of gratitude and a big thanks. You do good work and should be proud of it."

**Airships on the Rise.** Check out the July issue of *FAA World* for a look at the return of airships; a cover story on aging aircraft and the outstanding job done by Maui controllers in helping to bring in the crippled Aloha jet that sparked the aging aircraft controversy. Also, look for a profile of Deputy Administrator Barbara Barrett and a photographic tour of the Center for Management Development.

**Commuter Crashes.** The National Transportation Safety Board is expected to rule on the probable cause of two commuter crashes at its July 19 meeting. The Board has been investigating fatal accidents involving the Spanish-made CASA commuter plane. Nine people were killed when a Northwest Airlink plane crashed at Detroit on March 4, 1987. Two pilots died in the crash of an American Eagle commuter plane at Mayaguez, Puerto Rico, on May 8, 1987.

**Ahead by an O'Hare.** Chicago's O'Hare Airport continues to edge out Atlanta Hartsfield International in the number of total operations. Latest numbers compiled by ATO-130 show that O'Hare had total operations of 331,112 compared to Atlanta's 322,866 for the first five months of this year. The same trend shows up in the monthly figures. Chicago reported 68,233 operations for May versus 66,526 for Atlanta. In the delay category, however, O'Hare showed a 10% rise in delays for the first five months of 1988 compared to the same period last year. Atlanta recorded a 31% delay drop from the first five months of last year. Weather continues to be the main cause of system delays nationwide.



**In the Mail.** The 1988 *Airway Pioneer* is in the mail to its members. The 154-page book contains articles on the activities of

FAA retirees, the early days of the agency and a directory of members of the Society of Airway Pioneers. The Society is a volunteer, non-profit organization dedicated to CAA, FAA and National Weather Service employees. Some members began their careers installing radio stations and beacons for lighted airways -- for the Post Office's transcontinental air-mail service -- as early as 1924. Copies of the directory are available in personnel and public affairs offices. Interested in more information? Write the society at 28719 Blythewood Drive, Rancho Palos Verdes, CA 90274.

**Improved Training.** Three recent studies of air traffic technical training were the main topic at a two-and-a-half-day meeting at the Aeronautical Center at the end of June. Reflecting Administrator McArtor's "Impact 88" objective of improving training programs, Herb McLure, AHR-1, Keith Potts, AAT-1, and Mac McClure, AAC-1, are developing plans to quickly implement changes recommended by the studies. Representatives from the Air Traffic Service, Human Resource Management, Civil Aviation Medical Institute, and the FAA Academy attended the meeting. An overall implementation plan will be presented to the Administrator in mid-July, and key officials will be briefed.

**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.



Instructor Mark Williams gives directions for a team building project involving employees and managers. The objective was to differentiate between planning a task and carrying it out.



Bert LaCroix (right), an AMS manager, plans strategy with Bruce Morgret of the AMS Employee Participation Group. Working as a team, the AMS EPG won the conference's tower-building competition with a perfect score. They were judged on the building's height, stability, esthetics and efficient use of materials.

## Employee Participation Group Get-Together: "Getting Recharged"

"I'm looking forward to it next year."

"I feel recharged and ready to make a contribution to my employee participation group. Every EPG member should be encouraged to attend."

That's how many of the more than 60 headquarters FAAers felt about the recent five-day EPG training conference which focused on decision-making and problem solving.

The conference included training in group development, member roles, the purpose and operating parameters of EPGs, managing meetings, decision making and problem solving techniques.

On the conference's last day, EPGers were joined by their managers to select projects and action plans for 1988-89.

These shots by DOT photographer Lance Strozier show EPG participants in action. Check the following page for winners of this year's EPG awards.



General Counsel EPG members (left to right) Kathy Yodice, Irene Miels and Leanne Faulkner were some of the creative and hardworking conference participants.

This second annual training was sponsored by the Human Resource Management Division (AHR) and was prompted by the 1986 employee survey. It was conducted by John Leeke Associates.



Bill Tusaie, API, and EPG member Clara Ullmann enjoy a light moment at the conference.



Assemble an aircraft of the future? That's exactly what (left to right) Lou Brown, B.J. Hudson, Jean Watson and "Bart" Bartanowicz did as members of the AVS group. Later manager Curt Maloy successfully assembled the plane based on the group's instructions.

## FAAers Win EPG Awards

Organizations throughout Washington Headquarters were recognized for significant contributions to the Employee Participation Program with awards following the second annual training conference.

The honors were presented by the Administrator's Chief of Staff, Michael Goldfarb.

- Fred Gilmore, Director of the Acquisition and Materiel Service, received the Headquarters Manager's Award for providing superior support to ALG's Employee Participation Group.
- The Headquarters EPG of the Year honor went to the Human Resource Management group. Associate Administrator Herb McLure praised the group for developing a "flextime" program and setting up guidelines for performance standards review.



*Marcia Bisenius receives the EPG Member Award for Outstanding Leadership from Michael Goldfarb. Looking on (left to right) are Nick Stoer, Director, and Ruth Leverenz, Manager of Systems Division, Office of Budget.*



*This resourceful group (left to right), Frank Pirhalla, Susan Reyes, Chris Tart, Brenda Boone, Vivian Grissinger and John Dean, Human Resource Management EPG, received Headquarters EPG of the Year Award.*



*Brooks Goldman (left), Associate Administrator for Administration, accepts the EPG Manager's Award for Fred Gilmore, Director, Acquisition and Materiel Service. It was presented by Michael Goldfarb.*

- Marcia Bisenius, the Office of the Budget's EPG chairperson, received the member Award for Outstanding Leadership. Noteworthy was her work on the employee attitude survey follow-up and improved communications between staff and management.
- Two special awards were presented to employees for providing outstanding support to the program. Harold Alexander, acting manager, Management Development Division, Office of Organizational Effectiveness, received the Special Achievement Award

for overall national guidance and support of the EPG program.

- Gene Weithoner, former Associate Administrator for Human Resource Management, received a Special Manager's Support Award.
- EPG chairpersons from six offices were recognized for contributions to their EPGs. Receiving EPG Member Achievement Awards were: "Bart" Bartanowicz, Office of Program and Regulations Management; Marcia Bisenius, Office of Budget; Alfredia Brooks, Office of Management Systems; Al Mendez, Office of Civil Rights; Jean Watson, Office of Aviation Medicine; and Sylvia Woodcock, Program Engineering Service.

## Big Apple's FSDO Lauded For Polished Performance

The New York Flight Standards District Office has won the 1988 National Flight Standards Field Office Award for its outstanding achievements last year in significantly contributing to aviation safety.

Despite reduced staffing, the office maintained high standards and its operational and airworthiness units completed 100% of their work goals.

The office was also a pioneer in setting up the first Certificate Management Unit for Pan American World Airways.

There were seven runners-up in this year's competition who were singled out for outstanding performances last year.

They are:

- Fairbanks FSDO, Alaskan Region.
- Kansas City FSDO, Central Region.
- Minneapolis ACDO, Great Lakes Region.
- Helena FSDO, Northwest Mountain Region.
- Fort Lauderdale FSDO, Southern Region.
- Dallas/Fort Worth FSDO, Southwest Region.
- Fresno FSDO, Western-Pacific Region.

The Big Apple FSDO and runners-up will receive plaques and certificates in the near future.

## Aguilera *continued from page 1*

Handicapped Employee of the Year remembers the darker days when he went to scores of medical specialists and hospitals trying to find out why he had to endure terrific pain in his legs.

"I did have bad days, and I was mad at the world," he recalls. But with self-determination and help from co-workers, who Aguilera credited with being "empathetic without babying me," he made it through a several-year ordeal.

In 1978, the El Paso native began having trouble with his feet. He thought his shoes were too tight, but soon realized there was something radically wrong. After going to medical specialists for about a year and getting several opinions, doctors told him they were 95% sure he had Buerger's disease -- an affliction rare for younger people that impairs blood circulation to the legs and leaves its victims susceptible to infections and eventually gangrene.

As the disease progressed, both of Aguilera's legs were amputated below the knee in less than a year. Now, special prosthetic devices replace his lost limbs.

Fellow workers at the El Paso Flight Service Station chipped in to buy him special hand controls for his car. That gave Aguilera some independence and self-confidence.

"It was important to have the moral support of co-

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workers, friends and family," Aguilera says, "and not their pity."

The 35-year-old FAAer, who joined the agency in 1975, has worked at stations in El Paso, Abilene and Roswell, NM, and now supervises eight employees at the Fort Worth AFSS. He downplays his handicap. "I consider it a little inconvenience. I don't ask for a handout, just a hand up."

Although Aguilera has received several awards in the past, he was taken off guard when he won this agency-wide honor. Aguilera was called into the station's crew room recently for what he thought was a routine briefing. But his co-workers and Regional Director C. R. "Tex" Melugin were waiting to present him with a commemorative plaque. "It was a surprising shock," he remembers.

Aguilera was selected from nearly 1,400 handicapped employees in the agency nationwide. The award is presented to an employee whose job performance clearly exceeds requirements despite a severe limiting handicap and whose courage and initiative serve as an inspiration to others.

## Monitor Alert *continued from page 1*

centers (ARTCC) got hands-on experience with the equipment at the Washington facility.

Monitor Alert is an addition to the computerized Aircraft Situation Display (ASD) in Central Flow Control. ASD provides traffic managers with a near-real-time visual display of all aircraft operating under instrument flight rules nationally, regionally, or for a specific airport terminal area. The information is provided by more than 100 long-range radars across the country and presented on a TV-like display.

The ASD went on line in Central Flow Control in May 1987. The Apollo computers, the heart of the system, are being installed at all 20 ARTCCs to help traffic managers resolve local and regional congestion problems.

The ASD was installed in the Los Angeles center in February. It played a major role in reducing delays and congestion at Los Angeles International when one of its runways was shutdown for five months for extensive reconstruction work.

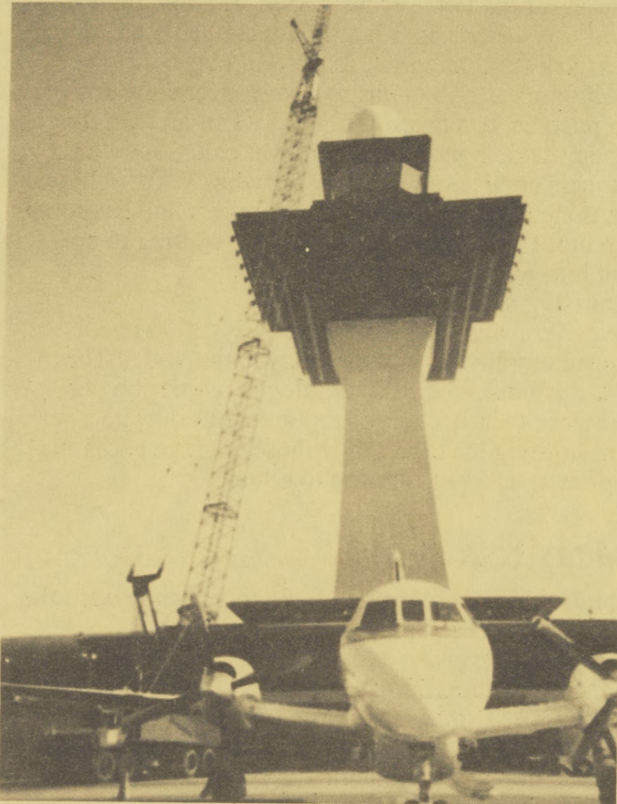
# Headquarters News



## People

**Awards and Rewards.** The Office of the Associate Administrator for Development and Logistics recently held its 8th Awards Ceremony. Associate Administrator Ed Harris presented certificates to employees who earned awards for top performance from January through June. Twenty FAAers also received pins marking three, 15, 25 and 30 years of service to the agency. Congratulations to all!

## 'Tea Cup' Dome



A crane lifts the rigid, spherical "radome" from atop Washington-Dulles International Airport's tower. It was replaced recently with an inverted tea cup dome which gives air traffic controllers improved radar presentation. The spherical dome attenuated the radar signal. The project was managed and coordinated by the Airways Facilities Capital sector.

*Photo courtesy of Norbert Flatnow*

**Coed Softball.** More than 150 FAAers have been donning baseball gear and heading for the Mall's playing fields during the past 11 weeks in FAA's Coed Softball League. The 15-week season is followed by a tournament which kicks off in August.

Eight FAA teams compete with two teams, fielded by the National Transportation Safety Board, and six teams from agency contractors: Systems Engineering Integration, Systems Control Technology, Minority Services, Inc., Logicon and Hughes Aircraft.

Here are the standings after week 11:

Team	Won	Lost
API	10	1
Systems Engineering-East	10	1
ASF	8	3
ALG	7	4
NTSB-East	7	4
AVS	7	4
Logicon	6	5
AAT	6	5
Systems Engineering-West	4	6
Systems Control	4	7
NTSB-West	4	7
Minority Services	4	7
Hughes	3	8
AMS	3	8
ADL	3	8
AHR	2	8

## Upcoming Events

**Leadership Program.** It's not too early for candidates to begin applying for the 1989 Women's Executive Leadership Program. Sponsored by the Office of Personnel Management, it's open to men and women, grades GS-9 through GS-12, and offers a year of special supervisory and managerial training. Selections will be announced in mid-October. Candidates must get the endorsement of their office or service heads to start to develop their application. Headquarters is supporting several nominees this year. For more information, call the Labor Relations and Career Development Branch, x78916.

**Lunchtime Tunes.** Enjoy a musical lunch across the street as the National Air and Space Museum's summer concerts get into full swing on the West Terrace from 12 noon to 1 p.m. Here's the schedule:

- "The Commodores," the Navy's jazz-rock ensemble, *Friday, July 15.*
- "Airmen of Note," the Air Force's "Big Band" sound, *Wednesday, July 20.*
- "Spectrum," Air Force musicians playing Motown oldies and the latest hits, *Wednesday, July 27.*
- "Country Current," Navy musicians serving up bluegrass favorites, country-style, *Thursday, July 21 and July 28.*



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## FAAer's Son Faces Rare Heart Surgery



Victor Foster

Seven-year-old Victor Foster wants to play soccer and he'll have his chance if complicated heart surgery is successful this summer.

Victor, the son of a Tech Center computer programmer, suffers from a rare heart defect which limits his oxygen supply. *continued on page 2*

## News in Brief

**First year.** Administrator McArtor will be on the job one year on July 22. That's the day he officially took the oath of office. He was sworn in at a public ceremony by then DOT Secretary Elizabeth Dole on July 27, 1987.

**'Good Beginning.'** DOT Secretary Jim Burnley called the recently-  
*continued on page 2*

## Four X's, Job Changes Highlight Top Management Reorganization

FAA's top level reorganization, which went into effect July 1 with four new "group vice-presidents" — called Executive Directors — and new "X" routing symbols, has resulted in numerous management changes.

New faces from the agency's regions are now on the 10th floor of FAA headquarters and vacancies at the regional level are being filled.

As announced in June, FAA's new "four X's," executive directors, will reduce the number of officials reporting directly to the Administrator. They are part of an "Executive Committee" which

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*Check the chart on page 3 for a look at the changes.*

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includes the Administrator and Deputy Administrator. It will establish policies and broad technological, operational and managerial concepts to carry out agency programs. They are:

- Robert Whittington is Executive Director for Policy, Plans and Resource Management (AXA).
- Wayne Barlow, former Northwest Mountain Regional Director, is Executive Director for System Operations (AXO).
- C.R. "Tex" Melugin, former Southwest Regional Director, is

*continued on page 3*

## Stricter Life Vest Rules Proposed

FAA has proposed new standards for life vests, flotation cushions, and life rafts to make them easier to put on and use.

Also proposed is the elimination of a provision in the regulations that allows some aircraft to operate without vests or flotation cushions.

The proposed rule would require that life vests be specifically designed for children and infants. All life vests would have to be equipped with automatically activated locator lights.

It would mandate that all life vests carried aboard aircraft have uniform means of attachment, donning procedures and inflation. They would have to be stored in an approved pocket which allows the passenger, using only one hand, to readily locate the pocket, open it, grasp the life preserver, and pull it out.

Evacuation slides would have to be installed at floor level exits

*continued on page 2*

## Surgery *continued from page 1*

When he was just three months old, Victor was diagnosed as missing one of four heart chambers. His pulmonary artery and aorta are transposed and there is a hole between two chambers. The defect has limited Victor's abilities. Although he tries to remain active, he tires easily because of insufficient oxygen in his blood.

Tim Foster, Victor's dad who is a 13-year veteran of the Atlantic City facility, says the early prognosis for his son was grim. Originally, doctors said Victor would need a heart transplant. But a new, complicated procedure, performed at just a handful of American hospitals over the past few years, offers new hope.

After numerous medical opinions and research by Victor's family, they decided to have reconstructive surgery in Boston's Children's Hospital. The surgery, which is set for mid-August, involves a team of cardiac specialists in a delicate 12- to 15-hour "Fountaine Procedure."

Doctors plan to reconstruct Victor's heart into two chambers -- one for blood inflow and one for blood outflow.

There is a slim chance Victor won't be eligible for the surgery after a battery of pre-operation tests, but Victor's family and friends are hoping for the best.

Victor could stay in the hospital for eight weeks or more following surgery.

Although medical insurance will pay for the expensive procedure, Tech Center co-workers have set up a fund to help the family defray travel and lodging costs while they are in Boston. Employees have also been donating leave time to Victor's dad.

If successful, Tim Foster says his son should be able to participate in little league and other sports just like his older brother who plays basketball and competes in track and swimming events.

Victor's dream is to play soccer.

## Briefs *continued from page 1*

announced agreement between Eastern Air Lines and its labor unions "a good beginning" with the potential to "reduce substantially" the threat to safety from the labor-management discord. After the safety probe by FAA and DOT's financial investigation, which wrapped up in May, Burnley asked former Labor Secretary and Senator Bill Brock to try to get Eastern's management and unions to open up lines of communication. In a pact announced on July 6, the parties agreed to set up national and local safety committees of management, union officials and possibly outside arbitrators. Brock expressed hope that the airline and its workers will keep talking. If they do, "it will be a remarkable testimony to a newly-

evolved commitment to communications, and mutual respect." But, he cautioned, "there is precious little time to build such a climate."

**30 Candles.** The Technical Center celebrates its 30th birthday this month. In addition to its long list of innovative research and development projects, the Atlantic City center has seen its share of dignitaries including Princess Grace of Monaco who was en route to the her family's cottage in Ocean City in July, 1967. And this tidbit from the March 21, 1967 Tech Center *Intercom*: "When FAA (Federal Aviation Agency) becomes the Federal Aviation Administration on April 1, everyone will carry on as usual."

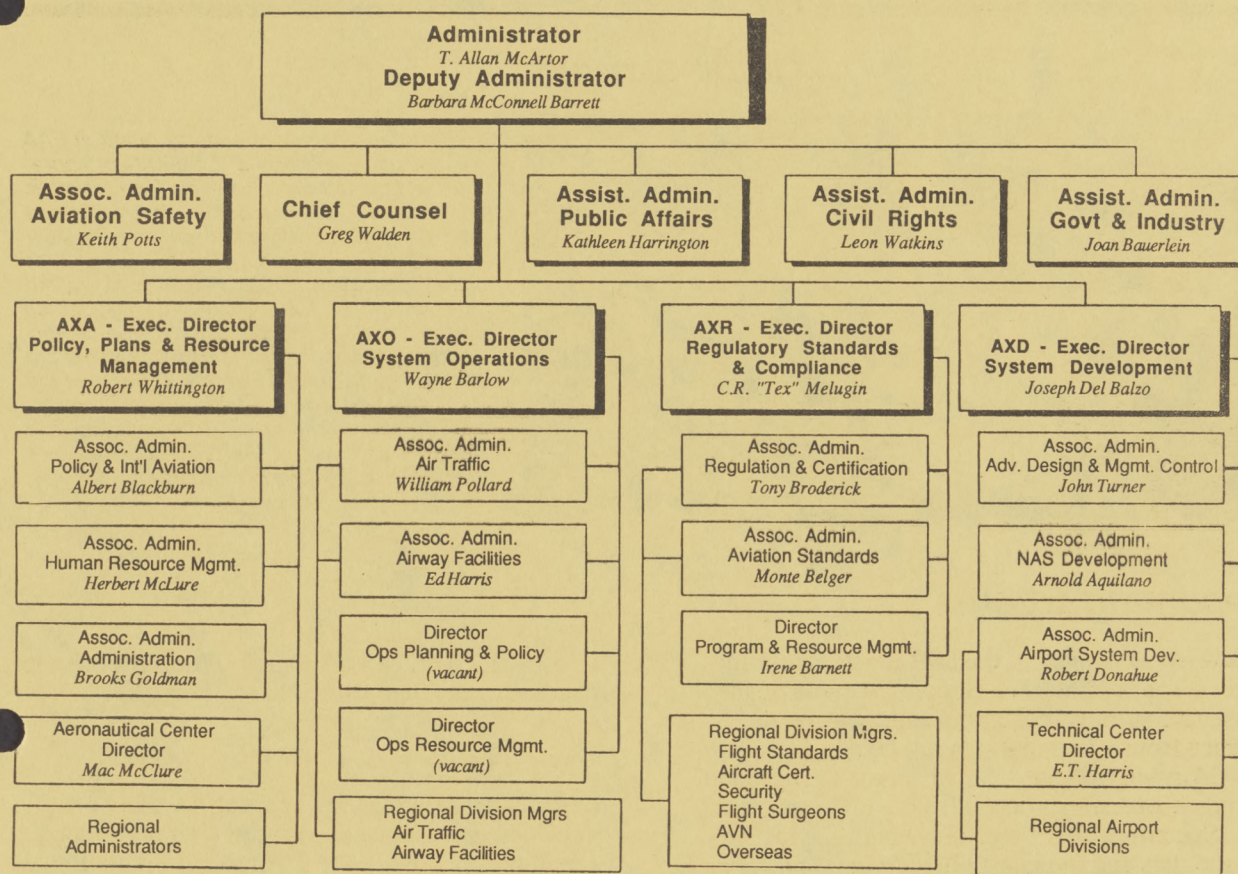
**Vacancies Re"VAMP"ed.** Most agency-wide job vacancies will be available on microfiche beginning in July. Known as VAMP (Vacancy Announcement Microfiche Program), it has been successfully tested and will be a faster and less costly way to announce job openings. Each office will receive a weekly package consisting of a printed index and the microfiche announcements. Locations without microfiche readers can request "hard copies" when needed from Human Resource Management Divisions. Any questions? Contact Ms. Rita Morgan, APT-200, FTS 267-8042. For FAAers in headquarters, a microfiche reader/printer is conveniently located in room 516.

**More 'Black Boxes.'** The agency has expanded the flight data recorder (FDR) and cockpit voice recorder (CVR) requirements for commuter airlines to bring them closer to rules already in effect for large air carriers. Under the rule, CVRs will be required on all multi-engine, turbine-powered commuter and air taxis and helicopters that seat more than six passengers and have a two-pilot crew. The rule also mandates digital FDRs on certain larger commuter craft including new and in-service multi-engine, turbine-powered airplanes and helicopters capable of carrying 20 passengers or more. Compliance is required within three years. Upgraded FDRs will also be required on certain larger general aviation aircraft. Administrator McArtor called the equipment "invaluable accident investigation tools" that have led to numerous improvements in safety.

## Life Vests *continued from page 1*

and be designed so they can be used as emergency flotation devices. That includes requiring them to have a positive buoyancy when extended, be equipped with quick-release devices and have handholds along the sides.

## Who's Who at FAA



This chart shows FAA's new reorganization and how it operates under four Executive Directors.

## Management Changes *continued from page 1*

Executive Director for Regulatory Standards and Compliance (AXR).

- Joseph Del Balzo, former Eastern Regional Director, is Executive Director for System Development (AXD).

Other changes include:

- Abolishing the post of Associate Administrator for Development and Logistics and transferring its Systems Management Service and Program Engineering Service to the newly set up Associate Administrator for Airway Facilities. Edwin Harris, the former ADL-1, fills the new post.

- Reconfiguring the post of Associate Administrator for Aviation Standards and establishing an Associate Administrator for Regulation and Certification. Monte Belger moves in from his post as Deputy Director of the Great Lakes Region to take the Aviation Standards job. Anthony Broderick, who formerly had that title, assumes responsibility for Regulation and Certification.

- John Turner, former Systems Engineering Service Director, has been named to the newly-created Associate Administrator for Advanced Design and Management Control position.

- Arnold Aquilano has been named to the new post of Associate Administrator for NAS Development. He is the former Systems Maintenance Service Director.

- Keith Potts takes over an expanded position as Associate Administrator for Aviation Safety. Named to Potts' previous post as Associate Administrator for Air Traffic is William Pollard, former Great Lakes Regional Director.

- Tim Forté is the new Great Lakes Regional Administrator. He was formerly Deputy Regional Director of the New England Region

- Jerry Chavkin is the new Regional Administrator at Western-Pacific. He was formerly Central Regional Deputy Director.

# Headquarters News



## Helping Hand



Porshia Anderson, a security guard at FAA headquarters, receives a "Certificate of Appreciation" from top security people for assisting in the birth of FAA's first baby. Porshia helped Mrs. Curnita Mills deliver her son when the stork arrived unexpectedly on May 4 in a first floor ladies' room. Mrs. Mills is a teacher's aide at the day care center. It is believed to be the first birth in the building's almost quarter-of-a-century history. Presenting the award to Porshia are (left to right) John P. Flaherty, Director of the DOT Office of Security; Jeffrey Salter, who is in charge of security at the FAA building; and John Kerns, chief of the Office of Security's Physical Security Division. Hill's Capitol Security, Inc. gave her a cash award.

## Upcoming Events

**Munch to Music.** A musical lunch across the street? That's right. The National Air and Space Museum's summer concert is underway on the West Terrace from 12 noon to 1 p.m. Here's the schedule:

- "Airmen of Note," the Air Force's "Big Band" sound, *Wednesday, July 20.*
- "Spectrum," Air Force musicians playing Motown oldies and the latest hits, *Wednesday, July 27.*
- "Country Current," Navy musicians serving up bluegrass favorites, country-style, *Thursday, July 21 and July 28.*

**TSP Deadline Closing In.** 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.

**WEL Program.** Candidates should begin applying for the 1989 Women's Executive Leadership Program. Sponsored by the Office of Personnel Management, it's open to men and women, grades GS-9 through GS-12, and offers a year of special supervisory and managerial training. Selections will be announced in mid-October.

Candidates must get the endorsement of their office or service heads to start to develop their application. Headquarters is supporting several nominees this year. For more information, call the Labor Relations and Career Development Branch, x78916.

**Cash for Good Photos.** 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 Au-

gust 31. To enter, call (202) 357-2700. It's open to all ages. Prizes range from \$40 to \$500.

## Goal Reached

Headquarters FAAers are sporting a variety of agency emblem-emblazoned sportswear and helped the members of FAA's 1988 Corporate Sports Battle Team raise \$3,500 to enter the competition. Team members were selling FAA T-shirts, jogging outfits and hats to get enough money for the entry fee.

Stay tuned to find out how the squad fared in the running and swimming competition. FAA is the only federal agency to field a team from among more than 40 corporations in the metro area.

For those who missed out on buying FAA gear, contact Ken Meier, x79914.

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Federal Aviation Administration

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## FAA Representative Going 'Down Under' – Beijing Next

Sprinting kangaroos and furry-faced koala bears in FAA's future? That's on the immediate horizon as the agency prepares to open a new international office in Australia. It's part of a plan to expand the FAA into Asia -- the world's fastest growing civilian aviation market.

The mid-August debut of FAA's Canberra office is expected to be followed by an office in Beijing, the People's Republic of China, and possibly one in a location yet to be determined which would serve as a "hub" operation similar to the current Brussels office.

Named to head the Australian operation as an FAA representative is Freddie Laird, who has spent several weeks at briefings by top officials from the agency, DOT, Departments of State and

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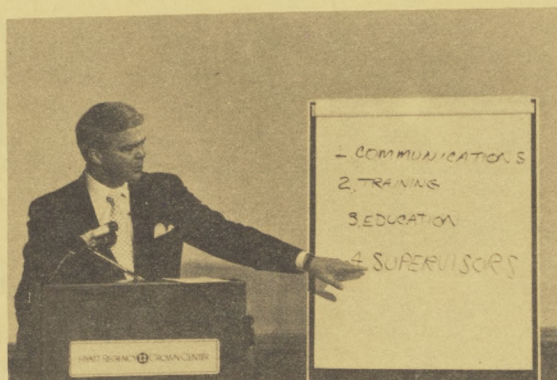
Getting briefed for a "down under" assignment: (left to right) Al Blackburn, Associate Administrator for Policy and International Aviation; Freddie Laird, FAA's new Australian representative; Dale McDaniel, Deputy Associate Administrator for Policy and International Aviation; and Tom Messier, Director, Office of International Aviation.

*Photo by Bob Laughlin*

## News in Brief

**James Dow Dies.** Former FAA Deputy Administrator and Acting Administrator James E. Dow died July 10. See page 4 for an overview of his 33 years with the agency.

**Flying Jailbirds.** Controllers in Albuquerque, NM, kept things running smoothly as police helicopters chased prison escapees. Turn to page 5 for the details.



Administrator McArtor makes a point during a recent Focus Group meeting in Kansas City. Security inspectors participate in the next Focus Group conclave in Nashville, July 20-22. For more photos, see page 3.

*Photo by Bob Raynesford*

**Two Runways.** The Regional Airport Authority in Louisville, KY, recently unveiled plans to build two parallel north-south runways at Standiford Airport. The project's pricetag is \$300 million.

**New Airports.** A new \$21 million general aviation airport has opened in Fort Worth, TX, and another is set to debut in about 18

*continued on page 2*

## Briefs *continued from page 1*

months. On July 2, Spinks Airport, south of the city, was dedicated. Just a week later, on July 9, Administrator McArtor took part in groundbreaking ceremonies for the Fort Worth Alliance Airport. This one will be north of the city and will serve general aviation and cargo. Construction started the same day on the \$25 million facility.

**Complaints Down.** Consumer complaints against airlines dropped dramatically in June, falling 70% below the number reported in June 1987. Complaints reported to the DOT in June totaled 1,707, down from last June's 5,777 -- the lowest in 16 months. The nation's 14 largest air carriers reported that 81.9% of their flights operated on time in May. That excludes mechanical delays and is the second best monthly performance since DOT began collecting flight data last September. April was the best month with an 82.6% on time showing.

**'SAFE' Meeting.** For the third time this year, the Project "SAFE" Clerical Administrative Task Team has met to develop job descriptions, job task listings, performance standards, KSAOs, training plans, handbooks and career progression systems for Flight Standards clerical and administrative field office positions. The group, which met in Washington, D.C., in late June, consists of headquarters, regional and field employees from Human Resource Management and Flight Standards divisions. SAFE stands for Safety Activity Functional Evaluation.



SAFE team members: (left to right) Beth Pasquale, AWP-14C; Karen Cannon, AGL-FSDO-65; Winnie Gee, ASO-212C; Hortense Vick, AGL-FSDO-62; Elva Waterman, AWP-FSDO-05; Rita Lutz, AFS-6; Norma Milinski, AWP-FSDO-07; Janet Schiavo, AEA-FSDO-11; and Tonya Leibold, ACE-FSDO-63. Not shown is Ronald Oldham, ACE-290. Photo by Lance Strozier

**By Gosh, Oshkosh, Again.** Another year has rolled around, and it's time for the 36th annual Oshkosh Experimental Aviation Aircraft International Fly-In in Oshkosh, WI. It will run from July 29 to August 5 at Wittman Field. This year's theme is "The World of Sport Aviation." FAA will be well-represented with aviation education booths and a

contingent of air traffic controllers to keep the thousands of often unique craft moving in the air and on the ground.

**Zeroing in on Brakes.** FAA is developing guidelines for brake wear level on all transport aircraft following an incident in May at the Dallas-Fort Worth International Airport. An American Airlines DC-10 aborted takeoff when warning lights indicated the plane's wings were not properly set. Eight of the craft's 10 brakes failed. The plane was traveling 100 miles an hour when it crossed the end of the runway, according to the National Transportation Safety Board. Eight people were injured when the plane plowed to a stop 1,000 feet later. FAA is also studying the possibility of issuing an Airworthiness Directive on DC-10 brakes.

**Getting X's on the Line.** Here are the phone numbers for the four new Executive Directors at headquarters. Robert Whittington, Executive Director for Policy, Plans and Resource Management, AXA-1, 267-9111; Wayne Barlow, Executive Director for System Operations, AXO-1, 267-8181; C. R. "Tex" Melugin, Executive Director for Regulatory Standards and Compliance, AXR-1, 267-3131; and Joseph Del Balzo, Executive Director for System Development, AXD-1, 267-7111. These numbers are FTS when prefixed with an 8 and commercial with the (202) area code.

**San Diego Alumni.** The San Diego TRACON is planning two days of parties and events this fall to mark the facility's 30th birthday. All alumni and their families are invited to the golf tournament, beach party, open house and banquet on Friday, September 30, and Saturday, October 1. For more information, call FTS 895-6545.

**Drug Testing Expansion.** DOT has proposed drug testing for more than 350,000 workers in sensitive safety transportation positions. The Notices of Proposed Rulemaking would provide rehabilitation opportunities for those using illegal drugs. Under the proposal, transportation systems that fail to implement a drug testing program would lose federal funds. Affected would be some 108,000 vehicle operators and maintenance personnel in mass transit systems, an estimated 131,700 seamen on commercial vessels and about 116,500 pipeline employees of companies that transport natural gas and other hazardous liquids. Similar rules already are pending for employees of commercial aviation companies.

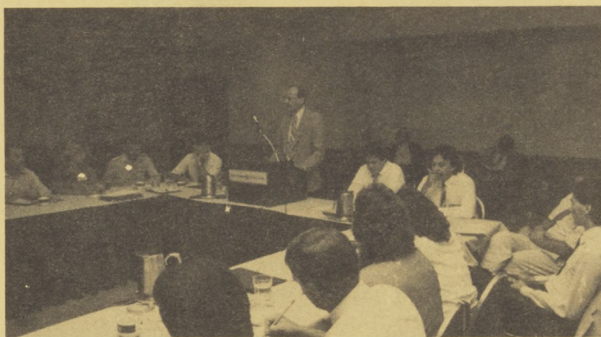


Administrator McArtor took the old saying, "the buck stops here," and turned it around at the Focus Group Meeting in Kansas City, June 22-24. Here he pulls a dollar bill from his wallet. During the session, employees of an air traffic tower said they'd been trying to get a pair of binoculars for their station with little luck. When someone initiated a collection for the magnifying specs, McArtor put in his 100 cents worth and promised that the binoculars would be on the way soon.



Doug Pearson of the Jacksonville ARTCC was one of several employees to give opinions and suggestions during the meeting.

## Air Traffic Focus Group 'Reunion' In Kansas City



Deputy Associate Administrator for Air Traffic Norbert "Nobby" Owens talks to employees at the Kansas City "reunion." It was the second Air Traffic get-together.

## Australia *continued from page 1*

Commerce and National Oceanic and Atmospheric Administration in Washington and the FAA Western-Pacific Regional office before he heads "down under."

Laird, 45, is no stranger to the area. From 1966 to 1971 he was an Air Force civilian flight instructor, test pilot and drone controller and flew reconnaissance missions in Southeast Asia from Thailand.

The Australian FAA office, which will be located in the nation's capital city in the southeast corner of the continent, has a far flung territory across the southern Pacific. It includes New Zealand, Papua New Guinea, Fiji, Solomon Islands, Republic of the Marshall Islands, Republic of Palau and the Federal States of Micronesia.

Laird is the third FAA representative in the Asia-Pacific area in addition to those in Tokyo and Singapore.

During his 20 years of federal service, Laird has been an air traffic controller in Shreveport, LA, and has won recognition for past controller performance.

In Nashville, he served as principal aviation safety inspector for commuter and air taxi operators before spending six years in Washington headquarters.

At headquarters, Laird was an advisor for aviation safety regulations for the Associate Administrator for Aviation Standards. Since 1986, he has been with the Aeronautical Center in Oklahoma City. There he managed the Examinations Standards Branch which prepares all airmen written exams and associated training materials.

In his new post, Laird will be responsible for working with foreign aviation officials in the south-

ern Pacific on a wide range of issues including aviation safety, security, aircraft manufacturing, air traffic, accident investigation and airport improvement.

## 'Lindbear' Lands in Paris

An 11-year old California boy flew to Paris on Bastille Day, July 14, retracing the steps of his hero, Charles Lindbergh.

Christopher Lee Marshall arrived at Le Bourget airport holding his teddy bear -- appropriately named Charles "Lindbear."

Last year, when he was 10, Marshall became the youngest pilot to fly across the United States.

Marshall was accompanied by an adult co-pilot, Randy "Duke" Cunningham. Cunningham, 47, a retired Navy pilot, flew 300 combat missions in Vietnam.

**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.

## Former FAA Deputy Chief James E. Dow Dead at 67

James E. Dow, a former Deputy Administrator and Acting Administrator, died July 10 at Chicago's O'Hare International Airport of congestive heart failure.

The 67-year-old Fairfax, VA, resident spent 33 years with FAA and was the agency's Deputy Administrator from August 1974 to March 1976. He



James E. Dow

also served as the Acting Administrator for eight months in 1975. When Dow retired in March 1976, President Gerald Ford issued a statement praising his leadership and noting that his "many contributions... will provide continuing improvements in aviation service for years to come." Following his retirement, Dow opened his own aviation consulting company with offices at Dulles Airport. In 1977 he took a post with the International Civil Aviation Organization (ICAO) and spent one and one-half years in Jordan and three and one-half years in Indonesia assisting those countries in the development of their aviation systems. He retired to private life in 1982.

Dow began his FAA career as an air traffic controller in 1943 and spent 13 years working in various facilities in the Midwest. He then transferred to Washington headquarters where he became increasingly involved in technical programs designed to upgrade the nation's air traffic control system through the introduction of long range radar and data processing.

In 1961 he switched to a management post in the Research and Development Service and later established and directed the office that implemented FAA's first systemwide air traffic control modernization program. He later served as FAA's Budget Director and Associate Administrator for Administration before being nominated by President Nixon to the Deputy Administrator's job.

A native of East Machias, ME, Dow was graduated from the University of Maine with a BS degree in education. He also spent a year at Princeton's Woodrow Wilson School of Public and International Affairs as part of an FAA management development program. His numerous government awards include the FAA Meritorious Service Award and two De-

partment of Transportation Meritorious Achievement Awards.

He is survived by his wife Shirley R. of Fairfax. He also has three married daughters, Peggy Costello of Springfield, VA; Nancy Shaw of Woodbridge, VA; and Kathryn Dow-Wilson of Burke, VA. He also leaves five grandchildren, as well as a sister, Linda Bagley of East Machias, ME.

## New Routing Symbols

Several new routing symbols have been created for positions in the agency's reorganization.

Here are the symbols for several new positions and the names of those who are currently acting in the new organizations.

- Robert Whittington, *AXA-1*, Executive Director for Policy, Plans and Resource Management.
- Wayne Barlow, *AXO-1*, Executive Director for System Operations.
- C. R. "Tex" Melugin, *AXR-1*, Executive Director for Regulatory Standards and Compliance.
- Joseph Del Balzo, *AXD-1*, Executive Director for System Development.
- Keith Potts, *ASF-1*, Associate Administrator for Aviation Safety.
- William Pollard, *AAT-1*, Associate Administrator for Air Traffic.
- Ed Harris, *AAF-1*, Associate Administrator for Airway Facilities.
- Tony Broderick, *AVR-1*, Associate Administrator for Regulation and Certification.
- Monte Belger, *AVS-1*, Associate Administrator for Aviation Standards.
- John Turner, *ADM-1*, Associate Administrator for Advanced Design and Management Control.
- Arnold Aquilano, *AND-1*, Associate Administrator for NAS Development.

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### Headquarters Intercom

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Lennie Maginnis, Art Director

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## Jailbirds and Whirlybirds: New Mexico Controllers Keep Things Cool During Airborne Police Chase

It looked like a scene from a cops and robbers movie to New Mexico air traffic controllers, but it wasn't.

It was real life drama that unfolded during the morning of July 11 at the Albuquerque International Airport. Steve Roberson and Don Schroeder, air traffic area supervisors with more than a decade of FAA experience each, say this is the first time they were involved in a chase with airborne jailbirds.

Shortly before 10 a.m., a helicopter landed in the yard of a state prison 50 miles to the north near Santa Fe and plucked three inmates from amid gunfire.

Soon the craft, an Aerospatiale Gazelle, was pursued by a Customs Service helicopter and fixed wing craft and an Albuquerque Police helicopter.

It first landed at a small airport 25 miles south of Albuquerque, but was surprised by state police. One inmate was wounded and captured. Another fled before the helicopter pilot took off again with the third prisoner. "The chase went in all directions, it was erratic," remembers Roberson who was in the radar room monitoring the craft.

For almost an hour, the renegade chopper flew within a 10- to 15-mile radius of the airport as controllers kept radio contact with the chasing Customs and police craft.

## New Compensation Plan For International Flights

DOT has proposed a compensation plan that would permit full recovery of economic losses suffered as a result of passengers being killed or injured in international aircraft accidents.

Transportation Secretary Jim Burnley sent the plan to the Senate and asked that it reconsider Montreal Protocols 3 and 4 to the 1929 Warsaw Convention. In 1983, the Senate failed to approve the provisions by the necessary two-thirds vote.

The new proposal would: Create a private insurance program with unlimited recovery per passenger for economic damages, subject only to a limit of \$500 million per incident, per aircraft. Set up a passenger fee of \$5 or less per round trip international ticket bought in the United States to be collected by air carriers and paid to a private insurance fund. Establish claim and claim evaluation procedures and promote prompt settlement of claims for passenger injury or death. The plan would not pay punitive damages or claims for pain and suffering.

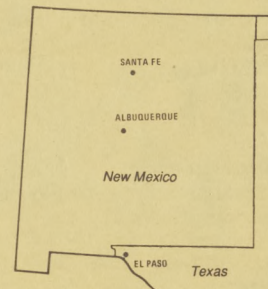
Based on their conversations with police, controllers safely re-routed regularly scheduled airport traffic to keep it out of the path of the chase.

The drama finally ended when the chopper, low on fuel, landed on a ramp in the west area of the airport. The third inmate was captured. The prisoner who fled when the helicopter first touched down was later apprehended after authorities tracked his footprints along the Rio Grande River.

Police were investigating the incident and the pilot, who claimed he was a hostage on the helicopter, which had been chartered earlier in the day from El Paso, TX.

"We feel real good," says Roberson. "The controllers did an excellent job. Customs officials called us to thank us for our help."

The prisoners are serving lengthy terms for murder, armed robbery and larceny.



## 'Wrong Way' Does It Right -- In Style, 50 Years Later

Exactly 50 years after he left New York for California in a single-engine plane and flew to Dublin by mistake, Douglas "Wrong Way" Corrigan returned to Ireland again -- this time in style.

The aviator, who misread his compass and flew east instead of west, was treated to a more comfortable journey in the first class section of an Aer Lingus 747 and accompanied by the airline's chief executive officer.

The New York-Dublin flight landed in the Irish capital on Monday, July 18 -- 50 years after his headline-making event.

Corrigan, now 81, became an instant worldwide celebrity in 1938 when he left Floyd Bennet Field in New York for the west coast.

He and his small Curtiss Robin plane ended up at Baldonnel Aerodrome near Dublin to the astonishment of Irish officials.

"Wrong Way" received 250 cables of congratulations from leading figures including Henry Ford and Howard Hughes. "People were glad I didn't get wet," he reportedly said after landing.

Both Corrigan and his plane later returned to the United States on a ship.

# Headquarters News



## Softball Update

Here are the standings for FAA's Co-ed Softball League at the end of week 13. The 15-week season is followed by a tournament which kicks off in August.

Eight FAA teams compete with two teams, fielded by the National Transportation Safety Board, and six teams from agency contractors: two from Systems Engineering Integration, Systems Control Technology, Minority Services, Inc., Logicon and Hughes Aircraft.

Team	Won	Lost
API	12	1
Systems Engineering-East	12	1
ASF	10	3
NTSB-East	9	4
AVS	8	5
ALG	7	5
AAT	6	6
Logicon	6	7
Systems Engineering-West	6	7
Minority Services	6	7
Systems Control	5	8
NTSB-West	4	9
AMS	4	9
Hughes	3	10
ADL	3	10
AHR	3	10

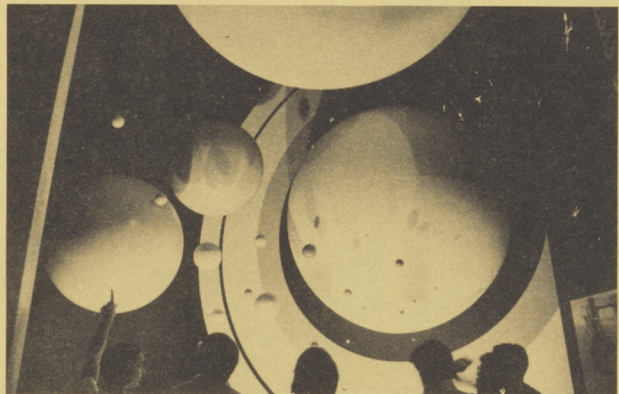
## Upcoming Events

**Computer Users.** FAAers are invited to a Computer User Group meeting at 1:30 p.m., *Thursday, July 28* in the FAA auditorium. The "Office Automation Forum" will feature ideas on resources, short-cuts, customizing a computer and how to work with printers. The AMS-350 sponsored meeting will be followed by a question and answer session. A free diskette with a software sample will be given out. Need more information or interested in sponsoring an upcoming meeting? Contact Diane Sparkman, x79907.

**PMRS Briefings.** The Employee Relations and Career Development Branch, AHR-140, will be available to hold briefings on the Performance Management and Recognition System (PMRS). They will consist of a PMRS general overview followed by questions and answers. For more information, contact your office training coordinator or Lisa Breland, x79974, no later than *July 28*.

**TSP Deadline Closing In.** 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.

**Cash for Good Photos.** 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 collection. Entries are due *August 31*. To enter, call (202) 357-2700. It's open to all ages. Prizes range from \$40 to \$500.



One of last year's winning photos.

## FAA's 'WEL' Program

FAA Headquarters will support several nominees for the fiscal 1989 Women's Executive Leadership Program (WEL). Sponsored by OPM, it is open to both men and women at grades GS-9 through GS-12. It offers a year-long program of supervisory and managerial training and development to high-potential participants. Its purpose is to help them become optimally equipped for future opportunities as federal supervisors and managers.

Although OPM will formally announce the program by mid-October, it's not too early for interested candidates to seek the endorsement of their office/service heads and start to develop their submission package.

Criteria for program consider include a written statement by the candidate describing his or her career goals, efforts made toward attaining those goals and reasons for wanting to participate in the program. An interview by an FAA Headquarters panel may also be required.

For more information, call the Labor Relations and Career Development Branch, x78916.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## News in Brief

**New Radar.** A \$271.6 million contract has been awarded for the new ARSR-4 system. See page 3.

**Doppler Test.** The agency is running operational tests on the new terminal Doppler weather radar at Denver's Stapleton International Airport through August 31. The evaluation, which began July 2, has detected several high velocity air current "microbursts" - information which air traffic controllers relayed to airline pilots. One microburst prompted pilots of five airliners to delay landing. The evaluation is being conducted using the Doppler test facility located at nearby Buckley Air National Guard base. The system is operated from 12 noon to 7 p.m. daily.

**Good Sports.** FAA Headquarters athletes moved up several notches in the annual "Corporate Sports Battle" and raised money for the Special Olympics, too. For details, see page 4.

**Pay Raise Update.** The House and Senate are expected to iron out differences in legislation which would boost most federal employees' paychecks by 4% next January. Both have passed 4% increases,

*continued on page 2*

## Young Cosmonauts



Franklin Lane, an FAA aviation safety inspector trainer in the pilot's seat, shows Soviet "Young Cosmonauts" how a 727 takes off in a simulator at the Mike Monroney Aeronautical Center. They were among 15 Russians who "rode" the simulator and were in Oklahoma City for the recent International Young Astronauts Conference. To show their appreciation, they presented center staff with a "Glavcosmos" banner autographed by Aleksei Leonov, the first person to walk in space. Glavcosmos is similar to NASA. Leonov was in Oklahoma City for the conference to which he had been invited several years ago by hometown Astronaut Tom Stafford. They were commanders on the joint Apollo-Soyuz mission.

*Photo By Jean Hunter*

## Searching For Disaster Clues 14,000 Feet Down

An ambitious project to lift the wreckage of an aircraft from 14,000 feet underneath the ocean could yield valuable clues to what caused a fire aboard a South African Airways jet that crashed last year.

The South African government has asked FAA, other U.S. government agencies and Boeing, the plane's manufacturer, to help in the search with sophisticated electronic gear in mid-September. The agency has tentative plans to send an FAA expert to help identify parts of the 747-200 B combi which crashed last November on its approach to the island

of Mauritius.

Investigators are searching for clues to the source of the inflight fire, the extent of preimpact damage to the plane, and reasons for the craft's loss of control.

The agency is already proposing new fire safety regulations for all cargo/passenger combination aircraft.

If the project succeeds it would set a new world record for aircraft recovery. It is expected to take about 20 days, but could last as long as 40 days.

*continued on page 3*

## Have Questions About Agency Reorganization?

A special transition team has been set up to help implement the agency's top management changes, field questions from FAAers affected by the changes, and coordinate transition activities.

The following people have been assigned to smooth the transition within their organizations:

- Executive Director for System Development (AXD) – Freida Johnson, 267-7111.
- Executive Director for Policy, Plans and Resource Management (AXA) – Ann Tucker, 267-9111.
- Executive Director for System Operations (AXO) Charlie Collier, 267-8181.
- Executive Director for System Development (AXD) – Anita Tripp, 267-9653.
- General Counsel (AGC) – Emily Trapnell, 267-3773.
- Associate Administrator for Aviation Safety (ASF) – Marisue Prince, 267-9617.
- The Office of Management Systems, through Mike Evans, 267-8060, is coordinating the overall effort.

### Briefs continued from page 1

double the amount proposed by the White House. The House version would deny the increase to all federal employees who make \$72,500 or above while the Senate version would exempt only members of Congress. There are still several legislative hurdles before next year's pay raise is approved.

**Biggest 'Snapshot.'** Operation "Snapshot" sent its biggest team – 13 – to Boeing Commercial Airplane Company's fabrication division in Auburn, WA, for a recent seven-day inspection. As of early July, FAA has completed 57 Snapshot inspections toward its goal of gathering data from 160 inspections. Announced in September 1987, Snapshot is a comprehensive evaluation of civil aircraft manufacturing to pinpoint significant trends which may impact on safety and require further action. It's also part of the "Impact 88" program.

**Controllers Cleared.** A federal judge has ruled that Navy air controllers had no responsibility for the crash of an Air New Zealand passenger jet in Antarctica nine years ago, killing 257. The DC-10 was on a sightseeing flight in November 1979 when it crashed into a mountain. The judge ruled there was no negligence on the part of controllers. Relatives of 16 crew members were seeking damages from the United States.

**Near Midairs, Errors Down.** Near midair collision reports (NMACs) and air traffic controller errors dropped significantly in the first six months of 1988. NMAC reports dropped 27% in the January-June period, when compared with the same months in 1987. Operational errors by controllers were down by 19%. The agency received 366 pilot reports of near midair collisions compared with 500 for the same period last year. Incidents involving at least one air carrier aircraft – including commuter and air taxis – were down from 223 in the first half of 1987 to 165 this year. The number of controller operational errors dropped from 635 in the first half of 1987 to 518 this year. In addition, the number of runway incursions during the first quarter of 1988 was down 27% when measured against the first three months of 1987. Six-month data on incursions is not yet available.

**Few Positives.** FAA's drug testing program has produced few positive results. Of the 28,851 tests performed during periodic medical exams on FAA employees since the drug testing program began in February 1987, there were 33 positive results – or about one-tenth of 1%. A higher rate, but still less than 1%, tested positive among 6,597 FAA job applicants. Since the random testing was started in September 1987, of the 2,433 FAAers tested, only 18 have been positive – less than 1%.

**Election Results.** Steve Bell, a controller at the New York TRACON, was elected president of the National Air Traffic Controllers Association (NATCA), the union representing controllers. Bell will serve a three-year term. Seven regional representatives were also picked July 19. They are: Will Faville, Alaskan; Gary Molen, Northwest Mountain; Ed Mullin, Southwest; Dan Brandt, Central; Joseph Bellino, Great Lakes; Rick Bamberger, Western-Pacific; and James Breen, New England. Results of several run-off elections are expected to be announced on September 2 for positions of Eastern and Southern representatives and executive vice president.

**Missing Digit.** Last week, *Intercom* reported the latest results of DOT's latest tally of consumer complaints against airlines for June, but a digit was missing. For the record: Complaints for June – 1,707 – were down 70% from June of last year – 5,774.

## \$271.6 Million Contract Awarded for Advanced Radar

FAA has awarded a multi-million dollar contract for 40 advanced technology, three-dimensional, long-range radars.

First delivery is scheduled for late 1991 with all equipment expected to be in place and operational in 1994.

Westinghouse Electric Corp.- Defense Group won the \$271.6 million contract to replace 25- to 30-year old equipment used jointly at many locations by the FAA and Air Force for tracking aircraft.

The new Air Route Surveillance Radars (ARSR-4) will incorporate the latest solid-state technology to improve aircraft detection and reduce "clutter" from terrain, weather and other sources.

They will provide extended coverage with a 250-mile range compared to the 200-mile range of the equipment being replaced.

ARSR-4 also features full remote maintenance monitoring.

The ARSR-4 is part of the NAS Plan to modernize the air traffic control system. It will replace most of the current civil-military Joint Surveillance System (JSS) radars, many of which date from the 1950s and early 1960s. However, 10 of the sites have

newer ARSR-3s, which will be refurbished and installed as replacements for other older long-range radars.

FAA currently uses more than 100 long-range radars, including the JSS equipment, to provide aircraft data to Air Route Traffic Control Centers.

The Air Force will use the ARSR-4 for air defense purposes. One of its principal advantages for military users is its ability to obtain three-dimensional information on aircraft targets using one radar system.

FAA and the Air Force are sharing the cost of 39 ARSR-4s with the remaining unit being funded by the Navy.

## New Safety Indicators

FAA has awarded a contract to Fu Associates and the Flight Safety Foundation to develop a prototype of a computerized safety measurement system to define safety more accurately in the nation's air transportation system.

In the first phase of a projected five-year program, the firm will produce a set of indicators that will provide improved insight into the safety of the air traffic control system. A prototype system is scheduled for completion by mid-1989.

In the second phase, the contractor will develop flight operations safety indicators. That prototype system is scheduled for implementation in early 1990.

The safety indicator project has been a priority of Administrator McArtor and part of his "Impact 88" program of upgrading safety and boosting public confidence in aviation. "Accident statistics are not a good barometer of aviation safety by themselves and too often identify problems after the fact," McArtor said. Instead, he said, the agency needs a set of comprehensive indicators that will help to spot potentially hazardous trends and initiate corrective programs that keep accidents from happening.

## Wreckage *continued from page 1*



*Hopes are high that wreckage from a South African Airways jet, similar to this one, will be recovered from 14,000 feet below the Indian Ocean.*

SAA flight 295 with 141 passengers and a crew of 19 crashed into the sea on its descent to Mauritius. It was carrying 64,000 pounds of cargo. All aboard were killed and there is evidence from floating wreckage of an inflight fire in the cargo hold. Only about 1% of the aircraft has been recovered and that was floating debris.

The recovery operation, under contract to a Maryland firm, Eastport International, Inc., of Upper Marlboro, will use a deep-diving unit composed of a video camera, floodlights and a device capable of grasping and raising pieces of wreckage weighing up to 2,000 pounds.

A video monitor on the ship will be operated 24 hours a day by experts who will decide which pieces to recover. Top on the priority list are the cockpit and flight recorders and the plane's tail section.

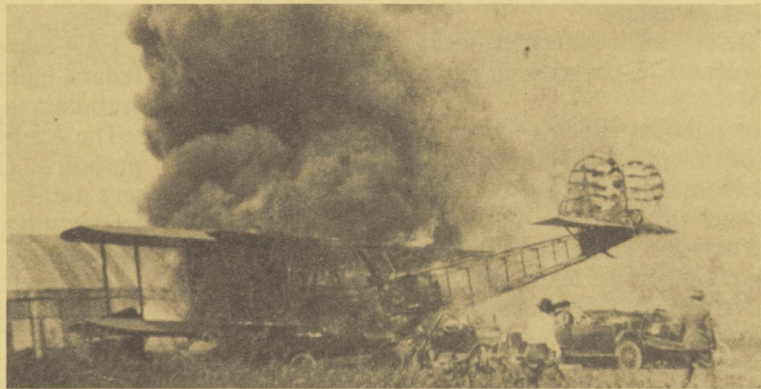
Earlier sonar surveys of the crash site, 135 nautical miles northeast of Mauritius in the Indian Ocean, have located more than 1,200 pieces of wreckage in a flat and sandy area. The recovery mission is expected to cost about \$9 million.

## Headquarters News



### Look Familiar?

Have any clues to the identity of this burning aircraft? This picture was taken in 1924 at an old Army Air Corps base near Moundsville, WV. Milt Forrest, ASM-240, thinks it might be a 1924 Martin Bomber because it looks like a twin-pusher with nose and rear gunners and an open cockpit. Sharp-eyed historians, call Milt with your ideas, x79826.



### FAA's Athletes Move Up In 'Corporate Sports Battle'

FAA's Corporate Sports Battle claimed 18th place in the contest among 39 metro-Washington firms – its best performance in the three years FAA has been represented. The team of 21 athletes is the only one fielded from a federal agency.

The team's top contenders included:

- Dan Long, AGC-510, placed third in the 5K run, winning a bronze medal.
- Celio Young, AGC-240, placed 5th in the men's 60-yard dash.

Special thanks for serving on the committee that organized the FAA effort go to Laurie Fisher, Patty Cline and Jim Skalecky, all from AAE-110; Tom Connor, AEE-120; and Jim Conley, ATO-320.

The team is already looking ahead and needs more FAAers to participate in next year's competition – especially those with swimming prowess. The team is shooting to capture one of the top 10 slots in 1989.

It's all for a good cause. The contest, which was held recently at American University, is the single largest fund raiser for the District of Columbia Special Olympics.

With the help from FAA and 38 other corporations, the DC Special Olympics provides physical fitness, sports training and athletic competition for more than 2,500 handicapped children and adults.

This year, the group sold FAA T-shirts, jogging outfits, caps and other items and raised the \$3,500 fee and contribution. There are still items left which will be sold on the second floor on Tuesdays and Thursdays from 12 noon to 1 p.m. Interested in the team? Call Kent Meier, AMS-350, team captain, x79914.

### Got a Classy Act?

Ever get an itch to face the footlights and belt out a tune or juggle more than your hectic schedule?

You'll have a chance in September when FAA Headquarters kicks off its first annual variety show.

It's all for a good cause to help raise donations for the DOT Day Care Center on the second floor.

Appropriately named "Stars in the Sky," the show is open to all talented FAAers who have some show biz smarts and want to show them off.

It's not too early to get your act together. Auditions will be held the third week in August.

Interested? Call John Hanks, x73464, or Ponjola Short, x78895. Two performances are planned for mid-September in the auditorium.

**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.

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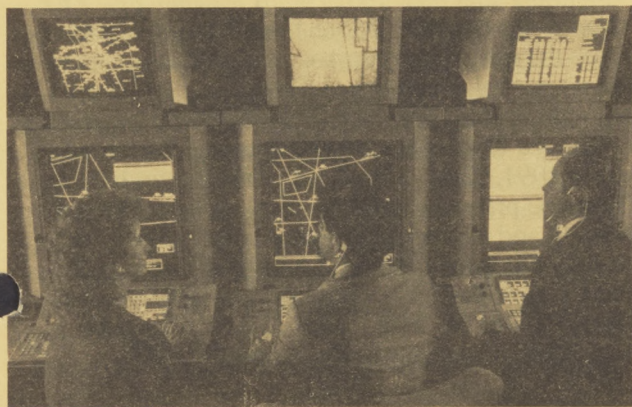


U.S. Department  
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Administration

# Headquarters Intercom

## Air Traffic Control's 'Historic Step to the Future' IBM Wins \$3.6 Billion AAS Contract – Biggest in FAA History



The Advanced Automation System will feature new controller work stations like this one which has the capability to process radar tracking information, detect potential conflicts and warn controllers of intruding or off-course aircraft.

Calling it a "historic step to the future," FAA has awarded a \$3.6 billion, multi-year contract for the Advanced Automation System (AAS) -- the nation's next generation air traffic control system.

It is the largest contract award in DOT's and the agency's history and was won by IBM Corp.'s Systems Integration Division after an intense four-year competition with Hughes Aircraft Co.

The first components of the AAS, futuristic consoles called work stations or "sector suites," are scheduled to be tested in 1990 with the first suite delivered to Seattle ARTCC in the spring of 1992. The equipment is expected to be operational at all sites by 1995.

FAA Administrator Allan McArator said implementing the Advanced Automation System represents

*continued on page 3*

### AAS: 'Total Automation System'

AAS will be the world's largest, real-time computer-controlled system ever developed with a long system life of 20-30 years.

It is the centerpiece of FAA's 10-year, \$12.2 billion plan for upgrading the nation's air traffic control and air navigation system. The "total automation system" includes new computer hardware and software and a full local communications network in addition to the new controller work stations or "sector suites."

AAS will tie together all of FAA's primary enroute and ter-

restrial air traffic control facilities into an integrated, automated system that will permit consolidation of all radar services into approximately 23 strategically located facilities.

These 23 "Area Control Facilities" (ACFs) will provide radar guidance for all airport approaches and departures, as well as handle aircraft flying under instrument flight rules between airport terminal areas. The locations include the 20 existing air route traffic control centers in the 48

*continued on page 2*

### News in Brief

**Delays Drop.** The nationwide drought is bad news for farmers, but the clear skies helped bring down June delays in the air traffic system nationwide by 44% from last year. See charts on page 3.

**Pilot Error.** A U.S. District Court in Alabama has ruled that the pilot was at fault and not air traffic controllers in a March 1984 accident in which six people died. The court rejected allegations that the pilot of a Piper Arrow, flying from Alabama to Oregon, re-

*continued on page 2*



Administrator McArtor fields questions at the AAS news conference on July 26.  
Photo by Lance Strozier

## AAS *continued from page 1*

states, the Anchorage and Honolulu enroute centers and the New York terminal radar control room.

The agency is reviewing the specialized requirements of major terminals and has included options in the AAS contract to acquire terminal automation equipment for up to 18 additional locations.

The stage has been set for the transition to the AAS by commissioning new "Host" mainframe computer systems in all 20 domestic enroute control centers. The last one was dedicated at the Salt Lake City center on June 23.

The work stations, or sector suites, will be the first AAS components to go on line, providing early gains in controller productivity.

The futuristic consoles will feature large, multiple color displays that will provide controllers with traffic, weather and flight data as well as a "look ahead" planning capability. Although each console also will have its own embedded microprocessors to drive the displays and perform related tasks, most of the data processing required for controlling traffic will be performed by the Host computers.

These Initial Sector Suite Systems (ISSS), as this phase of the program is called, will be installed in new control wings added to each of the domestic centers. This will facilitate controller training by providing them with a realistic operating environment prior to the cutover to the new system.

In its final form, AAS will have five computer complexes for area control, tower control, terminal advanced automation system, system support and research and development. The latter two will be located at the Atlantic City Tech Center.

## News Briefs *continued from page 1*

ceived inaccurate and incomplete weather briefings and that air traffic controllers were negligent in failing to warn the pilot of rising terrain. The plane

crashed into the Cascade Mountains near Hood River, Oregon.

**Utah Accident.** The failure of an instructor pilot to remain vigilant while his student was flying a private aircraft was cited as the cause of a midair collision between a Mooney M20 and a SkyWest Metro II near Salt Lake City on January 15, 1987, according to the National Transportation Safety Board. Contributing to the accident, the NTSB said, were the absence of a Mode-C transponder on the Mooney airplane and the limitations of the air traffic control system to provide collision protection under the circumstances of this accident. Two pilots and six passengers aboard the SkyWest plane and the two pilots aboard the Mooney were killed. Both airplanes were destroyed.

**Name the Shuttle.** More than 15,000 schools across the nation will compete in a NASA competition to name the new Space Shuttle orbiter. Currently designated OV 105, the orbiter is being built to replace the Challenger and is scheduled for completion in 1991. Each school will form research teams. The name proposed must be of a sea vessel used in research and exploration. Schools still have time to enter by contacting the NASA Orbiter-Naming Program, Council of Chief State School Officers, 400 North Capitol St., NW, Suite 379, Washington, D.C. 20001. Deadline is December 31, 1988.

**6,620 Hours.** FAAers have donated 6,620 hours of annual leave to the temporary leave transfer program which helps fellow employees cope with emergencies. FAA's 543 donors have given their time to 28 others. Although the program is scheduled to expire on September 30, legislation is before Congress to make it permanent. For information on how to donate or qualify to receive extra leave time, contact your local Human Resources office.

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Pat Cariseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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## Historic Step continued from page 1

"significant milestone and a historic step to the future."

He called it the "cornerstone" of the National Airspace System (NAS) Plan allowing the FAA to "preserve and enhance the discipline and safety" of the nation's airspace.

AAS looks beyond the current labor-intensive, essentially manual air traffic control system, to a time when computers will take on increasing responsibility for decision making in resolving conflicts and managing traffic flows. Although controllers will remain the essential component in the system, providing the indispensable element of human judgment, their basic role will evolve over time from traffic directors to systems managers.

AAS will enhance flight safety with new automatic separation assurance techniques, increase flight efficiency by providing more direct, conflict-free routes, and help reduce congestion and delays through the application of improved traffic metering techniques.

New controller work stations, which are a part of the AAS package, will greatly increase controller productivity and enable FAA to handle the projected growth of air traffic into the next century without corresponding increases in personnel. Employees will then be able to "work smarter, not harder," McArtor said.

Award of the AAS contract followed a four-year design competition between IBM and Hughes. Each contractor was charged with developing a total AAS design and also with building and testing sector suite systems.

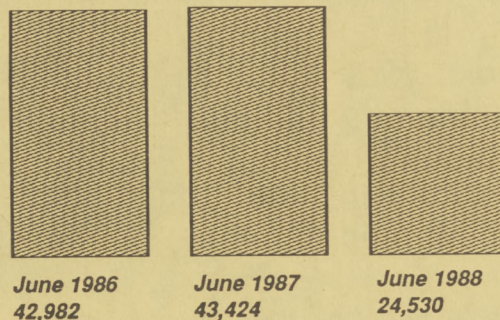
IBM has two major subcontractors on its team. Raytheon is developing the displays and some software, and Computer Sciences Corp. is responsible for applications software. Approximately 50% of AAS funding will go to subcontractors.

Deputy Secretary of Transportation Mimi Dawson characterized the final proposals by the two bidders as "extremely competent" and added that "the government benefitted a great deal from the competition." She also emphasized that it is essential that Congress continue to back NAS Plan projects.

## 99.9+% Performance

FAA specifications for the AAS dictate that it be available 99.999% of the time. Over the course of a year, that translates to a little over two-and-one-half minutes of down time. On the rare occasions when a console fails, controllers will switch to an adjacent console and continue operations since identical data bases exist in each of the consoles that make up a sector suite.

## June Delays Nosedive



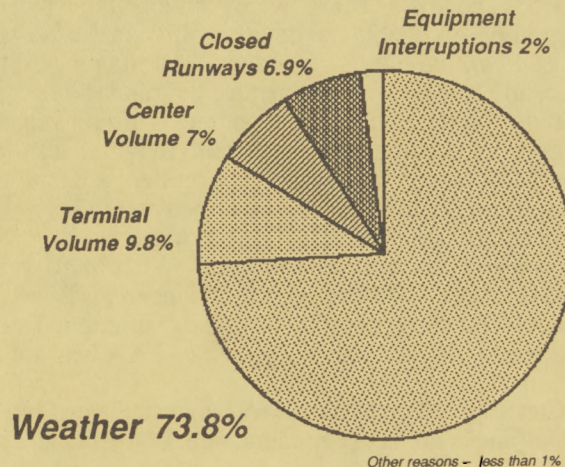
Delays in the air traffic system dropped by almost 44% in June compared to June 1987 — the lowest June monthly total since 1985. Part of the reason was the drought. Scant rain was bad news for farmers, but it provided better flying weather in many parts of the nation. June 1988 delays were 24,530 in contrast to 43,424 for the same month last year and 42,982 for June 1986.

For the first six months of this year, delays were down 14%.

Despite the drought, weather continues to be the prime reason for delays. It accounted for almost three-quarters of the delays in June with terminal and center traffic volume blamed for about 17% of June delays.

Of the 22 pacing airports on which FAA keeps detailed statistics, 16 showed a drop in delays in the first six months. Los Angeles International had the best record of improvement with delays down 63%, followed by Dallas-Ft. Worth, 53%, Atlanta-Hartsfield and Kansas City International, both down 51%.

### Causes of Delays:



# Headquarters News



## Hanks Kids Have a Hankering for Soap Boxes



Melanie Hanks, 11, puts the final spit and polish on her vehicle before recently winning the Junior Division of the 1988 Metropolitan Washington Soap Box Derby against 13 other drivers. Melanie, the daughter of John Hanks, APA-4, will represent the metro area in the finals in Akron, Ohio. Melanie isn't the only one of John Hanks kids interested in the sport. Her older brother and sister, J.D., 15, and Kristin, 13, competed in the Senior Division. Kristin finished third and J.D. was fifth. Melanie's soap box was co-sponsored by FAAer Duane "Spyder" Thomas, AFS-210.

Photo by Brad Phalin

## Feedback

Intercom gets calls from its readers with ideas and suggestions. We'll occasionally run a "Feedback" column with some tidbits -- like these from the past few weeks:

**When is a bear, not a bear?** When it's a koala.

A Flight Standards employee, with a zoological bent, points out that although most people call the cute koala with the big fuzzy ears a bear, it's not.



The tree-loving koala is technically a marsupial, just like the kangaroo and the closer-to-home American opossum — mammals that carry their young in a pouch. Kangaroos and koala "bears" were mentioned in a recent report on FAA's plan to open an office in Australia.

**Unbearable fender benders.** Another FAAer recently said he was exasperated by minor fender benders in the underground garage. Turn on vehicle lights in the garage, he suggested. In fact that's the rule. For those who may have forgotten, regulations emphasize that lights must be turned on while wheeling around in the parking garage.

**Bearing down on child pilots.** When a 10-year-old California boy stepped off a plane in Paris last month clutching his teddy bear and claiming to be the youngest pilot to cross the Atlantic, FAA was not amused.

Christopher Lee Marshall was not certificated by the FAA and is not considered the pilot of the plane

which flew across the ocean and arrived at Le Bourget field in France on Bastille Day, July 14, to commemorate a flight by Charles Lindbergh.

Randy "Duke" Cunningham, 47, a retired Navy pilot, was the actual pilot, the people at Aviation Standards point out.

Child pilots have raised public safety concerns prompting letters to members of Congress and the FAA. In its response to legislators, FAA has been making these points. FARs require that student pilots must be at least 16 years old and private pilots must be at least 17 years old before they can be certificated.

In a recent letter to one senator, FAA wrote: "These regulations do not prohibit a person under these ages to manipulate the controls of an airplane when accompanied by either a properly certificated pilot who is the pilot in command or a properly certificated flight instructor who is on board to provide flight instruction..."

And the agency emphasizes: "...these youngsters are not flying the plane; the flight instructor is fully responsible for every step of the flight...The FAA has limited control over publicity-oriented aviation operations conducted in accordance with the FAR. We are concerned that flights by youngsters may reduce public confidence in the safety of the aviation system. Therefore, we are actively working with general aviation organizations and flight instructors to discourage such flights."

## Upcoming Events

**Start Rehearsing.** FAA Headquarters' first annual variety show is planned for September, so start rehearsing. The "Stars in the Sky" show will help raise donations for the DOT Day Care Center on the second floor.

It's not too early to get your act together. Auditions will be held the third week in August.

Interested? Call John Hanks, x73464, or Ponjola Short, x78895. Two performances are planned for mid-September in the auditorium.

**Free outdoor concerts.** The National Air and Space Museum's summer concerts are underway on the West Terrace from 12 noon to 1 p.m. Here's the schedule:

- "Country Current," Navy bluegrass musicians, *Thursday, August 11.*
- "The Commodores," jazz and rock from the Navy, *Fridays, August 12, 19 and 26.*



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## FAA's Goal: 'World Class, Premiere' Training Outfit

A far-reaching three-year program to expedite and improve the recruiting, hiring, training and retaining of air traffic controllers, aviation safety inspectors, electronic technicians and other employees in safety-related jobs is in the works at FAA.

Administrator Allan McArtor called the plan a move to make FAA "a world class, premiere training organization" and its workforce "the best it can be."

McArtor said the plan reflects a new philosophy that decrees "training is second only to safety in our system of priorities." The major overhaul begins immediately and is expected to be "up to speed" by the summer of 1991, McArtor told an August 4 news gathering. Major changes include:

- Assuming responsibility for pre-employment of controllers.
- Forging new links with the academic community to provide pre-hire training for safety-related jobs.

*continued on page 3*

## Runway Brigade



Bulldozers quickly moved in and took-over earth moving responsibilities from these dignitaries who recently dug the first spadefuls of dirt for a new, \$38.9 million runway at Indianapolis International Airport. Pitching in with shovels at groundbreaking ceremonies were airport, FAA, local, state and federal officials and legislators. The project is 75% funded through the Airport Improvement Program. On a "fast track" schedule, officials are aiming for full operation by the end of 1989.



McArtor answers questions from news media after announcing new recruiting and training programs.

*Photo by Bob Laughlin*

## News in Brief

**Big Bounce.** For the second time in less than two months, FAAers across the country were linked together by satellite. A live discussion on new airshow safety guidelines from Oshkosh, WI, was bounced to employees at 33 FAA locations. See page 4 for more on airshow safety.

**Watery Rescue.** An FAA Headquarters' management analyst saved the day for Chesapeake Bay boaters. See page 6 for details.

*continued on page 2*

## 9020s Keep On Truckin'

Old computers don't just fade away, at least not the 9020s which were replaced by the IBM Host computer system.

Large tractor trailers are picking them up across the country and freeing up space at air route traffic control centers (ARTCCs).

After the final Host dedication on June 23, FAA

*continued on page 3*

## Briefs *continued from page 1*

**Retiree Pay.** A recent General Accounting Office ruling could have an impact on the pay of retired air traffic control specialists (ATCSs) re-employed part-time to work in the air traffic system. The GAO decided that such employees are entitled to their entire combined salary and annuity payments, per pay period, as long as the aggregate amount does not exceed the gross amount authorized for level V of the Executive Schedule. The decision is retroactive to August 15, 1985. Payroll offices are currently reviewing the records of re-employed annuitants presently on board. The process is expected to take 60 to 90 days and the pay of those who were underpaid will be corrected. Re-employed annuitants -- or their authorized agents -- who, previously worked part-time but are no longer with the FAA, should file a claim if they believe they were improperly paid. Action will be expedited if retirees file their claims with their former Human Resource Management division.

**New Orleans Conference.** The National Black Coalition of Federal Aviation Employees (NBCFAE) has scheduled its 12th annual convention in New Orleans, September 21-24. This year's theme: "Impacting '88 -- A Legacy for the Future." Administrator McArtor is slated to be the convention's keynote speaker. For more information, contact John A. Clayborn, the coalition's public affairs officer, P.O. Box 2757, Aurora, IL 60507 or call (312) 384-2484.



**Fatalities Fall.** The number of civil aviation accident fatalities was down 5% in the first six months of 1988, according to preliminary statistics from the National Transportation Safety Board. Total fatalities for the six-month period were 393 compared to 415 in the same period last year. Air carrier fatalities were down from 58 to 51 and general aviation deaths dropped from 367 to 342, despite a slight increase in the number of fatal accidents from 192 to 195. Midair collisions declined from 13 to 12, with the number of fatalities falling off from 31 to 11.

**Emergency AD.** The agency has issued an emergency Airworthiness Directive mandating the inspection of landing gear brakes on long-range McDonnell Douglas DC-10 aircraft, series 30 and 40, and requiring that brakes be replaced if they exceed newly prescribed wear limits. The directive, effective August 20, was issued as a result of a May 21 incident in which five people were injured and an Ameri-

can Airlines DC-10 was heavily damaged when it aborted takeoff and rolled off a runway at Dallas-Fort Worth International. Excessive wear on eight of 10 brakes of the aircraft is believed to have been responsible for failure of the aircraft to stop on the runway. It was reportedly traveling at more than 100 miles an hour when it went off the runway. In July, the NTSB recommended that an airworthiness directive be issued on brake wear.

**Bargaining Set.** Leaders of the National Air Traffic Controllers Association (NATCA) and FAA officials are scheduled to meet in Washington on August 15 to discuss general guidelines for upcoming collective bargaining negotiations. Talks on specific issues are expected to commence in the fall.

**Coming Soon.** To a desk near you. The August edition of *FAA World*. It features a look at the agency's reorganization and puts faces with the new roles and positions. And there's an assessment of FAA's new challenges in Asia and the Pacific.

**Airbus Update.** Several FAA aircraft certification experts are scheduled to travel to Toulouse, France, in September -- the manufacturing home of Airbus Industrie, the makers of the new A320 Airbus. The team will review several open certification issues. Pending favorable outcome of the review, the A320 could receive an FAA type certificate by the end of the year. Several U.S. carriers have a total of more than 100 of the craft on order. An A320 crashed on June 26 killing three people after it made a low pass over a runway and clipped the tops of nearby trees during an airshow in eastern France. The crash has created controversy with the French government recently suspending the pilot and co-pilot of the highly computerized craft. The French transportation minister said there was no malfunction of the advanced airliner and said the pilots violated a regulation which bars flybys lower than 170 feet. Conflicting reports say the pilots claimed their instruments showed the plane at 100 feet before the crash, while others put the plane at only 30 feet above the runway.

**Wyoming First.** The first Precision Approach Path Indicator (PAPI), a visual landing aid, has been installed at the Jackson Hole, WY, airport on runway 18. The system provides a positive glide angle to the runway and is the International Civil Aviation Organization's standard for visual approach path guidance equipment. The PAPI unit, manufactured by Soni-craft, Inc., of Chicago, is the first of 90 systems scheduled for delivery under the contract.

## 'World Class' *continued from page 1*

- Completely overhauling training courses at the FAA Academy in Oklahoma City and making greater use of simulation systems and other advanced techniques.

- Improving the screening of new hires at the academy and emphasizing the training function to focus full attention on the facility's primary training mission.

McArto said improved training has been a major "Impact 88" goal noting that the agency just awarded a \$3.6 billion Advanced Automation System contract. He said the task now is to build a competent, well-trained work force to operate that system. He said we want to become "as modern an agency as the technologies that we're designing, procuring and implementing in air traffic control...and part of that has to do with how we train people."

- A new Office of Training will centralize direction and management of all FAA training programs, enabling the agency to make maximum use of available resources. It will begin operations next month.

- A new streamlined hiring process will reduce pre-employment processing time for air traffic controllers by up to 90% -- from as much as 18 months, down to an average of six weeks. Starting in September, FAA will handle certain aspects of the hiring program, previously performed by the Office of Personnel Management and will offer immediate employment to all ATCS applicants who score 90% on their tests and meet other job requirements.

- To insure a steady flow of highly skilled, talented applicants, FAA will replace its "passive" recruiting policy with new full-time national talent scouts who will go out and find qualified candidates.

- The agency will also work more closely with the nation's colleges, universities and technical and vocational schools to provide a pipeline of pre-trained applicants for aviation safety related occupations.

- The FAA Academy will be significantly upgraded through courses based on scientific job analysis and the addition of state-of-the art equipment such as high fidelity simulation systems. Also, training will become the Academy's sole function with the adoption of new skill-based simulation techniques that will reduce the screening time for new hires.

- The mission for the Center for Management Development, at Palm Coast, FL, will be expanded to improve training of the agency's middle and top-level managers. As part of this effort, the CMD will establish closer ties with the academic and industry training communities and employ new technologies.

One of the major impacts of the new program will be to reduce the need for "on-the-job" training,

which McArto called "effective but inefficient."

He estimated that the current three to four years for producing full-performance-level controllers at busy facilities could be cut in half.

## 9020s *continued from page 1*

was faced with storing tons of the 9020 equipment.

Instead they're being carted away at the rate of two tractor trailer loads at each ARTCC and Uncle Sam is getting more than \$1.5 million to boot.

In fact, some 23 companies were interested in the equipment when the agency solicited bids. The bids ranged from a low of \$8,500 to the winner, International Modern Metals, Inc., of New York, for \$1,536,600. Nine of the bidders offered more than \$1 million.

The equipment's electronic boards contain small amounts of gold and silver although the extraction process is costly.

Seventeen 9020 systems were sold as a package. All are scheduled to be hauled away by mid-October.

During the phase-in of the IBM Host system, three 9020 systems were used for spare parts and as temporary backups until all 20 ARTCCs were on line.

The final Host dedication ceremony was June 23 in Salt Lake, not far from the spot where the "golden spike" was driven into the railbed linking the nation via railroad more than 100 years ago.

The Host system is a quantum leap in speed and capacity and transfers data 30 times faster than the open-reel drives of the 9020.

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**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.

## New Airshow Guidelines Aim At Boosting Safety

Flight Standards offices throughout the country are getting a special video tape aimed at improving safety at the nation's numerous airshows.

The 14-minute video program will be used to train FAA inspectors and alert promoters to new airshow guidelines.

It's part of an ongoing effort to increase safety.

To get the message out, the agency bounced a 90-minute live program from the recent airshow in Oshkosh, WI, to 33 FAA locations across the country. It featured Administrator McArtor, Director of Flight Standards Robert Goodrich, other FAA officials and aviation industry representatives. The telecast, with questions telephoned in from regional offices, zeroed in on guidelines that set minimum distances between flying aircraft and spectators and aerobatic standards for aircraft.

McArtor's interest in airshow safety was sparked in the 1970s when he was member of the Air Force's Thunderbirds precision flight team.

Back then, he remembers, he was both exhilarated and disappointed by the numerous airshows at which the Thunderbirds performed.

"I saw a different FAA at different airshow sites," he said. "There needed to be standardization."

Last October, the agency met with airshow representatives in Oshkosh to start formulating guidelines and to streamline FAA's airshow and waiver procedures.

To date, the agency has redefined aerobatic flight for airshow demonstrations and changed "showline" rules to improve spectator safety.

A new "Airshow Bulletin" program was set up to help standardize procedures, and national and re-

gional FAA airshow coordinators were tapped.

In the works are additional guidelines for balloon events, parachuting and air racing.

The new guidelines are expected to force modifications in some future airshows, and McArtor urged regional FAAers to hang tough in enforcing the new rules. And if they get criticism from airshow promoters, McArtor said they'll be backed-up by headquarters. "Headquarters will take the heat," he promised.

The Oshkosh event, the Experimental Aviation Association's International Convention and Sport Aviation Exhibition, ended August 5.

At any one time, there were an estimated 5,000 flying machines parked at the Oshkosh airport and another 1,900 craft parked at surrounding airstrips.

FAA officials dubbed it a "melting pot for aviation" and "the Indianapolis of aviation."

The live satellite feed to FAA offices nationwide was the second this summer. On June 23, the final dedication ceremony for the "Host" computer at the Salt Lake ARTCC was beamed via satellite to FAAers and news media across the country.

## An FAAologist's Dream – One More Federal Report

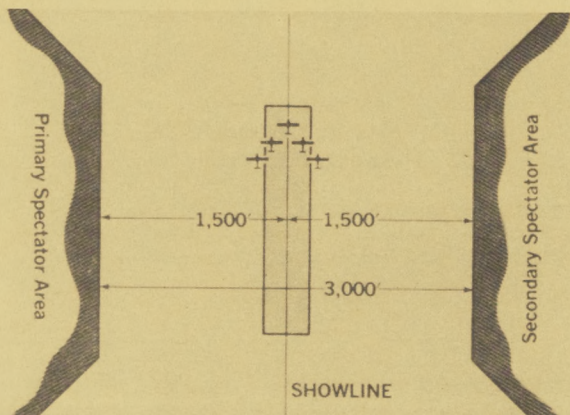
You probably thought FAA was pretty well "studied out" what with all the recent reports from the President's Aviation Safety Commission, the Privatization Commission, DOT's own internal FAA audit, and a couple of others.

But you were wrong! The latest report in the growing field of FAAology comes from the Office of Technology Assessment (OTA). Released July 27, it received broad media coverage.

Although finding continued improvement in the U.S. aviation safety record, the OTA report notes "questions linger about the adequacy of existing Federal safety policies and programs." In the increased competitive environment of the post-deregulation era, it found "financial considerations drive many (airline) industry decisions..."

Many of the report's recommendations are familiar to veteran FAAologists and include such things as increased staffing, improved air traffic control technology, more stable funding resources, and greater emphasis on human factors to enhance pilot and controller performances.

It opposed separating air traffic control from the core FAA, but took no position on the establishment of an independent agency.



This chart shows distance requirements for category 1 aircraft performing at airshows. Aircraft flying at more than 245 knots (282 miles an hour) are in category 1. Other distance guidelines apply to slower moving planes.

## Headquarters News



### Deputy Administrator Honored



FAA Deputy Administrator Barbara McConnell Barrett was one of several FAAers recently honored by the Federal Women's Program Committee (FWPC). Tina Mallory, the group's chairperson, presented Barrett with a Manager's Award for her achievement as the first woman to hold the deputy administrator's post and her support of the Federal Women's Program. Pictured here are Barrett (seated, left) with other committee members shortly after the July presentation. Earlier this summer, the group held its first annual awards luncheon to recognize the achievements of several managers. Guest speakers included Herb McLure, Associate Administrator for Human Resource Management, and James Adler, Manager of the Human Resource Management Division.

### Upcoming Events

**Make friends with a mic.** Want to learn how to properly use a microphone, give your confidence a boost, and enhance your stage presence? You'll have your chance at a special meeting of FAA's Speechmasters Club No. 2996 -- the agency's affiliate of Toastmasters International. The club is holding a meeting on how to use a microphone on *Tuesday, August 16*, at 12 noon in the third floor auditorium. It's free and open to the public. For more information, call Dave Hobbs, x78124, or Jim Barrett, 382-6625.

**Clerical tests on Thursdays.** Know someone interested in landing a clerical position at FAA? Now, the DOT is authorized by the Office of Personnel Management to give clerical/administrative examinations. The tests will be given at FAA headquarters on *Thursdays* at 8:30 a.m. and 1 p.m. in conference rooms 7A and 7B.

Those interested in taking the exam must sign in at the security desk in the lobby 30 minutes before the test starts.

The exam covers 65 clerical and administrative support positions at grades 2/4. Some examples are:

clerk-typist, accounting clerk/technician, budget clerk/assistant, legal clerk/technician, procurement clerk/assistant, statistical clerk/technician, personnel clerk/assistant, intelligence aide/clerk, financial clerk/assistant, computer clerk/assistant, and clerk-stenographer, up to grade GS-5.

**Get your act together.** FAA Headquarters' first annual variety show is planned for September, so it's not too early to get your act together. The "Stars in the Sky" show will help raise donations for the DOT Day Care Center on the second floor.

Auditions begin August 29. Got a classy act? Call John Hanks, x73464, or Ponjola Short, x78895. Two performances are planned for mid-September in the auditorium.

**Nearby tunes.** The National Air and Space Museum's summer concerts are underway on the West Terrace from 12 noon to 1 p.m. Here's the schedule:

- "The Commodores," jazz and rock from the Navy, *Fridays, August 19 and 26.*
- "Fair Winds," the Navy's vocal ensemble, *Thursday, August 25.*
- "Airmen of Note," big band sound from the Air Force, *Wednesday, August 24.*
- "Spectrum," Air Force musicians play Motown oldies and the latest hits, *Wednesday, August 31.*

### New Hours For Travel Office

Beginning *August 15*, FAA's Travel and Transportation Section, room 535, has new operating hours from 8:30 a.m. to 1:30 p.m.

This temporary change is expected to allow more flexibility in processing a larger than normal number of travel vouchers. Emergency and urgent travel matters, however, will be handled throughout the day from 8:30 a.m. to 5 p.m., according to the Accounting Operations Division.

### TFCU Wants to Card You

The Transportation Federal Credit Union is promoting its Visa credit cards giving members options to apply for cards with interest rates as low as 12.9% and an annual fee as low as \$12. Other card options are available, too.

To get an application, pick one up at the credit union on the fifth floor or the fifth-floor personnel office. Or you can call the credit union's loan information line: 366-1089.

## Headquarters News



### Salary Increase In The Works For Secretaries, More In '89?

Federal clerical workers in the metro Washington area may be getting a 2% raise within the next few months and are expected to be eligible for a possible larger boost in January 1989.

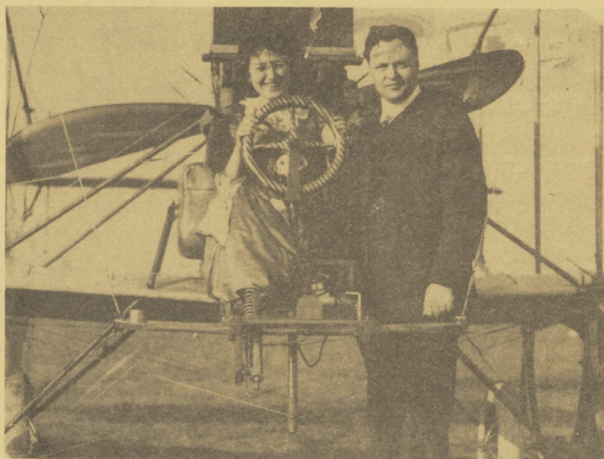
About 412 FAA employees, working as secretaries, clerk-typists, clerk-stenographers, data transcribers and other related jobs in grades GS-2 through GS-7, are affected.

These workers did not receive the across-the-board 2% raise for most federal workers in January. Under a "special rate" category, they were hoping for a 2% boost in April, but it didn't happen.

The raise has been endorsed by DOT and hinges on action by the Office of Personnel Management.

Next year, these clerical positions are expected to be eligible for the yearly raise, approved by Congress, which goes into effect in January. Both the House and Senate have okayed 4% boosts -- the largest in several years. But that percentage is not final and faces several more legislative hurdles. The White House has recommended a 2% raise next year.

### Air Transport, 76 Years Ago



*This may not be an approved way to skirt today's clogged highways and byways of metropolitan Washington, but it sure looks interesting. FAA Chief Scientist Robert E. Machol recently came across this 1912 photo of his dad, Morris, and Claudia P. Engel, who later became Mrs. Machol. It could be a Curtiss Headless D. like one across the street in the National Air and Space Museum. Or it could be a Thomas. Right behind Mrs. Machol is the engine, and her feet rest on a bar which controls the rudder.*

### FAAer's Fishing Trip Turns Into Chesapeake Rescue Mission

*Ron Gordon helped save four people over the July 4th weekend. Here Ron and friends enjoy his boat during a less hectic day on the Chesapeake Bay.*



Management System's Ron Gordon planned to do some fishing over the Independence Day weekend, but ended up reeling in more than bluefish.

He helped rescue four boaters from a sinking cruiser in the Chesapeake Bay, just about a mile from the Patuxent Naval Air Station on the Maryland shore.

An AMS-410 management analyst, Ron says he was fishing when he spotted a cruiser heading for his boat at a high rate of speed. The cruiser suddenly stopped and turned around.

With trolling lines still in the water, Ron headed his boat in the direction of the stalled craft. It wasn't until he was halfway to the other boat that he realized it was sinking -- and sinking fast.

The cruiser's mates started waving their arms and using a water cooler to try to bale out the surf from their quickly sinking craft.

Ron maneuvered his boat to about 10 to 12 feet from the stern of the distressed craft and called "Mayday" to the Coast Guard on his marine radio.

With the cruiser's six vacationers in the water, Ron managed to pull four of them out of the drink along with most of their possessions -- floating duffel bags and other items.

Meanwhile a second boat responding to the "Mayday" call arrived and rescued the remaining two people.

After Ron helped calm down his new shipmates, the four and their belongings were transferred to the larger cruiser and the six were taken back to their home port in St. Marys, MD.

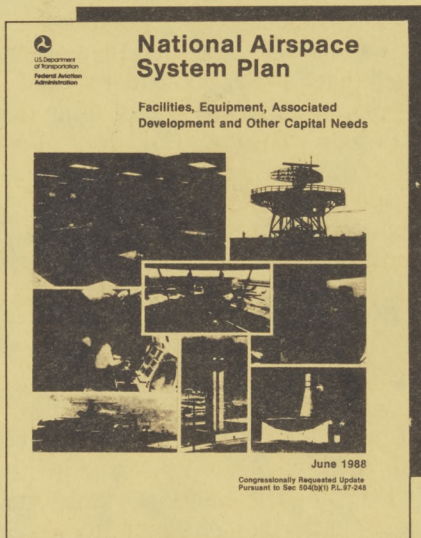
**Need an FAA T-shirt?** Members of FAA's "Corporate Sports Battle" team are already getting ready for next year and are still selling FAA T-shirts, jogging outfits, caps and other items to raise the entry fee. Items will be sold on the second floor on *Tuesdays and Thursdays from 12 noon to 1 p.m.*



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

# Headquarters Intercom

## Latest Edition



The 1988 edition of the National Airspace System (NAS) Plan is now in print, sporting a brighter cover and several new sections.

A significant change is a new "Transition" chapter that focuses on near-term improvements needed to upgrade and support the current system until the NAS Plan is fully on line. It also provides for a human resource management plan.

Among the principal operational needs listed in this new chapter is the realignment of the southern California terminal airspace and the establishment of a common terminal control room to serve the area.

Also, it calls for upgrading the Automated Radar Terminal Sys-  
*continued on page 4*

## On The Lookout For Smugglers 2,300 FAAers Enlisted in Anti-Drug Fight

Some 2,300 FAA safety and security inspectors have been enlisted in the government's battle to stem the flow of drugs into the United States.

An "Action Notice" has been sent to 120 field offices instructing approximately 2,000 safety inspectors and 300 civil aviation security inspectors to look for evidence of aircraft use in drug smuggling during normal checks at airports.

Additionally, the agency is sending out an "Airworthiness Alert" to 4,000 repair stations asking the 12,000 mechanics who work on small private and business airplanes in those facilities to help identify drug smuggling aircraft.

Both alerts list conditions that might possibly indicate an aircraft's involvement in drug smuggling. Suspicious aircraft would be reported to Customs Service offices.

*continued on page 4*

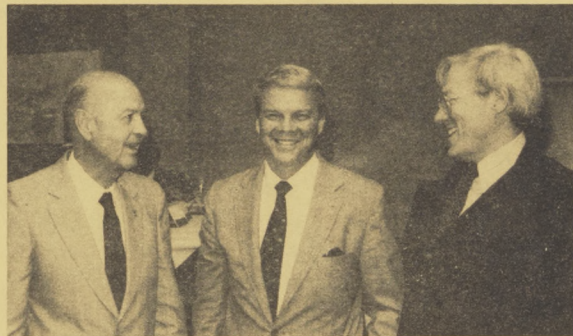
## News in Brief

**'McArtorisms.'** Administrator McArator recently shared some thoughts on FAA's reorganization. Find out on page 3 what he told headquarters managers in his folksy, yet polished style -- dubbed "McAratorisms."

**AAS Challenge.** Hughes Aircraft Co. has filed a protest

*continued on page 2*

## High Level FAA Trio



*It's rare to find three FAA administrators in the same place at the same time. But that's exactly what happened recently at the MLS (microwave landing system) forum at New York's LaGuardia Airport. Administrator Allan McArator is in the center of this top management triad, flanked by former administrators J. Lynn Helms (left) and Langhorne Bond.*

*Photo by Ben Kocivar*

## Briefs *continued from page 1*

with the General Services Administration's Contract Board of Appeals on the awarding of the Advanced Automation System contract to IBM Corp.'s Systems Integration Division. The Board has ordered FAA to suspend the contract work until it rules on the protest in mid-September. The contract, awarded July 25, is the largest in FAA's and DOT's history. The agency accepted IBM's bid of \$3.6 billion.

**766 Million.** It's estimated that by the year 2000, 766 million passengers will get on airlines in the United States annually. That's according to forecasts for 847 airports compiled in the Terminal Area Forecast Report, just released by the Office of Aviation Policy and Plans. The forecasts project that the Southern, Western-Pacific and Eastern regions will keep their top three spots for air carrier passenger enplanements -- enplaning 434 million of the 766 million by the beginning of the next century.

**O'Hare Review.** FAA has begun a comprehensive review of O'Hare International Airport and its operations -- everything from air traffic control and navigation and landing aids to airport operations and airport equipment. It's the agency's first comprehensive look at an airport from an integrated systems approach. A review team of approximately 40, headed by Keith Potts, Associate Administrator for Aviation Safety, also will solicit the views of airport management and airlines and others that use the Chicago airport.

More than 50 organizations were invited to participate including the major airlines, pilots unions, other aviation organizations and the city of Chicago. A preliminary report to Administrator McArthur is due by September 20. This new systems approach stems from the agency's recent organizational changes which give FAA the capability to look comprehensively at all of its programs and quickly make necessary changes.

**50th Anniversary.** August 22 is the 50th anniversary of the Civil Aeronautics Act of 1938. Back then, the Douglas DC-3 was the top of the line in airline service and credited with being the first commercial transport that could turn a profit just by flying passengers. Prior to that, the nation's commercial air service depended on the old Post Office Department's airmail contracts. That started in 1917 when the the Post Office kicked off airmail service.

**Foreign Assignment.** FAA's Europe, Africa and Middle East Office is seeking applicants for chief, Civil Aviation Assistance Group, FC-340-12 (GS-15), Muscat, Oman. The position opened Au-

gust 3 under vacancy announcement AEU-88-375 and will remain open until filled. In addition to numerous allowances and benefits associated with the foreign assignment, the incumbent would be entitled to return rights. This challenging position is important to U.S. civil aviation safety interests in the Middle East and offers an opportunity to improve skills which would prove valuable upon return to a domestic assignment. For a copy of the announcement and further information, contact the Headquarters Employment Branch, AHR-150.

**No X-ray Vision.** A U.S. Court of Appeals has affirmed that controllers were not at fault in a fatal accident in 1982. The widow of a passenger who was killed when his Mitsubishi MU-2B struck a mountain near Chattanooga, TN, sued the government. She alleged that a tower controller should have warned the pilot that he was approaching terrain higher than his altitude. The court said controllers must rely on the pilot's representation of his situation, since they don't have "X-ray vision and extrasensory perception." In this case, the pilot said he was in VFR conditions, but the sole surviving passenger testified that during the last part of the flight, the aircraft was flying in clouds.

**Commuter Accidents.** Loss of aircraft control was blamed for two 1987 commuter accidents involving Spanish-made CASA aircraft. On March 4, 1987, nine people died when a Northwest Airlinck plane crashed at Detroit. The National Transportation Safety Board said the captain's inability to control the airplane stemmed from his attempts to recover from an asymmetric power condition. It happened at low speed following his intentional use of a propeller pitch setting that is lower than normally used for landing to descend and slow the craft rapidly on final approach. Factors contributing to the crash, the board said, were an unstabilized visual approach, the presence of a departing DC-9 on the runway, the desire to make a short field landing and the higher than normal flight idle fuel flow settings of both engines. The lack of fire-blocking material in passenger seat cushions contributed to the severity of the injuries.

Two pilots of an American Eagle commuter were killed at Mayaguez, Puerto Rico, on May 8, 1987. The NTSB said the probable cause was improper maintenance in setting the propeller flight idle blade angle and engine fuel flow resulting in the pilot's loss of control from an asymmetric power condition. Contributing to the accident was the pilot's unstabilized visual approach.

## McArtor's Message: 'Relentless Pursuit of Excellence'

FAA's reorganization with four new executive directors is a way the agency can reach for a "relentless pursuit of excellence," Administrator Allan McArtor told a standing-room-only crowd of headquarters managers.

Billed as a "rap session" on the top management reorganization, McArtor gave his thoughts on reorganization and fielded questions from the group in the third floor auditorium August 9.

Here are some of McArtor's comments:

**Associates' role.** "We're not taking authority or decision making away at all from associate administrators"; they will remain "operatives" as they have in the past, McArtor said.

**Executive directors' role.** The four new executive directors' main job is to be "strategic thinkers, senior leaders, broad gauge thinkers and coordinating groups." McArtor envisions a "dynamite organization" with executive directors providing continuity, planning for the future, implementing those plans and measuring their results.

Although the executive directors come from operational entities, he said "sticky micro-managing fingers" aren't needed in their new roles.

**Political appointees?** Will executive directors become political appointees? McArtor was asked. Not a good idea, he answered, because that would rob the agency of continuity and "dilute their effectiveness." The present setup is a "good system" with the administrator and deputy administrator appointed jobs and executive directors as "career people."

**More SES positions?** FAA's request to double the number of Senior Executive Service positions has a "pretty darn good" chance of making it, McArtor said. It's backed by the DOT and is "essential to recruit and retain the kind of talent we need." McArtor said he and the executive directors will continue to "champion and personally pursue" the "long overdue" need for more SES positions.

**OTA report.** A recent government report from the Office of Technology Assessment drew sharp criticism from McArtor who said it "frosted my bonnet." He said the report "was not current" and quipped that it may have been "held up at the printers" and probably would have saved taxpayers' money if it had never gone to press. FAA has "put dozens of initiatives in place to fix" the items mentioned in the report, he said.

**All the way.** When McArtor started thinking about reorganization, the main focus was "straight-lining" authority, but then decided "not to go part of the way, but to reorganize the way we thought we should" in a "narrow time frame, and perhaps a narrow window of opportunity."



Administrator McArtor gave his thoughts on FAA's reorganization at a "rap session" in the third floor auditorium.

Photos by Dennis Hughes

**Consistency.** To gain agency-wide consistency, McArtor said, "we looked at dozens of solutions, quite frankly" and landed on centralization as a way to "capture" consistency and fix a problem with FAA's customers in the field ~ "They see a different FAA in different cities."

**Down the line.** Centralization is not the ultimate answer, McArtor added. After developing good policy, training methods, manuals and handbooks, then decision-making authority should go down to the "lowest possible level" in the management chain.

**Lots of energy.** Any change takes "tremendous energy" out of the organization. "We knew that the minute we started, but the pain is not less intense to do a little bit of organizational change or do it the way it ought to be done," McArtor said.

**Recognition.** Give out more "atta boys...and atta girls" McArtor suggested to managers. To get motivated, top performance, "you have to give good goin's to people. It means a lot, and it gets us in the habit of telling people they're doing a good job."

**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.

## Agency Awards Contract To Install NAS Hardware

With National Airspace System (NAS) Plan contractors now shipping hardware to the field at an accelerated rate, FAA has awarded a \$343.9 million contract to the Raytheon Services Co. to help install this equipment.

The basic five-year Technical Support Services Contract (TSSC) calls for Raytheon to provide project management, engineering, construction management and equipment installation services to FAA in all parts of the country. Work will be performed on several tasks under the contract, including:

- Installing modern ASR-9 radars.
- Preparing sites to install the Mode S Beacon Interrogation System, which allows air-to-ground data communication between aircraft and air traffic control computers.
- Installing Visual Aids Landing systems, which are designed to provide pilots with visual guidance and to identify runways during landings.
- Preparing small, part-time or unattended airports for installation of the Automated Weather Observation System (AWOS). AWOS transmits weather information, critical for takeoffs and landings, to all local aircraft.

The company said it will open a new national office in Washington, D.C., and nine new regional offices in Boston, New York, Atlanta, Chicago, Kansas City, Dallas, Seattle, Los Angeles and Anchorage to manage the program.

## Smugglers *continued from page 1*

FAA also will continue to provide law enforcement agencies with certification information on pilots and aircraft that might be useful for drug interdiction purposes. The agency also will increase its enforcement actions against people or aircraft involved in illegal drug activities.

## 'Telltale' Signs Of Drugs

FAA has instructed inspectors and repair station mechanics to look for these conditions as possible indicators of an aircraft's involvement in drug smuggling:

- Passenger seats missing from the aircraft.
- Signs of adhesive tape use near the registration numbers, indicating possible alteration of these numbers.
- Presence of sophisticated navigation instruments inappropriate for the type of aircraft.
- Windows taped over or covered by curtains.
- Inappropriate inspection panels or unusual rivet patterns on wings or fuselage. Either could indicate

a structural modification to create a hiding place for drugs or additional fuel tanks.

- Screws that appear to have been frequently removed and replaced.
- Numerous boxes, duffle bags, plastic bags, or other containers inside the aircraft.
- Warped or misaligned doors indicating they have been opened in flight for an air drop.
- Aircraft flying or landing at night without lights and at off-airport operations where trucks or vans are waiting nearby.

FAAers were also told that actions in support of the drug interdiction program should not result in harassment of innocent pilots or aircraft operators.

## NAS Plan *continued from page 1*

tems (ARTS IIAs) at major airports to provide conflict alert for aircraft operating under instrument flight rules that are equipped with a Mode C (altitude-reporting) transponder.

Support for the new Denver airport and Dallas/Fort Worth metroplex projects is also included.

The human resource management plan will provide an orderly process for managing the many human resource issues associated with implementing the NAS technical plan. It will be designed to help the work force transition with the new technology.

This is the seventh edition of the NAS Plan, which was first published in December 1981. Of the nearly 100 projects in the plan, 90% are under contract, 63% have reached the equipment delivery stage and 19% have been completed.

The brown covers of previous NAS Plan editions have been replaced with a brighter color — one or two shades lighter than this *Intercom* paper.

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## Security Report: Airline Hijackings Hit 10-Year Low

Hijackings of U.S. and foreign aircraft worldwide dropped to their lowest level in 10 years in 1987, according to the latest report from FAA's Office of Civil Aviation Security.

For the third consecutive year, American air carrier hijackings stabilized at four -- the lowest in a decade. There were five hijackings of U.S. carriers in 1984 and 18 in 1983.

During the last six months of 1987, the period covered by the semi-annual report, no U.S. scheduled air carriers were hijacked. During the same period, however, a foreign carrier and a U.S.-registered general aviation aircraft were taken over by hijackers in the United States and a U.S. carrier crashed as a result of an apparent murder-suicide.

Here are highlights from the recently released six-month report which covers the period from July 1, 1987, to December 31, 1987.

- More than 546 million people were processed through U.S. passenger checkpoints. There were 1,607 firearms and nine explosive or incendiary devices detected with 847 related arrests -- an increase of about 27% over the average number of arrests during the previous five years.

Since 1973 when mandatory screening went into effect, more than 9 billion people have been screened and almost 10 billion carry-on items have been inspected. This has resulted in the detection of more than 40,200 firearms and nearly 18,000 related arrests.

- Worldwide, five hijackings occurred against scheduled air carriers, but none involved U.S. airlines. However, one involved a foreign carrier preparing to depart San Francisco for Toronto.

- The one U.S. general aviation aircraft hijacking occurred when potential "purchasers" of a nine-seat aircraft forced the pilot to fly the plane from McAllen, TX, to Mexico at gunpoint.

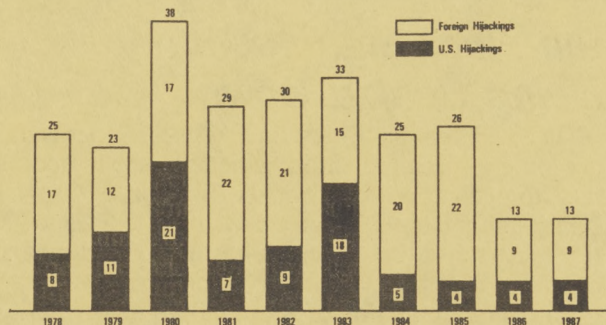
- A total of 2,401 investigations of alleged security violations by air carriers, airports, and individuals was completed.

- Civil penalties totaling \$350,493 were assessed in 350 of the investigations.

- There were 97 assessments completed of the effectiveness of security measures implemented at foreign airports.

- Domestic and international security measures were further revised and increased to prevent or deter terrorists and other criminal acts against civil aviation.

Stricter employee-screening measures were the result of the crash of a plane in California. A former airline employee apparently smuggled a firearm onto a San Francisco-bound Pacific Southwest Airlines

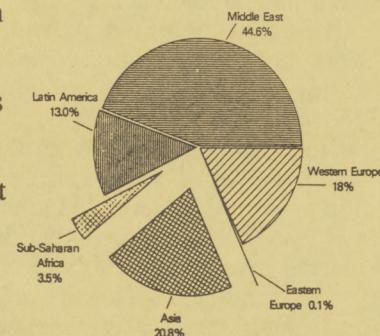


This chart shows the number of U.S. and foreign air carrier aircraft hijackings for calendar years 1978 through 1987.

flight. The weapon was thought to have been used to shoot the gunman's former supervisor who was on board and then the cockpit crew. The plane crash, killing all 43 on board, is still under investigation by the FBI.

All air carriers' security programs were changed to require security screening of all persons, including crew members, who enter a sterile area through a passenger screening security checkpoint.

- Federal air marshal teams flew more than 3.9 million nautical miles in especially sensitive areas of the world.



Most terrorist incidents, including those involving aviation, occurred in the Middle East in 1987 as this graph shows.

## Handcuffs, 19 Years Later

In July, the FBI came through on its motto of always getting their man (or woman). After a 19 year delay, federal agents arrested an Albany, NY, woman and charged her with the hijacking of an airplane in 1969.

The FBI says that Linda Grinage, 39, was the same woman who boarded a Miami-bound Eastern Air Lines plane in New York City and diverted it to Cuba. She allegedly took a passenger's 2-year-old son hostage, yelled revolutionary slogans and threatened passengers with a gun.

Passengers including the infant were returned to Miami unharmed, and Ms. Grinage apparently spent some time in Cuba before reentering the United States.

# Headquarters News



## 9th Floor Branch Library Being Scaled Down

The DOT branch library on FAA's 9th floor is undergoing a space reduction, which may be temporary, to make room for critical office space.

Through the cooperative efforts of an OST and FAA "user task force," a plan has been developed to minimize the impact on library operations.

An overall reduction of about 6,000 square feet will be made in two phases: a reduction of 2,600 square feet -- mostly vacant space and supplies storage -- by mid-August and about 3,400 square feet in the technical reference area by October 1.

The Law Library will remain open during the work, but the main library facility will be closed during September.

When it reopens in October, the effectiveness of the reduced library will be evaluated jointly by OST and FAA, with assistance from employee participation groups. If determined appropriate and necessary, the library will be expanded when adequate space is available. That is contingent on obtaining space outside FOB-10A for agency operations and restoring library space would not be feasible before January or February 1989.

A notice from OST's Library will soon be published and distributed to identify alternate library sources during September.

## Upcoming Events

**FAA bowlers.** The agency's bowling league kicks off its 1988-89 season on *Thursday, September 8*, at Seminary Lanes in Alexandria. Anyone interested in joining the league should call Darlene Hickox, x78730, or John Saledas, x78546. An organizational meeting is set for *Monday, August 22*, at 1 p.m. in conference room 5A. All team captains and other interested bowlers are invited.

**New travel office hours.** FAA's Travel and Transportation Section, room 535, has new operating hours from *8:30 a.m. to 1:30 p.m.*

This is a temporary change. Emergency and urgent travel matters, however, will be handled throughout the day from 8:30 a.m. to 5 p.m.

**Talent auditions.** FAA Headquarters' first annual variety show is planned for September, so it's not too early to get your act together. The "Stars in the Sky" show will help raise donations for the DOT Day Care Center on the second floor.

Auditions begin August 29. Got a classy act? Call John Hanks, x73464, or Ponjola Short, x78895. Two performances are planned for mid-September in the auditorium.

**Lunch tunes.** The National Air and Space Museum's summer concerts are underway on the West Terrace from 12 noon to 1 p.m. Here's the schedule:

- "Airmen of Note," big band sound from the Air Force, *Wednesday, August 24*.

- "Fair Winds," the Navy's vocal ensemble, *Thursday, August 25*.

- "The Commodores," jazz and rock from the Navy, *Friday, August 26*.

- "Spectrum," Air Force musicians play Motown oldies and the latest hits, *Wednesday, August 31*.

## Leave Donors Needed

Have some extra leave to donate to other FAAers who need help?

The Leave Transfer Program allows FAA employees to do just that by transferring annual leave to other federal employees who have experienced a medical emergency or other personal hardship.

Within FAA headquarters, seven employees have requested and been approved to receive the donated leave.

If you wish to donate, Human Resources suggests that you contact the following employees who are approved leave recipients: Mary Ann Bourgeois, ATS; Barbara B. Fuller, AAA; Annetta E. Jefferson, ABU; Patricia A. Campion-McQueen, AES; Beverly D. Bond, AMS; Ann M. Sadler, ALG; and Naomi Bryant, AWS.

Need more information about the program? Contact Elmer Frasure or Steve Fewell of the Classification Branch, AHR-160, x78034.

## Paul Davis Dies

Paul Forrest Davis, 32, died Wednesday, August 10. He was the son of Jim Davis, ADA-30, manager of the Operations Center.

Memorial contributions may be made in the name of Paul Davis to: Hospice of Northern Virginia, 4715 North 15th Street, Arlington, VA 22205.



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

# Headquarters Intercom

## News in Brief

**More Money.** The General Services Administration has okayed a boost in the mileage rate for FAAers and other federal employees who use their own vehicles for authorized government travel. The new rate is 22.5 cents a mile, up from 21 cents.

**Last 737-200.** The final production model of the 737-200 air-  
*continued on page 2*

## FAA Outsmarting 'Mother Nature'

Two national centers to relay up-to-date weather information and a sophisticated computer system, designed to transmit weather facts automatically to air-  
*continued on page 4*

## Teaming Up To Boost Civilian 'Tiltrotor'

"Tiltrotors" -- those funny looking birds that lift off like helicopters and fly like fixed-wing aircraft -- could be landing in downtown Washington, D.C., New York City, Boston or even Peoria in the 1990s if FAA has its way.



This vision of the future shows passenger-carrying tiltrotors landing in Washington, D.C.

The agency is accelerating tiltrotor development by bringing together military, government and industry leaders to pledge cooperation and make the vision a reality.

FAA has already signed an agreement with the Department of Defense to speed up civil development and share technical information. Currently it is developing a memorandum of understanding with the National Aeronautics and Space Administration to establish a national tiltrotor air transportation system.

And the Port Authority of New  
*continued on page 3*

## Biggest Employee Salary Boost Since 1981 In The Works

FAAers and most other federal employees and the military are expected to receive a 4.1% pay boost in January -- the largest since October 1981 and double this year's raise.

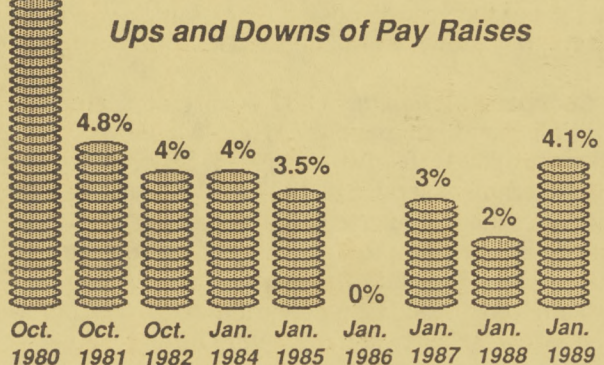
The pay increase, a perennial hot political potato on Capitol Hill, has jumped most legislative hurdles. It was recently okayed by a conference committee of both House and Senate members.

The boost, which is expected to cost the FAA about \$70 million in the 1989 fiscal year, raises the salary of highest ranking career civil servants from \$77,500 to \$80,775.

At last report, the pay raise has the apparent blessing-  
*continued on page 4*

9.1%

### Ups and Downs of Pay Raises



## Briefs *continued from page 1*

craft is on its way to China. Getting the 1,144th and last 200 model is Xiamen Airlines of the People's Republic of China. Model 200 has been superseded in Boeing's catalog by the 737-300, 400 and 500. Boeing's 737 orders for all models total 2,186.



Last 737-200 production model takes off for China.

**Survey Update.** Most FAAers nationwide will have a chance to fill out the new, shorter employee survey in October, but headquarters employees will have more time to sharpen their pencils and collect their thoughts. In June, agency managers and other top management received the survey. Those results are being compiled and sent to managers. The headquarters survey is being delayed until January 1989 because of the recent top-level management changes which have the biggest impact on Washington, D.C., employees.

**NMACs Drop.** For the ninth month in a row, pilot reports of near midair collisions dropped. NMACs declined 39% in July compared to the same month last year. NMACs this July were 72 compared with 118 last year. And for the year, NMACs were also down -- a 28% slide. That's 442 reports through July 1988 compared with 617 for the same period in 1987.

Operational errors also showed a significant decline, down 18.5% in July this year versus July of 1987. They were 19% lower for the first seven months of the year compared to the same period one year ago -- down from 760 to 618.

**Scocozza Signs Off.** DOT Assistant Secretary for Policy and International Affairs Matthew V. Scocozza resigned effective August 15. Scocozza began his government service in 1974 as a trial attorney for the Interstate Commerce Commission and was named by President Reagan as assistant secretary in 1983. DOT Secretary Jim Burnley praised him for his "important and lasting contribution to transportation safety, security and regulatory reform." Assuming the post as acting assistant secretary is Gre-

gory S. Dole. Dole was previously Deputy Assistant Secretary for Policy and International Affairs.

**On-time Performance.** The on-time performance record for the 13 largest U.S. air carriers in June was the best since flight delay reporting began last September, the DOT said in its monthly "Air Travel Consumers Report." Excluding mechanical delays, carriers reported that 84.3% of their flights operated on time in June, the best performance since April's 82.6% figure. Consumer complaints against the industry continued to decline, with 1,964 reported to the DOT in July 1988. That compares to 6,561 in July 1987 -- a 70% drop. Mishandled baggage reports increased slightly, averaging 6.76 reports per 1,000 passengers in June, compared to 6.16 reports in May. The number of passengers involuntarily "bumped" for the first quarter of 1988 was down to a 3.71 rate per 10,000 boarding, compared to 5.46 for the January-March 1987 period.

**Heliport Reports.** FAA has published three new technical reports designed to help communities plan and develop heliports. They are: "Analysis of Heliport System Plans," "Four Urban Heliport Case Studies," and "Heliport System Planning Guidelines." The agency plans to use the reports to develop heliport planning sections that will be added to two FAA advisory circulars. The revised ACs will help ensure standardization in the forecasting, data collection, and data presentation methods and procedures used in heliport planning. Copies of the reports can be obtained from Robert D. Smith, FTS 267-3783.

**Transport Conclave.** The National Defense Transportation Association holds its 43rd Annual Forum and Exposition October 2-5 at the Hilton Hawaiian Village, Honolulu, Hawaii. For more information, contact: Faye Pastor, NDTA, 50 S. Pickett St., Suite 220, Alexandria, VA 22304, (703) 751-5011.

**Chairman Potts.** Keith Potts, Associate Administrator for Aviation Safety, will chair the Air Traffic Control Association's 33rd annual conference. It will be held October 31-November 3 at the Hyatt Regency Crystal City Hotel, Arlington, VA. This year's theme: "Threshold of the Future." The conference's exhibit hall will then hold the largest number of air traffic control exhibits in the nation.

## Tiltrotor *continued from page 1*

York and New Jersey is launching another year-long study, with the help of FAA funding.

The agency is shooting for full certification of a pressurized civil tiltrotor aircraft that would permit commercial service by late 1995 in the United States. A civilian demonstrator could be available as early as 1993, but there's a lot of work to do between now and then.

At a special ceremony at FAA headquarters on August 12, tiltrotor was the star attraction with FAA officials, other government agencies and the aviation industry saying they're committed and want to pitch in.

FAA Administrator Allan McArtor and Chief of Staff Michael Goldfarb set the tone.

McArtor, an avid tiltrotor enthusiast, says the craft would make major contributions by reducing airport congestion because of their unique capabilities -- tiltrotors could operate from facilities near city centers.

The headquarters get-together also included remarks by Department of Defense Brig. Gen. Harry W. Blot; Dr. William F. Ballhaus, Jr., of NASA; FAA's Lt. Col. "Pete" Peduzzi, who heads the agency's Civil Tiltrotor Special Project Office; FAA Executive Directors C.R. "Tex" Melugin and Joseph J. Balzo; John Zugschwert of the American Helicopter Society; and Stephen Berger, Executive Director of the Port Authority of New York and New Jersey.

Peduzzi sees his office as a "national coordinator" of policy, plans, research, development and regulation, linking government and industry together.

Although there are several important kinks to work out -- including reducing the craft's noise level and weight and improving its aerodynamics -- NASA's Ballhaus said the tiltrotor program offers the United States a "new dimension and an important contribution in keeping the United States number one in aviation."

The Helicopter Society's Zugschwert called tiltrotor a "one of a kind technology" which would allow "man to fly like a bird" and shed the 80-year-old bonds of runways and airports.

The Port Authority study, which is expected to begin this fall, will assess planning, estimated land requirements, site development costs, ground transportation access accommodations, market potential for each site, flight approach and departure restrictions, environmental issues, regulations, community acceptance and compatibility with surrounding areas.

A previous study, completed last year, found that tiltrotors -- operating from several locations in the New York-New Jersey metropolitan area -- could attract as many as 8 million business travelers a year.



Earlier this year, the military version of the tiltrotor -- the V-22 Osprey -- was rolled out before a crowd of more than 2,000 in Texas.

Six prototype tiltrotors -- called the V-22 Osprey -- are currently being built by Bell Helicopter Textron, Inc., and Boeing Helicopters for the Navy. Future plans call for more than 600 V-22s for the armed forces. The military version is designed to carry 24 troops and equipment.

## International ATO Branch Aims At Standardization

The Air Traffic Operations Service has established an International Procedures Branch, currently designated as ATO-340, to boost the effectiveness of FAA's role in international aviation.

The new branch should give the agency a significant edge in shaping international standards and practices related to air traffic service.

Working with regional Air Traffic divisions, the branch will promote a stronger international FAA air traffic presence, encourage greater standardization of oceanic procedures and provide better headquarters support for the needs and objectives of oceanic air traffic service facilities.

FAAers currently assigned to the new branch include: Louis H. McCaughey, ATO-340, manager, (202) 267-9313, and specialists Lawrence R. Billow, ATO-341, (202) 267-9319; Donald G. Gray, ATO-342, (202) 267-9323; and Michael P. Pumphrey, ATO-343, (202) 267-9324. All numbers are also FTS lines when prefixed with 8 and minus the area code.

## Pay Raise *continued from page 1*

ing of the White House and the Office of Management and Budget. The Administration originally requested a 2% civilian raise for next year and a 4% jump for the military but is now not expected to challenge the congressional figures.

In this election year, Congress decided to count itself out of the raise along with about 5,000 other top federal officials including judges. The Senior Executive Service, however, is expected to see fatter paychecks in 1989.

There's also some good news for clerical employees who work in the metropolitan Washington area, including more than 400 FAAers. Now that the Office of Personnel Management has given its okay, they are expected to get a 2% raise at the end of August and will be eligible for the proposed 4.1% boost in January.

These workers -- secretaries, clerk-typists, clerk-stenographers, data transcribers and other related jobs in grades GS-2 through GS-7 -- did not receive the across-the-board 2% raise for most federal workers last January. Under a "special rate" category they were hoping for a 2% boost in April, but it didn't happen.

Federal pay has seen its ups and downs over the past few years. The federal civilian work force received as much as 9.1% in October 1980, but faced a pay freeze in January 1986. To cut costs, the government delayed the usual raise which was scheduled for October 1983 by three months. Since January 1984, pay raises have coincided with the beginning of the calendar year.

## 'Mother Nature' *continued from page 1*

craft cockpits, are expected to be on line in the early 1990s.

FAA has awarded two contracts, totaling more than \$23 million, to help pilots fight often unpredictable "Mother Nature."

The new weather programs are part of the agency's master NAS Plan and are aimed at monitoring weather -- the pilot's number one enemy, which accounts for more than 40% of all fatal accidents year in and year out.

One \$12.8 million contract, awarded to Harris Corp. of Melbourne, FL, will result in two Weather Message Switching Centers, which will collect, store and distribute National Weather Service data as well as operational notices to airmen.

They will be located in Atlanta and Salt Lake City at existing FAA facilities. Each will serve about half of the nation and are scheduled to begin operating in 1992. The new system will replace the 25-year-old program at the National Communications Center in Kansas City.

Information from the two switching centers will be transmitted continuously to weather processors at ARTCCs and automated flight service stations.

Another \$10.5 million contract, awarded to Contel ASC of McLean, VA, is for new computer systems that will process weather information for automatic transmission and display in aircraft cockpits.

Contel will provide weather communications processors to ARTCCs and two support facilities. Installation will begin in 1990 with all sites operational in 1992.

These weather processors will work in conjunction with an automatic air/ground data link system that will allow pilots equipped with advanced technology Mode S transponders to request and receive hazardous and routine weather information automatically.

Pilots will be able to plug into the data base directly and have information displayed on a monitor in the cockpit or get a "hard copy" printout.

Initially the system will provide pilots with weather information including terminal forecasts, winds aloft, surface and airborne observations and radar summaries as well. Future enhancements will include hazardous weather radar graphics, route forecasts and notices to airmen.

## Worldwide Weather Panel Getting FAA's Expertise

Dr. Narasimhan Sundararaman, formerly manager of FAA's Air Quality Division, Office of Environment and Energy, has been named to a worldwide weather panel.

Sundararaman, who is presently on temporary assignment to the Geneva based World Meteorological Organization (WMO), has been appointed Secretary of the Intergovernmental Panel on Climate Change.

The new climate panel was set up at the request of the United Nations, WMO and the leaders of the major industrial countries that met recently in Toronto for an economic summit.

The panel will assess scientific information on climate changes and their impact and may recommend worldwide policy changes if necessary.

Sundararaman's appointment to this prestigious position entitles him to diplomatic status.

**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



## Metrobus Tips



Ronald Smith, an employee with FAA's Office of Public Affairs, recently caught the eye of Metro officials who asked him to help get the word out about the transit system's services for handicapped people. Ronald is featured in the latest edition of Metro's guide for seniors and people with disabilities. These two brochure photos show Ronald using one of the lift-equipped buses and fastening his wheelchair with a safety belt on a bus. Ronald, a resident of Upper Marlboro, commutes daily to FAA headquarters using the bus and subway.

## FAAers Donate 57 Pints

FAA's Office of Aviation Medicine and the American Red Cross held another successful blood drive at headquarters on August 17. Some 70 employees offered to give, netting the drive 57 units. There were six first time donors.

## Leslie Y. Figueroa Dies

Leslie Y. Figueroa died Friday, August 12, after lapsing into a diabetic coma.

Leslie, 35, was an airport operations safety specialist with the Design and Operations Criteria Division, AAS-100, Office of Airport Standards.

She previously served as an engineer with the Federal Highway Administration.

Funeral services were held August 18 in Whitesboro, New York.

Contributions in her name may be made to the American Diabetes Association or the Idlywood Presbyterian Church, Falls Church, VA.

A memorial service will be held at the Idlywood Presbyterian Church in late September.

## Feedback

*Intercom* gets comments and ideas from its readers which we'll occasionally pass along in a "Feedback" column — like this one.

**Baseball ballad.** Remember all the media hoopla when the Chicago Cubs tried to play the first night baseball game under artificial sun at Wrigley Field?

FAA historian and baseball enthusiast Nick Komons captured the thoughts of many when he penned these lines:

### *On Leaving Well Enough Alone*

*God rested on the seventh day  
And went to Wrigley Field  
To see the Cubs play baseball  
On His own grass,  
Under His own light.  
— And His light was good.*

*But man believed he could do better.  
Shunning the sun in Cubbie land,  
He said, "Let there be light at night."  
And he erected ugly metal poles crowned with ugly GE lamps.  
Angered, God unleashed a great rainfall  
That flooded the field and made baseball unplayable.*

*Man retreated to the local pubs  
Upset on two counts:  
He could not see his Cubs  
And the time for Happy Hour  
Had long since passed.  
He cried in his beer.*

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## Headquarters Intercom

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Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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## Headquarters News



### 'Battle Hymn' Outshines Budget Briefings At The White House

Sixteen-year-old LaVern Porter and her mom had a summer they won't forget for a long time.

LaVern, the daughter of Bettie Porter, Advanced System Acquisition Service, is a member of Washington's now famous Eastern High School Choir -- the group that gained international recognition by taking second place in a world-wide singing competition in Vienna, Austria.



LaVern Porter

Although Bettie didn't get the chance to go to Austria to see her daughter and friends wow sophisticated European judges, she was front and center at a special performance for President Reagan at the White House earlier this month.

The choir performed two selections -- "Polonaise Dances" by Russian composer Alexander Borodin, and the President's favorite -- "The Battle Hymn of the Republic."

Bettie recalls the nation's Chief Executive had tears in his eyes and "a lump as big as an apple" in his throat as the choir belted out their rendition.

In a brief speech after the choir demonstrated their talents, the President told them that all America was proud of them and quipped in his typical style: "...this beats a budget briefing any day!"

### Upcoming Events

**Women's Equality Day.** Mark *Wednesday, August 31*, on your calendar for a Federal Women's Equality Day program featuring two FAA career women as guest speakers. Jacqueline Smith and Vina Showers. It's scheduled from 10:30 a.m. to 11:30 a.m. in FAA's third-floor auditorium.

Smith, a 20-year air traffic veteran, is manager of the Air Traffic Division, Western-Pacific Region -- the first woman to hold that post in any region.

Showers registers two agency "firsts." She is the first woman to be named manager of the FAA Depot at the Aeronautical Center and is the first minority female in the Senior Executive Service at FAA.

**Home-made goodies.** The FAA Chorale is holding a bake sale on *Wednesday, August 31*, from 11 a.m. to 2 p.m. on the second floor of the FAA

building. Donations will be used to help the DOT Day Care Center.

**Weight watchers.** So you don't feel guilty about munching on goodies from the Chorale's bake sale, you can sign up for FAA's successful weight watchers program. Registration is *Tuesday, August 30*. The program runs for eight weeks with hour-long sessions from 11:30 a.m. to 12:30 p.m. on Tuesdays beginning *September 6*. The cost is \$80 for newcomers, \$70 for those who rejoin. Call Sam Hart at the FAA clinic, x73406, for details.

**FAA bowlers.** The agency's bowling league kicks off its 1988-89 season on *Thursday, September 8*, at Seminary Lanes in Alexandria. Anyone interested in joining the league should call Darlene Hickox, x78730, or John Saledas, x78546.

**New hours.** FAA's Travel and Transportation Section, room 535, has new operating hours from *8:30 a.m. to 1:30 p.m.*

This is a temporary change. Emergency and urgent travel matters, however, will be handled throughout the day from 8:30 a.m. to 5 p.m.

**Be a star.** FAA Headquarters' first annual variety show is planned for September, so get your act together. The "Stars in the Sky" show will help raise donations for the DOT Day Care Center on the second floor.

Auditions begin the week of August 29. Call John Hanks, x73464, or Ponjola Short, x78895. Two performances are planned for September 20 and 22 in the auditorium.

**Motown tunes.** "Spectrum," Air Force musicians who play Motown oldies and the latest hits, are featured from 12 noon to 1 p.m. on *Wednesday, August 31*, on the West Terrace of the National Air and Space Museum.

**Leave donors needed.** Have some extra leave to donate to other FAAers who need help?

The Leave Transfer Program allows FAA employees to do just that by transferring annual leave to other federal employees who have experienced a medical emergency or other personal hardship.

For more information, contact Elmer Frasure or Steve Fewell of the Classification Branch, AHR-160, x78034.

**Credit cards.** The Transportation Federal Credit Union is promoting its Visa credit cards giving members options to apply for cards with interest rates as low as 12.9% and an annual fee as low as \$12. Other card options are available, too.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## News in Brief

**Stopping Thieves.** There's been a rash of thefts at FAA headquarters and DOT's Nassif Building with sneaky thieves ripping off wallets and purses. See page 4 for some common sense tips on how to safeguard your possessions.

**On The Road.** Administrator Allan McArtor is taking his "tiltrotor" crusade on the road. McArtor plans to push the idea of a civilian tiltrotor when he meets with aviation experts from around the world at the Farnborough International Air Show shortly after Labor Day. The event, near London, is the second largest air show in the world. The Paris Air Show, across the Channel, is number one.

**Peaks.** The Cleveland ARTCC reported a peak record of 8,358 operations on July 27 breaking its old record of 8,291 set on July 12, 1979. And the Indianapolis ARTCC reported a peak traffic record of 6,958 operations on July 26, breaking its previous record of 6,878 on May 19, 1988.

**Hair Raising Headline.** FAA makes headlines almost everyday almost everywhere. But a few FAAers did double takes when they spied this item in a West Virginia newspaper recently: "FAA approves baldness treatment." *The Dominion Post* ran

*continued on page 2*

## Computerized 'Ops Specs' A Hit With United Airlines

United Airlines is the first major carrier to get its operating rules -- known as Operations Specifications or "Ops Specs" -- produced by a new automated system designed to increase safety and standardization.

It replaces a manual, time-consuming process that often leads to variations between carriers -- a prime concern because it means that one airline may end up operating under less restrictive standards than another carrier.

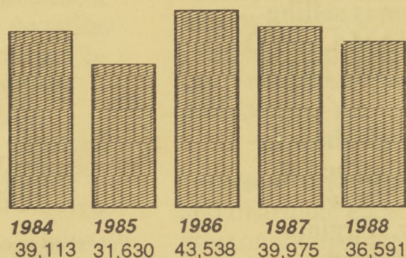
The FAA and United showed off the new computer generated Ops Specs document and system at a headquarters briefing on August 23. Administrator Allan McArtor and United's Senior Vice President for Flight Operations Capt. Lloyd Barry said the new system does the job of spelling out an airline's specific operating ground rules better, faster and cheaper for both the airline and FAA.



Administrator McArtor and United's Lloyd Barry ink "Ops Specs" document as Associate Administrator for Regulation and Certification Tony Broderick (center) looks on.

*Photo by Lance Strozier*

## Delays Drop



Delays in the air traffic system dropped by 8.5% in July from July 1987. For the first seven months of 1988, delays were down by 13% compared to the same period last year.

Ops Specs cover a wide range of airline operations including approved routes and airports, types of aircraft, maintenance schedules and procedures for controlling airplane weight and balance, and other rules an airline must follow to comply with Federal Aviation Regulations.

McArtor said that United's commitment will prompt other airlines to join the system. In fact, FAA is already working with several other carriers.

*continued on page 2*

## Briefs *continued from page 1*

the story, but it didn't tell tales of employees tearing their hair out over the latest government report or scratching their heads over new organizational charts. It was a case of mistaken identity. The headline writer goofed. The story was actually about another agency, the Food and Drug Administration (FDA), which approved an anti-baldness product that has produced hair on some men with evaporating follicles. Although FAA isn't in the business of certificating hair potions, the FDA's okay means the treatment is expected to show up in drugstores in about a month.

### FAA approves baldness treatment

WASHINGTON — The federal government gave approval for the first time this week an anti-baldness treatment that produced more hair growth in four out of 10

equivalent of about \$50 for a month's supply. A company official said prices in the United States would likely be comparable.

... in the form of a

*This headline tells the story.*

**TSSC Update.** There was an error in an August 16 *Intercom* article announcing the recent award of a \$343.9 million contract to Raytheon Services Co. The firm won a five-year Technical Support Services Contract to provide help to the FAA including installing NAS Plan equipment. One of its jobs will be to relocate ASR-7 and ASR-8 radar equipment after ASR-9 radar is installed. Another company, Westinghouse, will install the ASR-9 radar under a different contract. Raytheon is also opening several offices nationwide to do the work, including one in Fort Worth, TX, not Dallas.

**General Aviation Stats.** The 1988 General Aviation Statistical Databook is off the presses. It contains facts on general aviation aircraft sales, international trade figures, general aviation safety trends, pilot population numbers and airport and aeronautical facilities statistics as well as FAA and NTSB data relevant to general aviation. The General Aviation Manufacturers Association is selling the book for \$5. For a copy, write to GAMA, 1400 K Street, NW, Suite 801, Washington, D.C. 20005.

**Air Show Favorite.** FAA's DC-3 is an air show favorite. You can catch the vintage plane at the following events: Cleveland National Air Show, September 3-5; NAS Oceana Air Show, Virginia Beach, VA, September 17-18; Westmoreland County Air Show, Latrobe, PA, September 24-25; and Air Fair '88, New Bedford, MA, October 1.

**Buckling Up.** Driver safety belt use has increased to a record 43.4% nationwide compared to only 11% in 1982. Seats belts saved an estimated 11,000 lives from 1983 through 1987 mostly because of seat belt laws. In 1987, about 4,000 lives were saved because occupants buckled up. But 15,000 lives could have been saved last year if everyone wore a seat belt, according to data compiled by the National Highway Traffic Safety Administration. Some major cities fared better than the national average, and some fell below the norm. Dallas recorded a 71.4% seat belt usage figure with Houston not far behind at 65.6%. Also high on the list are Seattle, 60.3%, and San Diego, 59.4%. By comparison seat belt usage was pegged at 15.4% in Providence, RI, 31.2% in Boston, 24.6% in New York City and 28.1% in Pittsburgh.

### Ops Specs *continued from page 1*

With the new, automated system, FAA assumes the responsibility for initial preparation of the Ops Specs, a task that is now handled by individual carriers who then submit the document to FAA for review.

To handle the task, two new computer software programs have been added to the current computer system that links FAA's Flight Standards District Offices.

One program contains 87 standard paragraphs from which the software can choose in producing Ops Specs tailored to individual airlines depending on their size, equipment, route structure and other variables.

The other software program provides a detailed database on each airline that will be used in preparing the Ops Specs document. FAA safety inspectors nationwide also will be able to access this database on a continuing basis in performing their normal job tasks.

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Lennie Maginnis, Art Director

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## All Buttoned-Up



Have you noticed those big yellow buttons that make no bones about FAA's commitment to the development of a "tiltrotor" passenger aircraft? Many people at headquarters have been sporting the buttons including C. R. "Tex" Melugin, Executive Director for Regulatory Standards and Compliance, and Deputy Administrator Barbara McConnell Barrett. They showed off their pins at a recent reception following FAA's announcement that it is working with NASA, the Department of Defense and industry to make civilian tiltrotors a reality in the 1990s. By the way, the button says: "FAA is Full Tilt for Tiltrotor."

Photo by Lance Strozier

## McArtor, Soviet On Tap To Discuss 21st Century

FAA, NASA and the Massachusetts Institute of Technology are sponsoring an international symposium which features Administrator Allan McArtor and international experts including one from the Soviet Union.

The "Symposium on Aviation System Concepts for the 21st Century" will be held in Cambridge, MA, September 28-29.

Featured speakers include McArtor, giving the keynote speech; Dr. Hans Mark, Chancellor of the University of Texas System, a former Secretary of the Air Force and Deputy NASA Administrator; Daniel Tenenbaum, Director General of Civil Aviation of France; Dr. Tatiana Anodina, Director of the Scientific Research Institute of Civil Aviation of the USSR; Paul T. Muto, Nippon Electric Co., Japan; and Dirk Duytschaever of Eurocontrol.

Opening papers will be presented by FAA Executive Director Joseph Del Balzo on the NAS Plan and Olivier Carel, French Ministry of Transport, on the conclusions of the Future Air Navigation Systems Committee.

There will be six sessions of four to six papers each: "Future Environments," chaired by Edward W. Stimpson, General Aviation Manufacturers Association; "New Aircraft," chaired by Louis J.

Williams of NASA; "Airports," chaired by J. Donald Reilly of AOCI; two sessions on "Air Traffic Control," one chaired by J. Lynn Helms, former FAA Administrator, and the other by John J. Fearnside of the MITRE Corp.; and a session on "Human Factors," chaired by John K. Lauber of the NTSB.

For more information contact FAA's Dr. Robert E. Machol, AOA-30, (202) 267-9451.

## Martin Marietta To Continue To Oversee NAS Projects

FAA has exercised a contract option with the Martin Marietta Corp. for \$300.6 million to continue to provide technical and management support to modernize the air traffic control and air navigation system.

The contract is a three-year extension of a 1984 pact designating Martin Marietta as the system engineer and integrator of the National Airspace System (NAS) Plan.

The company will continue to see that major NAS Plan components are properly installed, integrated, work as planned, and remain on schedule and within cost estimates.

## ILS Contract Awarded

FAA has okayed a \$6.7 million contract for 17 Instrument Landing Systems with options to acquire an additional 42 systems by Aviation Systems, Inc., of Kansas.

Delivery of the systems is scheduled to begin in early 1989 with the Oklahoma City Aeronautical Center to get the first delivery for training purposes.

The equipment features designed-in active remote maintenance monitoring and control, which allows 140 functions to be checked automatically over telephone lines from a remote location.

Airports on the list to receive systems include Anchorage, Charlotte, Chicago's Midway, Houston's Hobby, Nashville, Newark, Philadelphia, Phoenix, Portland, Raleigh/Durham, San Francisco and Seattle. Two systems will be installed at BWI Airport and Dallas/Fort Worth International.

**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



### Thwarting Thieves: Security Tips To Stop Wallet Snatchers

During the last two months, there has been an increase in sticky-fingered thieves who have been lifting wallets and purses from FAAers and people working in DOT's Nassif Building.

In all cases, the items were stolen during the regular working hours at FAA headquarters and other buildings and had been left unsecured at individual work areas, according to the Office of Security.



Follow these common sense tips to reduce the risk of losing personal possessions and government equipment to thieves:

- Notice suspicious people in buildings and garages? Notify the security guards immediately. For FAA Headquarters, call 267-8829; Nassif Building, 366-2816; and Coast Guard Headquarters, 267-2426.
- Keep your purse, wallet, or other valuable items with you at all times or *locked* in a drawer or cabinet. Don't leave a purse in an unsecured drawer

### Feedback

*Intercom* gets questions and ideas from its readers which we'll occasionally pass along.

**Monday Blues.** The elevator chitchat on Monday, August 22, was a bit more animated than the usual doldrums signaling the beginning of another work week. FAAers looked confused when the elevator doors opened and they stepped out.

"I must be on the wrong floor," one secretary mused as she leaned back in to verify the floor number on the elevator button panel.

Those who had their eyes open quickly found out that the familiar and different "colors of the 1960s" that identified each floor were gone, replaced by a smooth, velvet blue.

*Intercom* checked with "Brad" Bradshaw, building modernization honcho, and he confessed. The new blue on elevator lobby walls is "Evening Sky" -- an appropriate aviation color.

GSA workers spent the weekend patching cracks and painting the lobbies in what Bradshaw admits was an attempt at "eye-catching impact."

"It's a visible sign that things are getting better," he said. "Evening Sky" was picked because it's compatible with three official color schemes that will update the look of headquarters in the next few months.

or a wallet in a jacket that is left on a chair or coat rack.

- Never leave your keys lying around. If you are responsible for office keys, don't leave them on your desk or in an unsecured place. Keep them *locked* in a desk, file cabinet, or safe for which you control access.
- Check the identification of any strangers who enter your office area or any delivery or repair people who want to enter an area restricted to employees. Don't be afraid to call for verification.
- When you're working in an office after normal hours, lock yourself in by closing and locking all exterior office doors. Be alert when alone while in the office or when going to or from the garage.
- Never write down safe or vault combinations or computer passwords.
- Make sure all the equipment in your office -- typewriters, word processors, calculators, computers -- has been engraved with identification numbers. See your property custodian for these numbers and for assistance with markings.

Each floor gets to pick one color scheme. Interested? Samples are on display in room 435. The new colors generally fall in the blue, green and maroon categories, but they have fancier, designer names. The blues are really "frost" and "cadet." And the maroons are called "wine" and "mist," with greens known in chic paint circles as "aqua" and "moss."

Don't forget! Check these tones out. You may be staring at them for the next decade.

### Computer Conference Set

Information and tickets are available from Diane Sparkman in FAA headquarters room 609D for the Capital Microcomputer Users Forum. Sponsored by area user groups, the conference provides training sessions specifically designed for users. There will be workshops and 200 exhibitors demonstrating the latest technology at the Washington Convention Center, *September 7-8* from 8:30 a.m. to 4 p.m. All parts of the conference are free and the first 1,000 attendees each day receive diskettes and other items.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## 'It's A Real Switch'

When Janet Birkner boarded a plane for a flight from New York to Dallas, the last thing she thought she would need was lifesaving aid from airline employees.

Janet, an air traffic controller since 1981, is in the business of helping airliners and pilots out of tense situations. This time it was different.

Janet and her son, Jason, waved goodbye to her dad at LaGuardia Airport. It was the end to a vacation with her father, Bill Henderson, an

*continued on page 2*

## Pei To Tackle JFK New Airport Tower

A new multi-million dollar air traffic control tower should loom above New York's JFK Airport in about three years -- the design of architect I.M. Pei.

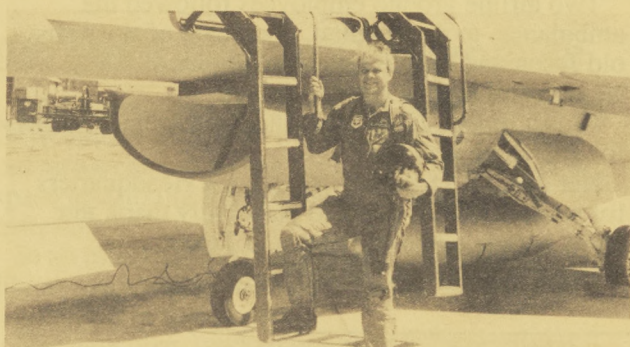
Pei's 300-foot tower is part of a \$2.7 billion JFK facelift.

Pei's final design is sure to stir comments, just like his East Wing of Washington's National Gallery of Art, Boston's Hancock Tower and the newly-opened glass pyramid entrance to the Louvre in Paris.

The latest round of JFK improvements was announced August 25 by the Port Authority of New York and New Jersey. It includes a \$55 million outlay covering construction of the new tower, demolition of the existing 150-foot high tower and a new baggage distribution system for Kennedy's international arrivals building.

*continued on page 2*

## Into The 'Wild Blue'



Administrator Allan McArtor recently climbed aboard a U.S. Air Force F-16 "Falcon" jet for an orientation ride at Nellis Air Force Base, Nevada. He also had a chance to visit the Thunderbird Museum and Hall of Fame. McArtor was a member of the Thunderbirds during his Air Force days.

## Victor Foster Recovering

Tethered to a five-foot tube, Victor Foster kicked a ball around the courtyard of a Boston hospital less than three weeks after delicate heart surgery.

And if Victor recuperates the way his doctors and

*continued on page 2*

## Where There's Smoke...

FAA's flammability standards for materials used in airline passenger cabins now include an added requirement for smoke emission testing.

The change aims to make sure that none of the new materials introduced under the new flammability standard will produce excessive amounts of smoke in the event of a fire that could hamper emergency aircraft evacuation.

The agency is also refining procedures used to test the flammability of materials to ensure uniformity of results regardless of where the tests are done.



Stricter flammability standards, adopted in August 1986, require more fire resistant and slower burning materials for cabin sidewalls, ceilings, partitions, stowage compartments, galleys and other interior structures.

The objective: give passengers and crew more time to evacuate an aircraft during a fire.

The standards were applied to all newly designed craft with 20 or more passenger seats. For existing

*continued on page 2*

## Smoke *continued from page 1*

aircraft designs, the airlines will be required to meet the new standards upon the next complete interior refurbishment.

FAA has also taken other actions in recent years to increase passenger protection in survivable accidents. These include requirements for fire-blocking layers in passenger seats, new low-level emergency escape path marking, smoke detectors in galleys and lavatories, additional and more effective fire extinguishers and flame resistant liners in cargo compartments.

## Airport Tower *continued from page 1*

The current tower was built in 1952 when the airport handled about 105,000 aircraft movements annually. Last year, JFK's tower directed more than 268,000 aircraft movements.

The new tower is being designed to accommodate future traffic increases and the installation of new, sophisticated electronic radar and other control equipment in the works as part of the updated National Airspace System (NAS) Plan.

Tower construction is set to begin this fall and will be located on the present aircraft ramp areas behind the international arrivals building. The existing tower, located adjacent to the parking lot in front of the international arrivals building, will be demolished and replaced by a new Transportation Center and new roadways.

## Victor Foster *continued from page 1*

family hope, the seven-year-old will get his dream of playing soccer.

During a five-hour operation in August, a surgical team of six reconstructed Victor's heart into two chambers, one for blood inflow and one for blood outflow.

Victor, the son of Tech Center computer programmer Tim Foster, suffered from a rare heart defect since birth which limited his oxygen supply.

When he was just three months old, Victor was diagnosed as missing one of four heart chambers. His pulmonary artery and aorta were transposed and there was a hole between two chambers.

Victor's dad, who is a 13-year veteran of the Atlantic City facility, says the early prognosis for his son was grim. Originally, doctors said Victor would need a heart transplant.

After numerous medical opinions and research by Victor's family, they decided to have reconstructive surgery in Boston's Children's Hospital.

Victor is recovering well and is expected to stay in

the hospital for several weeks.

"He's made a lot of friends," says Victor's father, "and is excited about the future." Less than three weeks after surgery, Victor and Tim bounced a ball back and forth in the hospital's courtyard. Victor was still hooked to a tube and machine that monitors and drains excess fluids from his chest, but managed to give the ball a strong kick.

Although medical insurance will pay for the expensive procedure, Tech Center co-workers contributed funds to help the family pay for travel and lodging costs while they are in Boston. Employees have also donated leave time to Tim.

## Switch *continued from page 1*

assistant system engineer at the Fort Worth ARTCC.

During the August 25 flight, Janet became extremely ill. She originally planned to continue on to Salt Lake City where she works in approach control at the airport tower.

The crew radioed ahead, alerted medical authorities and called for an ambulance which was waiting at Dallas-Fort Worth International.

Things were blurry, Janet remembers from her bed at Dallas' Northeast Memorial Hospital. But she has nothing but praise for the crew and ground employees of Delta Air Lines. "They couldn't have treated me better," she says. "My mom was amazed."

Two airline ground employees followed the ambulance to the hospital, took care of six-year-old Jason and helped Janet get admitted. They stayed until Janet's mother arrived.

At last report, Janet was scheduled to have surgery for gall stone problems.

Her dad, on special detail to FAA Headquarters for several weeks, plans to personally thank the Delta people when he returns to Texas.

"It's a real switch," he says.

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### Headquarters Intercom

September 6, 1988  
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Pat Cariseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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# Headquarters News



## API, ALG Softball Champions

After a summer of fierce competition, more than 150 FAAers -- who donned uniforms and played softball for the "home team" -- FAA has crowned twin champions.

Policy and International Aviation's team claimed the 15-week co-ed softball regular season league championship. And Acquisition and Materiel Service claimed the championship in the 16-team play-off tournament which followed.

This year's softball league included eight FAA teams along with two teams, fielded by the National Transportation Safety Board, and six teams from agency contractors: two from Systems Engineering Integration, Systems Control Technology, Minority Services, Inc., Logicon and Hughes Aircraft.

Team	Won	Lost
API	14	1
Systems Engineering-East	14	1
ASF	12	3
AVS	10	5
ALG	10	5
NTSB-East	10	5
Minority Services	7	8
AAT	7	8
Systems Engineering-West	6	9
Logicon	6	9
AMS	5	10
Systems Control	5	10
NTSB-West	4	11
Hughes	4	11
AHR	3	12
ADL	3	12

This chart shows the final FAA Softball League standings before the tournament.

ALG team captain Russ Williams accepts Tournament Championship trophy from Don Dwyer as team member Emil Michaux looks on.



Don Dwyer, FAA's softball commissioner, presents the League Championship trophy to Jake Plante, Policy and International Aviation's team captain, to the delight of Deputy Administrator Barbara McConnell Barrett, Executive Director Bob Whittington and API team members. Not pictured are players: Laurie Fisher, Cheryl Brinkley, Earline Burgess, Sheila Byrd, Dave Ford, Kelvin Foreman, Gary Olin and Neal Phillips.

Photos by Dennis Hughes

## 9th Floor Library Compromise

FAA employees, managers and those who use the DOT branch library on the 9th floor have worked out an agreement giving back 1,125 square feet of space and nixing the need to store some useful materials.

In an effort to find office space, the original library plan was to reduce its size by about 6,000 square feet in two phases.

The new plan, worked out by employee groups and managers, allows the original phase one reduction of 2,600 square feet, but scales back the second phase. Instead of taking an additional 3,475 square feet, the new approach calls for a smaller reduction of 2,350 square feet.

The extra 1,125 square feet will eliminate the need to store useful FAA library materials outside the building and the cost of moving them back at a later date.

The Law Library will remain open during September, but the main library will be closed during the facility's reconfiguration.



Acquisition and Materiel Service team members won the tournament play-off championship after beating out 15 other teams. Here are the proud players with FAA officials and boosters. Team members not pictured: Gil Devey, Jeff Tornell and George Tornell.

# Headquarters News



## Feedback

*Intercom* gets questions, ideas and comments which we'll pass along -- like these.

**Charting the building.** Ever get lost amid the changes spawned by the reorganization and FAA's building modernization program? Now, there's help. Along with the blue velvet "Evening Sky" walls near the elevators, new, multi-colored floor diagrams are cropping up.

The elevator banks on each floor have "computer assisted diagrams" in glass frames on the walls showing room and office locations.

**Fettucine under glass.** The new, glass-enclosed restaurant at the National Air and Space Museum officially opens at 10 a.m., *Saturday, September 17*, with music, free cake and a raffle, but the \$14 million facility has already been dishing out eats.

At the suggestion of many, *Intercom* took a culinary trip across the street. Here are a few comments. But don't expect expert advice à la Phyllis Richmond.

The building is hard *not* to notice. Its white metal skeleton holds up tons of tinted glass. To say the least, there's plenty of light and the best view -- of the Capitol -- is from the east side. To get there, go into the museum and enter near the lunar landing module on the first floor.

The eatery, which caters mainly to the hordes of tourists who visit the museum daily, is broken into two sections. On the ground floor is a fast food operation, called "The Flight Line" with the usual fried chicken, burgers, salads, pizza, soft drinks, beer and wine, etc.

There are 800 seats, and if you arrive before noon, there's only a short wait. Even with a longer line, you should be able to make it through the lines -- there are two with the same food -- find a seat, munch and chat rather expeditiously.

Plan to spend more time if you pick the fancier "The Wright Place," which means you have to make special arrangements with your supervisor. It's one level above the fast-food dining area. It features a hostess and waiters and seats 180 in comfortable chairs. The color scheme is the 80s -- grays and maroons. And the white plates are made in the U.S.A. The day we arrived slightly before noon, there was a 10-20 minute wait. After the official opening, "The Wright Place" will take reservations. Call 371-8778.

The help was friendly and polite with a sharp-eyed waiter making sure glasses were filled

promptly. But don't expect to dine there if your daily lunch budget is \$5.

Our group was satisfied with the food quality, portion sizes and the way it was presented with colorful vegetables, especially the red bell peppers.

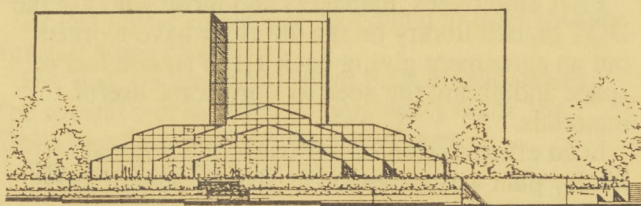
Since being a food critic is a subjective art, we'll let you be the judge.

That day, the menu wasn't expansive but had enough choices to please just about everyone. Entrees included crab cakes, \$9.50; chicken breast with pecans and honey mustard, \$8.95; London broil with mushrooms and pine nuts, \$9.50; and fettucine with chicken chunks and prosciutto, \$6.50.

For sandwich lovers, there's the "Red Baron Burger" with cheddar cheese or the traditional burger, \$5.50; "The Apollo 8," a smoked turkey sandwich, \$4.95; "The Wright Choice," the restaurant's version of a Reuben sandwich, \$5.95; "The Titan I" steak sandwich with blue cheese, \$6.95; and "The Ranger," a BLT with cheddar on whole grain toast, \$3.95.

There are a few appetizers, regular and fruit salads, and desserts ranging from \$1.75 to \$6.95. Beer and wine by the glass -- about \$2. A short wine list includes champagne for \$23 and wine by the bottle from \$9 to \$18.75. House wines are \$5 for a half-liter.

One thing we didn't find out. What's it like eating under glass when it rains or snows?



*The glass restaurant is at the east end of the National Air and Space Museum.*

**POW medal.** Tony Spada, ADA-40, a former prisoner of war who escaped from the Japanese in 1944, wants to alert other FAAers and their families about the Department of Defense's newest POW medal.

Former POWs or their next of kin can call a toll-free line for answers to questions about the award.

The medal is given to honor POWs who served in World War I, World War II, and the Korean and Vietnam conflicts. Call 1-800-873-3768.



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

# Headquarters Intercom



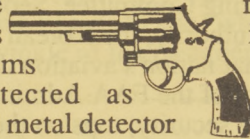
This photo, taken shortly after the Aloha jet landed on Maui, vividly shows the missing fuselage section.

Photo by Matthew Thayer

## Shooting For 100% Detection

Airlines fell short in detecting weapons at airport security checkpoints during a recent FAA inspection prompting the agency to level more than \$1 million in fines against 32 carriers. See chart below.

The fines stem from security lapses involving failure to catch items that should have been detected as weapons by airport X-ray and metal detector operators.



The recent audit of security tests found some checkpoints scoring 95% and higher. In 1987, the national detection average was 78.9%. In the first six months

*continued on page 3*

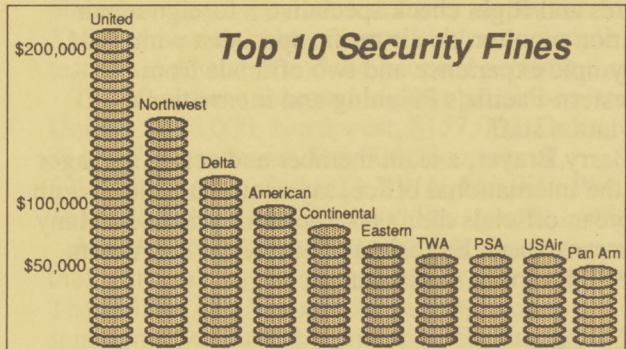
## Corrosion Old Aircraft Culprit

Contrary to popular belief, the biggest problem in maintaining the airworthiness of older airplanes is corrosion and not structural fatigue.

That's one of the views expressed in a just-published FAA report from the agency's three-day International Conference on Aging Aircraft.

Airline operators at the conference pointed out that up to 95% of their maintenance actions resulted from corrosion. Only 5% were caused by "fatigue."

*continued on page 3*



## News in Brief

**Find Your Pay.** Next January's 4.1% pay raise for federal workers and the military is virtually assured following President Reagan's recent okay. See the chart on page 3.

**Nick of Time.** When Aeronautical Center employee Mike Bone took CPR and first aid training recently, he didn't expect to use his new medical expertise so quickly. Mike, a 14-year

FAAer and electrical equipment repairer at Oklahoma City's FAA Depot, was on an assignment in Wyoming just nine days after completing the course. Mike was eating in a restaurant when another patron began choking and quickly turning a grayish-blue. The victim's son tried to help, but failed. Then Mike went into action trying the "Heimlich" maneuver, at first unsuccessfully. But he succeeded on his second

try and dislodged a piece of food from the man's throat. Mike used an emergency procedure he learned in the first aid class — an upper abdominal thrust that forces air from the lungs upward to dislodge an obstruction.

**MLS Manager.** Richard Arnold has been named to head up FAA's new Microwave Landing System (MLS) Program Office.

*continued on page 2*

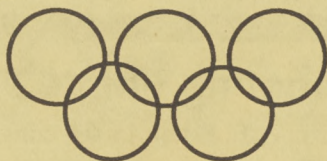
## FAA Coaches The Olympics

With the Olympic Games hitting tens of millions of television screens, there's one coach and team you won't find coming into your homes "up close and personal."

It's a behind-the-scenes group that hasn't won any gold medals for pole vaulting, but knows split second aviation timing.

It all started earlier this year when five FAAers from the Western-Pacific Region offered their aviation expertise to Korea.

After all, the FAA had a lot of experience from the 1984 Los Angeles Olympics.



The Koreans accepted, and the group spent a week in the Asian country meeting with Korean aviation officials, the Seoul Olympic Organizing Committee, Seoul International Airport Authority, the Korean Civil Aviation Bureau and that nation's aviation director general — the equivalent of the FAA Administrator.

In addition to aviation security, topics on the Koreans' information list were safety tips on controlling increased air traffic, especially a boost in helicopter traffic.

The U.S. team included a Flight Standards procedures and flight check specialist, a foreign repair station monitor, an air traffic specialist with 1984 Olympic experience and two officials from Western-Pacific's Planning and International Aviation staff.

Barry Brayer, a team member and acting manager of the international office, says communicating with Korean officials didn't take years of practice. Many Koreans speak English, and one of the FAA team members spoke the language.

## Briefs *continued from page 1*

The office is under the Associate Administrator for NAS Development Arnold Aquilano and has an AND-30 routing symbol. Arnold joined the FAA in 1985 and was the manager of the Program Management Division, Office of Program and Regulations Management. An airline transport-rated pilot, Arnold previously held positions with DOT, the Coast Guard and in private industry. He served in the Air Force as a pilot and flight safety officer.

**Higher Costs.** The cost of federal employee health insurance is going up next year an average of 26%. For retirees, the average rise is a sharper 41%. This year's "open season," which runs from November 14

to December 9, is a good time to check out these new costs since they vary widely. *Intercom* will publish specifics on individual plans closer to the start of open season.

**Air Safety.** An international conference on aircraft disasters is scheduled for Washington on October 6-7, sponsored by *Air Safety Law & Technology* newsletter and cosponsored by the Federal Bar Association. Topics include "Preventing Aviation Accidents" and "Preparing for and Investigating Accidents." FAA and NTSB officials are among the conference speakers. It will be held at the Grand Hotel. For more information, contact Laurel Palmer, (202) 728-3360.

**'400' Certificated.** Boeing's 737-400 jetliner was certificated by the FAA on September 2. Launched more than two years ago, the 737-400 is a 120-inch "stretch" version of the 300 model. Although certificated to carry up to 188 passengers, its typical load will be 146 passengers in mixed-class service or about 170 in a charter configuration.



First deliveries of Boeing 737-400 are scheduled this month.

**Cabin Safety.** Safety regulations, effective September 14, have been upgraded to increase small airplane occupant protection during emergency landing conditions. These are amendments to FAA's Small Airplane Airworthiness Review Program for airplanes type certificated to standards of Part 23 of the Federal Air Regulations. The revisions impose dynamic testing standards to determine the adequacy of seats and occupant restraint systems, require locking mechanisms for external passenger doors, and require that external passenger doors be jam-free as a result of fuselage deformation during a minor crash or emergency landing. These actions are based on the results of research, testing, service experience and issues discussed during 1984's Small Airplane Airworthiness Review Conference.

## Find Your Pay

This chart shows the 4.1% increase that is expected to be signed into law by January for most federal employees. About 400 FAA clerical employees—who work in the Washington metropolitan area and were authorized a special rate by the Office of Personnel Management last month—also are scheduled to get the 4.1% raise in January. Their rates will be higher than those indicated here, and a different chart may be published for them in January. An estimated 5,000 "other" federal workers won't get the raise. They include members of Congress, federal judges and other top government officials. The asterisks on this chart denote that although the 4.1% is included in those yearly rates, the salaries of those employees are limited by Congress to \$75,500. That limit could be raised next year if Congress tackles possible salary increases for itself and other top-level government officials.

	STEP 1	2	3	4	5	6	7	8	9	10
GS-1	\$10,213	\$10,555	\$10,894	\$11,233	\$11,573	\$11,773	\$12,108	\$12,445	\$12,461	\$12,780
GS-2	\$11,484	\$11,757	\$12,137	\$12,461	\$12,601	\$12,972	\$13,343	\$13,714	\$14,085	\$14,456
GS-3	\$12,531	\$12,949	\$13,367	\$13,785	\$14,203	\$14,621	\$15,039	\$15,457	\$15,875	\$16,293
GS-4	\$14,067	\$14,536	\$15,005	\$15,474	\$15,943	\$16,412	\$16,881	\$17,350	\$17,819	\$18,288
GS-5	\$15,738	\$16,263	\$16,788	\$17,313	\$17,838	\$18,363	\$18,888	\$19,413	\$19,938	\$20,463
GS-6	\$17,542	\$18,127	\$18,712	\$19,297	\$19,882	\$20,467	\$21,052	\$21,637	\$22,222	\$22,807
GS-7	\$19,493	\$20,143	\$20,793	\$21,443	\$22,093	\$22,743	\$23,393	\$24,043	\$24,693	\$25,343
GS-8	\$21,590	\$22,310	\$23,030	\$23,750	\$24,470	\$25,190	\$25,910	\$26,630	\$27,350	\$28,070
GS-9	\$23,846	\$24,641	\$25,436	\$26,231	\$27,026	\$27,821	\$28,616	\$29,411	\$30,206	\$31,001
GS-10	\$26,261	\$27,136	\$28,011	\$28,886	\$29,761	\$30,636	\$31,511	\$32,386	\$33,261	\$34,136
GS-11	\$28,852	\$29,814	\$30,776	\$31,738	\$32,700	\$33,662	\$34,624	\$35,586	\$36,548	\$37,510
GS-12	\$34,580	\$35,733	\$36,886	\$38,039	\$39,192	\$40,345	\$41,498	\$42,651	\$43,804	\$44,957
GS-13	\$41,121	\$42,492	\$43,863	\$45,234	\$46,605	\$47,976	\$49,347	\$50,718	\$52,089	\$53,460
GS-14	\$48,592	\$50,212	\$51,832	\$53,452	\$55,072	\$56,692	\$58,312	\$59,932	\$61,552	\$63,172
GS-15	\$57,158	\$59,063	\$60,968	\$62,873	\$64,778	\$66,683	\$68,588	\$70,493	\$72,398	\$74,303
GS-16	\$67,038	\$69,273	\$71,508	\$73,743	\$75,978	\$78,213	\$80,448	\$82,683	\$84,918	\$87,153
GS-17	\$76,990*	\$79,556*	\$82,122*	\$84,688*	\$87,254*	\$89,820*	\$92,386*	\$94,952*	\$97,518*	\$100,084*
GS-18	\$86,682*									

## Aging Aircraft *continued from page 1*

More than 400 industry representatives attended the June conference which was held only a month after the Aloha Airlines accident in Hawaii.

On April 28, a 19-year-old Aloha 737 with almost 90,000 landing cycles lost an 18-foot chunk of its upper fuselage, but managed to land safely with only one fatality.

Although corrosion was cited by some to have been the principal culprit in the Aloha accident, support was also voiced at the conference for certificating aircraft for a limited lifetime with possibly some means of recertification provided at the end of that lifetime.

However, other participants noted that:

- Fatigue tests are not appropriate for determining life limit and can only identify critical areas.
- Multiple site damage cannot be accounted for in a life test.
- The adequacy of inspection programs is more important than a life limit.

FAA is already moving on many of the recommendations made during the conference including the establishment of specialist positions in non-destructive testing and inspections, creating a research and development program focused on aging aircraft, increased "hands on" involvement by FAA inspectors in airline heavy maintenance checks, more attention to the human factors of maintenance and inspections, and development of structural inspection documents for aircraft used by commuter airlines.

Craig Beard, FAA Director of Airworthiness, summed up the conference by promising swift action on major recommendations but noted that multinational efforts are needed to resolve problems associated with continued airworthiness of older aircraft.

## Designer's Twinkle

When a participant at the Aging Aircraft Conference asked for a definition of "aging aircraft," one FAAer had a ready answer: An airplane begins to age "when it's gone beyond the twinkle of the designer's eye."

## Guns *continued from page 1*

of 1988, the average rose to 85.6%. The agency is shooting for a 100% detection rate for weapons.

Under this special inspection, some objects were placed in luggage by FAA security inspectors for X-ray screening. Others were hidden on people to test metal detectors and the people operating them.

The 10 airlines assessed highest penalties are: United, \$216,000; Northwest, \$157,000; Delta, \$113,000; American, \$96,000; Continental, \$79,000; Eastern, \$67,000; TWA, \$63,000; PSA, \$61,000; USAir, \$58,000; and Pan Am, \$51,000.

Airlines are required to screen all passengers and their carry-on luggage for weapons and explosives. The airlines can hire a security firm to do the screening, but they remain liable for detection failures.

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# Headquarters News



## FAAers Invest In Uncle Sam

The recently concluded 1988 U.S. Savings Bond drive was a success. FAA Headquarters achieved a 46% participation rate -- the highest of any FAA organization and was among the top government agencies in bond sign-ups.

Pats on the back were given to coordinators from each major office. They were presented with "Certificates of Appreciation" signed by the Treasury Secretary and thanked by headquarters chairman, Associate Administrator for Policy and International Aviation Albert Blackburn, during a ceremony in his office.

Special thanks went to Bill Tusaie, API-10, and Cannon Young, API-18, who led the charge in the FAA-wide drive.

## Upcoming Events

**Variety show.** "Stars in the Sky," FAA Headquarters' first annual variety show is set for *Tuesday, September 20*, at 10 a.m. and *Thursday, September 22*, at 12 noon in the third floor auditorium. The show will help raise donations for the DOT Day Care Center. Call John Hanks, x73464, or Ponjola Short, x78895.

**Working lunch.** The next monthly "working lunch" meeting for Project Materiel Management System (PMMS) Washington Item Managers (WIMS) is set for *Wednesday, September 21*, in FAA room 5C. Time: 12 noon to 1:30 p.m. Bring a brown bag or cafeteria lunch. The meeting includes a training tape on various LIS systems, including mail connection. For more information, call Marion Carlson, ALG-220, x79686.

**'Signing' graduates.** Congratulations to the graduates of the "Joy of Signing" classes, sponsored by the Federal Women's Program Committee. A special Sign Language Graduation Ceremony is set for *Tuesday, September 27*, from 10:30 a.m. to 12 noon in FAA room 9AB. Graduates are encouraged to bring an interested guest. First session students who did not complete the course are also invited.

Two second session classes, introductory and intermediate, start *Monday, October 17*, and *Thursday, October 20*. Interested in the eight week sign language courses? Contact Sylvia Woodcock, APS-102, x73857.

**Computer bylines.** FAAers are encouraged to write articles for upcoming issues of *FLYTE*, a newsletter for agency computer users. You'll get a byline, too. Topics can cover a wide range includ-

ing user tips, shareware programs, computer jokes and cartoons. The deadline for the next issue is *Friday, September 30*. Submit articles to Diane Sparkman in FAA headquarters room 609D.

**Fall courses.** The Smithsonian offers a variety of courses this fall during lunch times. They begin in late September and early October and include topics such as maritime biology, ballet and modern dance choreography, a guide to classical music lovers and the Renaissance. Fees range from \$74 to \$153. For information, call (202) 357-3030, or stop by the Smithsonian Resident Associate Program office at 1100 Jefferson Drive, SW, third level, S. Dillon Ripley Center.

## Feedback

**Quirky questions.** FAAers get scads of questions from the general public and media types, but some of the advice and requests for information qualify for the "quirky questions" folder. Here are some fielded by the Office of Public Affairs.

- How many people fly annually in the United States? That's a pretty routine question. The latest estimate? About 450 million and on the way up. But dogs and cats? One reporter wanted stats on flying felines and canines on the theory that as many household pets travel by air as do their Homo sapiens owners. Anyone out there know?

- On the advice side, FAA gets some pretty off beat coaching. Air traffic controllers should be banned from wearing blue jeans, one caller admonished. The color blue affects your mind and would cause lapses in controller concentration.

- Right after air disasters, the airwaves and newspapers are full of official and unofficial analyses of why a plane went down. The general public has ideas, too, and FAA hears about them. Like the woman from the west coast who bent the ear of one patient FAA listener. The recent Dallas crash, the caller theorizes, was the result of electromagnetic pulses generated by earth tremors in Mexico. In fact, the caller insisted, many air disasters are the direct result of earth movements. And she's one of the first on the planet to know these things, since earth tremors trigger the caller's headaches.

- How about fender benders in airport parking lots? One caller was irate that FAA didn't have a compilation -- by year and specific airport -- on the number of accidents to cars, trucks, buses, motorcycles and people in and around airport parking lots.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## Waging War On Western Wildfires *All In Day's Work For Air Traffic Controllers*

Bob Rowland saw a 200 foot wall of flames leap toward a major highway near Yellowstone Park. But that's nothing unusual for scores of FAA air traffic controllers and supervisors who have volunteered to help in the fight against huge wildfires raging in and around Yellowstone National Park.

The flames have already charred 1.5 million acres of timberland. The FAA is on the scene issuing traffic advisories and controlling traffic, while the Forest Service tries to keep the flames in check.

Four temporary control "towers" were set up near the fires to aid controllers already on the job at local airport towers.

These temporary facilities are helping route air-



Yellowstone wildfires have blackened 1.5 million acres of timberland.

planes away from the flames and directing firefighting helicopters in dumping tons of flame retardant.

Rowland, the tower chief at Boise, ID, says controllers from all across that part of the country have volunteered for the "combat" duty — five-day stints in less-than-modern surroundings. At least one controller cancelled

*continued on page 2*

## Doppler Moves On To Two More Cities

After FAA's successful two-month operational demonstration of a terminal Doppler weather radar system at Denver Stapleton Airport, the project is moving to two additional cities.

During the Denver test that ended August 31, the system detected 47 violent windshear events, known as "microbursts," within five miles of the airport and 208 in the area of coverage. This information was provided directly to air traffic con-

*continued on page 2*



## Goal: Better Managers

During the past few weeks, 53 FAA supervisors and managers have completed "participative management" training workshops. Talking about decision-making are (left to right) Sandra Hershey, Flight Standards; Pete Kovalick, Air Traffic; and class instructor Gloria Fauth. More photos on page 4.

## News in Brief

**Fatter Paychecks.** Notice more money in your last paycheck? So did thousands of other FAAers. See page 2 for details.

**'Fix It' Phone.** FAA headquarters new "Fix it" phone line has been humming since it officially cranked up on September 6. For more on the new service, turn to page 4.

**Controller No. 16,330.** FAA's air traffic control workforce edged up to 16,330 at the end of August with

*continued on page 3*

## Bonuses Fatten Paychecks

Thousands of FAAers got fatter paychecks on September 20 for jobs well done during the past year.

Cash "performance awards" went to employees covered by the Performance Management System (PMS) and were included in their regular paychecks.

Most non-supervisory employees are covered by PMS and those who received "outstanding" or "exceptional" ratings as of March 31 got cash bonuses. Fully successful ratings did not receive bonuses.

These performance awards are automatic, based on employees' annual performance ratings, and replace the Sustained Superior Performance Awards of previous years.

Here's how the money was awarded. Each pay unit was given 0.75% of the unit's total base payroll to use for awards, about \$4.5 million more than has been spent for awards in past years.

Each employee's award depended on the worker's base salary, performance rating — outstanding or exceptional — and the proportion of those ratings in the employee's pay unit. The more exceptional and outstanding ratings in a unit, the less the award amount was for each employee earning those ratings.

Employees with outstanding ratings received twice as much as employees in the same units with the same base salary who earned an exceptional rating.

## Doppler Radar *continued from page 1*

trollers at Denver who then used it for pilot advisories.

As part of its program to gather data in a range of operational environments, FAA plans to move the Doppler radar test bed to Kansas City for the 1989 summer season and to Orlando in 1990.

The equipment underwent extensive field testing at Memphis in 1985 and Huntsville, AL, in 1986 before moving to Denver for the 1987 and 1988 summer seasons.

FAA will replace the current test bed at Denver with one of the prototype Doppler radars from the Next Generation of Weather Radar (NEXRAD) program.

It will be modified to detect microbursts and other windshear events in the Denver terminal area. It is expected to be operational by next summer.

The Denver airport also has an enhanced low level windshear alert system (LLWAS), which is the most advanced in the nation. FAA has upgraded the standard LLWAS by installing additional sensors for

measuring wind speed and direction, along with new software and displays, that increase the system's capability to detect microbursts.

The NEXRAD contract was awarded in December 1987 and calls for delivery of more than 100 radars to replace the nation's current long-range weather radar network. FAA plans to adapt 17 of these for terminal use with deliveries beginning in 1990. Denver will be one of the first to get this equipment with delivery in 1991.

FAA also plans to award a contract later this year for 47 terminal Doppler weather radar (TDWR) systems specifically designed for use at airports. Deliveries of this equipment will begin in 1992.

## Wildfires *continued from page 1*

vacation plans to help in the fight.

In addition to Idaho, controllers from hubs based in Spokane, WA, Denver and Billings, MT, have become honorary "firefighters."

Some good news: a temporary tower at Helena, MT, was closed after the nearby "Warm Springs" fire was finally brought under control. But three other temporary towers at Jackson Hole, WY, West Yellowstone and Cody, WY, were still in operation at presstime.

"It's makeshift, but it works and we get the job done," Rowland says. The West Yellowstone facility, for example, was constructed of metal 4x4s with a blue tarp for a roof to house controllers, radios, maps and wind indicators. One night, flames were just a mile from the tower before the fire was diverted. Controllers work from 7 a.m. to 9 p.m. daily and bundle up in the early morning hours when the temperature dips below freezing.

**Have an announcement?** Send *Intercom* the information as soon as possible or call us, x78521.

Headquarters  
**Intercom**

September 20, 1988  
No. 88-38

Pat Cariseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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## Briefs *continued from page 1*

9,590 rated at the full-performance level. Another 884 controllers have FPL grades but are not fully certified on all positions in their current facilities. The controller workforce passed the 16,000 mark this May for the first time since the 1981 strike.

**7th Beech Delivered.** The agency has taken delivery of seven Beech King Air 300 aircraft with all 19 of the planes expected to be delivered by the end of the year. The first King Air arrived in April. The planes will be used to check the accuracy of signals emitted by various navigation and landing aids in the National Airspace System. The twin-engine turboprop is replacing the aging, fuel-hungry Sabreliner jets.



Beech King Air 300.

**Billions and Billions.** Airports are the economic engines of many communities. Here are some monetary statistics from Partnership for Improved Air Travel, an aviation industry group. Los Angeles International contributed an estimated \$28 billion last year to that area's economy. San Francisco International's yearly impact is pegged at \$13 billion. The Phoenix airport system, which includes Sky Harbor and two smaller airports, pumped \$10 billion into the area's economy. The Greater Cincinnati Airport contributed \$2.3 billion to its local economy last year. And a study predicts that construction of a new Cincinnati runway would result in an additional \$1 billion in economic activity by 1992.

**Aircraft Orders Up.** Commercial air carriers worldwide ordered a record 396 aircraft in the third quarter of fiscal 1988. These orders bring the total for the first nine months of the fiscal year to 713, an 11% increase over the same period in 1987. Deliveries for the period total 361 aircraft, a 14% increase over the previous year.

**'Snapshot' No. 72.** The agency has completed 72 "Snapshot" inspections, nearing the halfway mark of its goal of 160 inspections announced a year ago. Operation "Snapshot" is a comprehensive evaluation of civil aircraft manufacturing to pinpoint trends that may impact on safety and require further action. It's part of the "Impact '88" program.

**PASS Agreement.** In early September, the FAA and the Professional Airways Systems Specialists (PASS) reached tentative agreement on a new three-year collective bargaining agreement. The agreement is subject to ratification of PASS membership.

**International Security.** A proposed new regulation would require all foreign air carriers to submit written security programs to the FAA for acceptance. Under current regulations, foreign airlines flying into and out of the United States must adopt and use a security program for each scheduled and public charter passenger operation and must provide the agency with information regarding their security programs upon request. Under the proposed rule, however, foreign carriers would have the added responsibility of submitting specific security programs to include descriptions of procedures, facilities, and equipment used to ensure the safety of passengers and property against acts of criminal violence and air piracy. Deadline for comments on the proposed rule is November 7. Foreign airlines that don't meet the new regulations 90 days after the rule becomes final would be prohibited from operating flights into or out of this country.

**Passenger Safety.** The Flight Safety Foundation is holding an International Aircraft Occupant Safety Conference and Workshop October 31 to November 3 in Arlington, VA. Sponsored by the Office of the Associate Administrator for Aviation Safety, the conference is a follow-up to a cabin safety workshop held in 1984. Four sessions will zero in on the following topics: inflight occupant protection and crew emergency protection, passenger education, crashworthiness, and fire protection. Workshop discussions are expected to cover a wide range including: medical emergencies, turbulence, decompression, environmental factors, passenger safety briefings, occupant restraint, seat integrity, protective breathing equipment, material flammability and hazardous materials. Conference reservations should be made by October 1. For more information, contact Gale Braden, ASF-300 (202) 267-9641, or the Arlington, VA, foundation at (703) 820-2777.



## FAA's 'Fix It' Phone Popular

Less than a week after FAA's "Fix It" phone was plugged in, more than 85 calls came in — about everything from reporting power outages to junk in hallways.

It's part of a new "Fix It" Office, part of the Acquisition and Materiel Service. The office has a trouble-shooting team that tours the building and tries to solve problems as quickly as possible.

It cranked up on September 6 and allows FAAers to report anything that needs fixing — a non-working clock, holes in the wall, clutter on the floors, to name a few.

The office promises to respond within an hour to determine what repairs need to be made. After the fix up, follow up is planned.

Know of something that needs fixing? Call x77433. The five digits spell out PRIDE.

Most FAAers may have already seen a headquarters-wide memo that describes the program. As Associate Administrator Brooks Goldman put it: "Our true goal is not just to fix things, but also to demonstrate to visitors and employees alike that the FAA is a 'Class Organization'..."

## Upcoming Events

**Golf tournament.** An FAA golf tournament to raise donations for the agency's health club is planned for *Friday, October 14*. The event is limited to the first 128 golfers, so it's not too early to register. It kicks off at 12:30 p.m. at the Goose Creek Golf Course with prizes for men and women. Awards will be given for the first three places in these categories: low gross and net scores for men and women, closest to pin, longest drive, "best dressed" golfer and more. A barbecue dinner, 18 holes of golf, golf carts, beer and other refreshments — all for a donation of \$40. To sign-up, call Freddie Cooper, AFS-250, x73772, or Bill Cook, AFS-850, x73480.

**Flying club.** FAA Flying Club's fall ground school kicked off on September 20 and runs through November 10. Interested FAAers should call Hassan

Shahidi, (202) 646-5544, to register. Classes are held *Tuesday and Thursday evenings* from 6:30 p.m. to 9:30 p.m. in FAA headquarters rooms 5A and 5B. Topics include principles of flight, FAA regulations, weather, aircraft performance, navigation, communications and a field trip to the Washington Executive Airport for airplane rides.

**'Signing' courses.** Two sign language courses, introductory and intermediate, start *Monday, October 17, and Thursday, October 20*. Interested in the eight week courses? Contact Sylvia Woodcock, APS-102, x73857.

**Need an FAA cap?** Members of FAA's "Corporate Sports Battle" are still selling T-shirts, jogging outfits, caps, quartz watches and other items emblazoned with FAA's logo. It's for a good cause — the D.C. Special Olympics. Items are being sold on the second floor near the cafeteria on Tuesdays and Thursdays during lunchtime.

## Good Softball Sports

Hughes Aircraft, one of 16 teams that competed in the FAA's softball league and tournament, has received the "Sportsmanship Award" from fellow ballplayers.

Hughes Aircraft was one of six teams fielded by agency contractors this year. All teams were polled, and Hughes topped the list for their exceptional diamond attitude.

## Feedback

**New name.** We've changed the name of the "Headquarters News" section of the *Intercom*. Now, it's just "800 Independence Avenue, SW."

**Near the top.** This summer Melanie Hanks, the 11-year-old daughter of John Hanks, APA-4, won the junior division in the Metropolitan Washington Soap Box Derby. Melanie went on to compete in the national event in Akron, Ohio, and placed near the top. Of the 90 total contestants from across the country, Melanie placed 16th.



## FAA Training

Participative management workshops emphasize everything from decision-making to helping managers conduct employee feedback sessions. Some recent FAA workshop participants include: (left to right) Sandy Angel, Norman Fujisaki, Len Bell (left photo); Jim Case, Thad Uehling, and Russ Williams (right photo).



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom



Administrator McArtor announces FAA-Minnesota partnership with state officials and members of Congress, including (seated left to right) U.S. Representative Jim Oberstar and Governor Rudy Perpich.

Photo by Jay Carroll

## 'Getting More Bang For FAA's Bucks'

Working closely with state governments is one way for the FAA to get "more bang for its bucks" invested in research, development, talent recruiting and airport development.

That's the way Administrator Allan McArtor assessed the recently announced joint partnership with the state of Minnesota.

Cooperation was the key word as McArtor, Minnesota's governor, state officials and members of the state congressional delegation talked about the joint effort at a recent Capitol Hill ceremony.

*continued on page 2*

## Traffic! Traffic!

### A Third Major Anti-Collision Test

A third major operational test of an electronic system aimed at eliminating the chance of midair collisions kicked off September 21.

Northwest Airlines began testing the equipment which has already been evaluated and tested by United and Piedmont airlines.

Called TCAS II — traffic alert and collision avoidance system — the system will soon be mandatory on all commercial aircraft with 30 or more

*continued on page 2*

## News in Brief

**Near Midairs Plummet.** Near midair collision reports by pilots dropped by 65% in August when compared with the same month in 1987. August marked the tenth consecutive monthly decline in near collision reports when measured against the same month in the preceding year. For the first eight months of 1988, these reports are down 34% from the same period last year. They also are down 10% from 1986 and 8% from 1985. The 51 incidents in August was the lowest figure for any summer month since FAA revised its reporting procedures in 1985 to ensure full reporting of near midair collisions.

**Windshear Warnings.** A new FAA rule will require jet airliners to carry equipment that will warn pilots when

*continued on page 3*

## Executive Workout



Executive Director for System Development Joseph Del Balzo looks like he's sprinting to meet the NAS Plan's next electronic milestone. He's actually crossing the finish line in a recent three-mile race that rated the running prowess of Washington media, members of Congress, their staff and federal agency workers. More photos, page 6.

Photo by Bob Laughlin

## Minnesota *continued from page 1*



Administrator McArtor talks with Darryl LeMire, President of the Minnesota Experimental Aircraft Association (left) and William Wren, Vice President for Corporate Relations, Northwest Airlines.

Photo by Jay Carroll

A major priority is enlisting the help of the state's schools and educators to recruit future air traffic controllers.

Whittling down applicants for final air traffic slots is time-consuming and costs the agency tens of millions of dollars annually. And the job is getting tougher as FAA competes with private industry to attract top notch people in the 1990s and into the next century.

The cooperative spirit between FAA and Minnesota will help aviation attract the best and brightest, McArtor predicts. "We want to make sure our controllers are just as modern as the equipment that is in front of them," McArtor said, since the agency has embarked on a multi-year, multi-billion-dollar effort to electronically revolutionize the nation's air traffic system.

But that's not the only major effort. As the first state to formalize this partnership, Minnesota and FAA identified several vital areas. They include airline passenger listening sessions, coordinated re-

search programs, aviation career education and training, coordinated airport and general aviation planning, personnel and information exchanges and coordination of weather programs involving active participation in the state's cold weather research center.

Working with Minnesota and through the National Governors Association and the National Association of State Aviation Officials, FAA envisions sharing the successful FAA-state programs nationwide.

"We can achieve much, much more together than we can alone," McArtor emphasized.

## Traffic *continued from page 1*

passenger seats. FAA is finalizing a rule to require commercial airliners to install TCAS II by the end of 1991.

Two Northwest MD80s will fly with TCAS equipment for six months as part of the FAA's limited installation program with air carriers. These tests help the agency finalize technical and operational requirements before it becomes mandatory in regularly scheduled service.

Recently, United finished a similar evaluation on two of its fleet -- a Boeing 737 and DC-8. A short video tape of the United test is expected to remain on display in FAA headquarters lobby through October 7.

United flew 103 planned aircraft encounters in the San Francisco and Miami-Fort Lauderdale areas. Here's how it worked in one example. The United 737 and DC-8 were traveling head on with only a 300-foot altitude difference. With 40 seconds remaining before they met, TCAS II emitted a voice which called "traffic! traffic!" to the flightcrew. The planes' electronic images on TCAS screens turned from white to yellow. Within 25 seconds of the potential collision, the images turned red and both planes were directed to take specific maneuvers. One was told to ascend, the other to descend.

United estimates that it took technicians nine days to install TCAS in the 737 and seven days in the DC-8, working around the clock.

TCAS II interrogates nearby transponder-equipped aircraft, provides advisories to pilots and, if necessary, recommends vertical maneuver or other action to maintain safe aircraft separation.

Last November, Piedmont became the first airline to announce plans to purchase TCAS with plans for fleet-wide installation. Southwest Airlines recently followed suit.

**Have an announcement?** Send *Intercom* the information as soon as possible or call us, x78521.

### Headquarters Intercom

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## Briefs *continued from page 1*

they encounter unexpected low-altitude windshear situations and provide them with information needed to escape safely. Some 3,600 jet transports currently in use and those to be manufactured in the future will be affected by the rule. The new rule also requires the airlines to provide flightcrews with both ground school and simulator training in windshear recognition and recovery procedures using the new equipment. Airlines will be allowed to phase in the equipment over a period of approximately four years in accordance with an approved schedule. Half their aircraft must be equipped within 27 months from the publication date of the final rule and 75% within 39 months. All would have to be equipped within 51 months. The phase-in period will provide the time needed to manufacture and install the equipment in the aircraft affected by the rule. It also will allow the airlines two years to complete the training of their flightcrews.

**Key Post.** Dorothy Berry has been confirmed to a key FAA post as Deputy Associate Administrator for Human Resource Management. A career federal employee, Berry has been Director of the agency's Office of Human Resource Planning and Evaluation since October 1985. In her new post, she will be involved in the direction of all human resource management activities including organizational effectiveness, personnel and training, and labor-employee relations. Berry joined the FAA in 1984 as Eastern Region Manager of Human Resources. She held previous positions at the Department of Housing and Urban Development and what is now the Department of Health and Human Services. She holds a BA degree from Cornell University and an MPA from New York University.

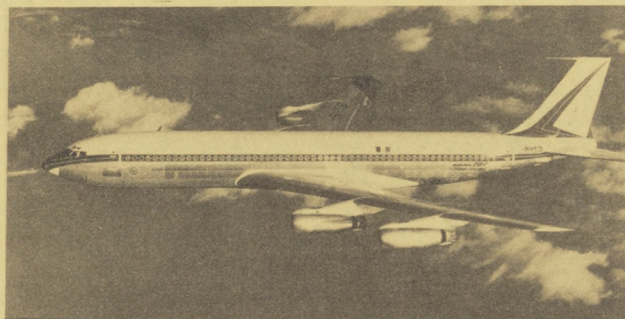
**Testing Update.** Since FAA's random drug testing began in September 1987, one year ago, some 4,100 employees have been tested, resulting in 40 positives. That's a negative rate of more than 99%.

**Airport Artists.** FAA Airports employees with artistic and graphic flair, here's a challenge. ARP is looking for a logo that symbolizes all airports programs and is sponsoring a contest to come up with the best design. The new official logo will appear on all Airports publications, awards and probably emblazon special ball caps, T-shirts and coffee mugs. The contest is open to all current, former and retired ARP employees nationwide. Deadline for entries is Friday, November 18. The only artistic prohibition is that the DOT and FAA seals cannot be used in the logo. Judges will come from headquar-

ters and the field. Submit entries to Henry Felices, AAS-330 at headquarters, FTS 8-267-8752.

**Summer Delays Down.** Flight delays in the nation's airspace this summer dropped by 21% compared to last summer and 28% from the summer of 1986. Flight delays totalled 87,340 in the June-July-August period this year as opposed to 110,697 in the same three months of 1987 and 122,193 for the summer of 1986.

**30th Anniversary.** Three decades ago, on September 23, 1958, the old Civil Aeronautics Administration certificated the Boeing 707 — the first U.S.-made jetliner.



Boeing 707 was certificated by the CAA three decades ago.

**Flap Checks.** As a precautionary measure, airlines have been asked to inspect their Boeing 727 fleets to determine if problems exist with takeoff warning systems installed in these aircraft. These systems alert the flightcrew by sounding an alarm when wing flaps are not set in the proper position to provide increased liftoff needed for takeoff. FAA's "action notice" covers all 727 series 100 and 200. Airlines were asked to report their findings to FAA, and the agency will evaluate the data. Approximately 1,200 727s in U.S. airline service are covered by the survey. Copies of the action notice have also been sent to foreign airlines operating 727s.

**Grand Canyon Update.** The compliance date for new FAA rules restricting low-level flights over the Grand Canyon National Park has been extended to November 1 for commercial tour operators to give them additional time to complete training of their flight crews. However, other aircraft were required to meet the September 22 deadline. Under the rule, FAA raised the ceiling of the Special Flight Rules Area over the park from 9,000 feet mean sea level to 14,499 feet. In addition, the agency has created four flight-free zones within this area to reduce noise levels.

## At the Controls of Airbus A320



Administrator Allan McArtor recently visited Airbus Industrie in Toulouse, France and flew the advanced technology Airbus A320. McArtor had an opportunity to try the aircraft's fly-by-wire controls. With McArtor is Airbus Industrie Senior Vice President of Engineering, Bernard Ziegler.

## Computer Voices Alert Pilots

A computer voice alerting pilots about fickle Mother Nature? It's on the way to 160 airports nationwide.

FAA has awarded a \$9.5 million contract to Qualimetrics, Inc., of Sacramento, CA, for production, installation and maintenance of 160 Automated Weather Observing Systems (AWOS). The award was upheld by the General Services Administration Board of Contract Appeals and the General Accounting Office against protests brought by the other bidders.

AWOS will provide critical aviation weather data such as wind, temperature, dew point, altimeter setting, visibility and ceiling automatically to pilots by a computer-generated voice over a ground-to-air radio.

The system operates through a series of sensors installed near the touchdown zone of an airport's primary instrument approach runway. The sensors continuously monitor weather conditions and relay the information to the system's microcomputer. The computer then converts the data into a synthesized voice message for broadcast.

It will operate 24 hours a day, seven days a week to provide pilots with minute-by-minute weather updates.

It will be installed at 160 airports that don't have FAA operated control towers or adequate weather observation capability. Installation is expected to begin in April 1989 with completion in 1991.

## October Aviation Milestones

- Newark International Airport, known as EWR, celebrates its 60th birthday on October 1.
- The first midair collision between two airplanes occurred at an air meet over Milan, Italy, on October 2, 1910.
- On October 4, 1958, BOAC, using the deHavilland Comet IV, inaugurated transatlantic jet passen-

ger service between New York and London.

- Clyde E. Pangborn and Hugh Herndon, Jr., completed the first nonstop transpacific flight, as well as the first nonstop flight between Japan and the United States, covering 4,558 miles in 41 hours, 13 minutes, in a Bellanca Pacemaker on October 5, 1931.

- On October 14, 1947, Major Charles E. Yeager (USAF), piloting the Bell X-1 rocket-propelled research aircraft at Muroc, CA, became the first pilot to exceed the speed of sound in level flight.

- Pierre Tetu-Brissy made the first balloon ascent while sitting on a horse in France on October 16, 1798.

- On October 19, 1927, Pan American World Airways inaugurated its first passenger service, flying the 90-mile route between Key West, FL, and Havana, Cuba.

- Andre-Jacques Garnerin made the first parachute descent in history, leaping from a balloon, in Paris on October 22, 1911.

- On October 23, 1945, American Overseas Airlines inaugurated the first scheduled commercial service by land plane between North America and Europe.

- Mrs. Ralph Henry Van Daman became the first woman to fly as a passenger in an airplane in the United States when she flew out of College Park, MD, in an aircraft piloted by Wilbur Wright on October 27, 1909.

- On October 28, 1927, the first air-passenger international station in the United States was established at Meacham Field, Key West, FL.

## Remote Contract Awarded

FAA has awarded a \$22.2 million contract to upgrade the remote monitoring equipment at 38 sites, including 23 enroute centers, in the United States and Puerto Rico.

Tandem Computer, Inc., of Reston, VA, won the contract and is expected to have the first system operational at the Houston ARTCC in December. Installation of equipment at the other 22 ARTCCs, 10 general NAS sectors and five national support facilities is expected to be completed by June 1989.

Called the Tandem TXP system, it will be combined with an existing network of NonStop II systems to increase the capacity and capability of the Remote Maintenance Monitoring System. In the event a navigation aid or radar malfunctions, a sensor will alert the new monitoring equipment and automatically notify FAA personnel to dispatch field technicians to correct the problem before it becomes a hazard.

The first shakedown testings will be performed at the Tech Center and the Aeronautical Center.

# CMD On The Move: Aiming For 'World Class' Training

## *Upgrading Courses and Reaching Out to the Community*

There's renewed spirit at FAA's management training facility which has embarked on an aggressive plan to upgrade courses, make them more relevant to today's workplace and reach out to the academic community.

It's all part of the agency's effort to become a "world class training organization" and it's already happening at the Center for Management Development (CMD) in Palm Coast, FL.

CMD redesigned what has been called Supervisors Course, Phase I, and starts redeveloping the follow-on Supervisors Course, Phase II, in the next quarter.

This year, the center has increased the number of initial supervisory classes by 18% and the number of managerial classes by 25% to meet the increased emphasis on training.

Supervisor's Course, Phase 1, this month becomes Leadership Development, Phase 1, with a completely revised curriculum and instruction. The prototype class entered CMD in mid-September for the operational "tryout" culminating a nine-month development effort.

Other initiatives this year include:

- Developing a course on sexual harassment.
- Replacing old "generic" videos with new FAA-specific vignettes in the Supervisor's Phase II course;
- Revising the manager's course to make it more relevant and practical, including two days of situational leadership and participation of key FAA executives;
- Revising the Managing Change course to help prepare managers for the future;
- Revising the Equal Employment Opportunity course to increase emphasis on case studies, interview techniques and report writing;
- Total redevelopment of the Discrimination Complaints course to meet the needs outlined by the Office of Civil Rights.

Other changes involve an intensive contract instructor orientation and facility visitation program to help instructors to deal with FAA-related student questions.

Center manager J. William Newman has applied for accreditation of CMD by the Southern Association of Colleges and Schools and has started an active community relations program involving speeches in local communities and visits to CMD by Florida townspeople.

He said that at CMD's request, GSA has negotiated more than 50 city-pair contract fares to Palm Coast which will save about \$400,000 a year.



*New courses at Palm Coast facility.*

The center moved to Palm Coast from Lawton, OK, last October into impressive new facilities. At that time they awarded a new instructional contract.

Student feedback has been solidly favorable with instructional ratings of 4.2, food quality 4.3 and facilities 4.4 on a scale of 1 to 5. These ratings are all significantly above the ratings of the former school site. "In spite of these higher ratings, we pay close attention to student comments which help us make the school even better," Newman said.

Palm Coast facilities are operated by the FAA under direction of the Mike Monroney Aeronautical Center. Instructional services for the 18 managerial, supervisory and staff courses are being provided by University Research Corp., Chevy Chase, MD, under a five-year contract.

*Thanks to John Clabes of the Aeronautical Center for this CMD update.*

## **New Air Shipping Contract**

Beginning October 1, FAAers will use Airborne Express, not DHL, to deliver urgent and domestic packages and letters. The General Services Administration awarded Airborne the contract. The cost is \$5 for the first pound and 89¢ for each additional pound. There is a 50 pound maximum. Management Systems cautions that this service is only for vital, urgent materials. Washington headquarters FAAers with questions on procedures or problems with Airborne Express delivery services should be directed to Jere Styer, x79896, or Ron Gordon, x79893.

For packages weighing more than 50 pounds and international shipments, a procurement request must be processed through Procurement and Management Services Branch, ALG-380. Regional FAAers should call their local logistics divisions if they have questions or 50-pound plus and international packages to send.



## FAA Racers

Ten FAAers recently represented the agency in a three-mile race, the Nike Capital Challenge, at Haines Point. FAA fielded two teams: "FAA Mach 5" and the "Federal Athletic Aviators." Wearing the agency logo are (left to right): Theresa Greco, Jerry Lavey, Robbye Langenfeld, Kent Meier, Greg Walden, Dan Long, Celio Young, Kathleen Harrington, John Hanks and Joseph Del Balzo (top photo). Harrington, FAA's Public Affairs chief (right), took her running as seriously as meeting a reporter's deadline. Photos by Bob Laughlin.



## Flightplan

A listing of upcoming events of interest.

**Ski club.** The Pentagon Ski Club is waxing up for another season of weekend and longer trips to slopes in the Northeast, Rockies and Europe. Membership is open to all government, associated employees and their families in the Washington metro area. The next meeting is scheduled for 7 p.m. on *Tuesday, October 18*, at the Cameron Station Officers' Club, Alexandria. Instruction is available for all skill levels, from beginner to racer. Need information, call the club's telephone tape, 587-2073, for an information packet.

**More on skiing.** The Denver Center Ski Club is again sponsoring the FAA Skifest *February 19* through *February 25*. It's not too early to sign up. The group leaves Denver's Union Station at 7:30 a.m. on February 19 aboard the Winter Park Ski Train and returns Saturday evening, February 25. The cost of the full package is \$365 including the train ride, six nights lodging, four lift tickets, welcome party, fun race, mountain barbecue and a farewell party. There will be plenty of trophies and prizes. A deposit of \$65 per person is due *October 15*. The other \$100 payments are due November 1,

December 1 and January 10. Need more information? Call Dan Mawhorter on FTS 8-323-4113.

**Computer expo.** The Federal Office Systems Expo Information Technology Showcase, sponsored by FAA, is coming to headquarters on *Tuesday, October 4*, from 9:30 a.m. to 3 p.m. Check out the 7th floor conference room to see the latest technological advances in microcomputers, microcomputer software, graphics, lap-tops, printers and much more. Computer buffs and others are welcome. Refreshments will be served. For more information, call Donna McGrath, 683-8500.

**Golf tournament.** An FAA golf tournament to raise donations for the agency's health club is planned for *Friday, October 14*. It kicks off at 12:30 p.m. at the Goose Creek Golf Course with prizes for men and women. Awards will be given for the winners in several categories. A barbecue dinner, 18 holes of golf, golf carts, beer and other refreshments — all for a donation of \$40. To sign-up, call Freddie Cooper, AFS-250, x73772, or Bill Cook, AFS-850, x73480.

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**'Signing' courses.** Two sign language courses, introductory and intermediate, start *Monday, October 17*, and *Thursday, October 20*. Interested in the eight week courses? Contact Sylvia Woodcock, APS-102, x73857.

## 'Fix It' Do's and Don't's

The agency's new "Fix It" Office and its hotline — x77433 which spells out "PRIDE" — have some do's and don't's to make its job more effective and improve FAA headquarters.

- *Do* call the "Fix It" number for *all* building problems.
- *Don't* call the OST building manager's office. Members of the "Fix It" staff will coordinate all actions with OST and the General Services Administration when appropriate.
- *Don't* tape or place notices on the newly painted "Evening Sky" blue walls in the elevator lobbies.
- *Do* post all notices on bulletin boards and appropriate areas in your office.
- *Don't* put excess furniture, equipment or active files in the hallways.
- *Do* report all extra furniture and equipment to your organization's property custodian. ALG-230 will take care of it.



U.S. Department  
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Federal Aviation  
Administration

# Headquarters Intercom

## A Life Dedicated To Aviation

*Remembering William P. MacCracken, Jr.*

After almost a quarter of a century, the Administrator's Conference Room on the 10th floor has a new name in honor of a pioneer in civil aviation regulation who died in 1969.

In special ceremonies on September 23, the "round room" officially became the William P. MacCracken, Jr., Conference Room, with the aviation pioneer's portrait and a plaque, praising him for his "lifelong dedication to the welfare of aviation," marking the event.

The ceremony was held within days of the 100th anniversary of MacCracken's birth. Born on September 17, 1888, MacCracken held pilot's license No. 1

*continued on page 2*



Administrator McArtor and Nell MacCracken officially designate William P. MacCracken, Jr. Conference Room on tenth floor.

Photo by Lou Davis, ATW

## Fighting Gilbert's Fury

*Responding With Technical Help, Charity*

When Hurricane Gilbert slammed into Jamaica in mid-September, it was a major disaster for the Caribbean island's aviation industry, knocking out radar, navigational aids and closing its two major airports.

FAA was there, not only with critically needed technical help, but with food, water and clothing for the devastated country.

Jamaica suffered an estimated \$8 billion in damage

*continued on page 2*

## Weekly Wrap Up

**It's Official.** President Reagan has signed the 4.1% pay raise for most federal employees into law. It takes effect next January.

**Travel Money.** Higher "per diem" travel expense rates for FAAers and other federal employees are effective October 9. See chart on page 3.

**Wing Ice.** The National Transportation Safety Board has pinned the probable cause of a fatal airline accident

*continued on page 3*



## Stars In The Sky

The cast of FAA's first annual variety show got standing ovations from two full houses in the auditorium and helped raise donations for the DOT Day Care Center. Even the youngsters, the "All Star Singers," joined in with a rousing rendition of "God Bless America." See story and more photos on page 6.

Photo by Dennis Hughes

## MacCracken's Milestones

✓ Was educated at the University of Chicago. He received a Bachelor degree in philosophy in 1909 and a law degree in 1911.

✓ Served as a pilot in the U.S. Army Air Services during World War I.

✓ Pioneered the development of aviation law as chairman of the American Bar Association's Committee on the Law of Aeronautics.


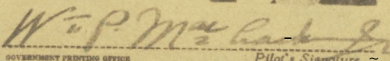
✓ Served as Secretary of the American Bar Association, 1925-1936.

✓ Helped write and secure passage of the Air Commerce Act of 1926, the first Federal legislation regulating and fostering civil aviation.

✓ Was appointed by President Coolidge as Assistant Secretary of Commerce for Aeronautics in August 1926, becoming the first head of FAA's original predecessor agency.

✓ Was directly responsible for overseeing the issuance of the first Federal air safety rules and the development of the first civil airways from 1926 to 1929.

✓ Received Department of Commerce Pilot's License No. 1, April 6, 1927.

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE AERONAUTICS BRANCH	
PILOT'S IDENTIFICATION CARD	
This Identification Card, issued on the 6th day of April, 1927, accompanies Pilot's License No. 1	
Age 38	
Weight 200 Color hair Brown	
Height 6'1 1/2" Color eyes Blue	
FORM R-18	 Pilot's Signature

✓ Was at the helm of the Aeronautics Branch, Department of Commerce, when that agency was awarded the 1928 Collier Trophy for the development of airways and air navigation facilities.

✓ Served as Washington Counsel, American Optometric Association, 1942-1968.

✓ Received the Wright Brothers Memorial Trophy 1959.

## MacCracken *continued from page 1*

and was named Assistant Secretary of Commerce for Aeronautics in 1926 - the first head of an agency that eventually became the FAA. Starting from scratch, MacCracken developed a "just and comprehensive" system of federal air regulations.

Administrator McArtor, during the dedication ceremonies, lauded MacCracken as a "major figure in aviation history - one whose relationship with this agency is particularly close." MacCracken's daughter, Nell E. MacCracken, traced her father's aeronautical history calling his task "a difficult job."

"The problem was how to arouse a lethargic Congress and the general public to the possibility of commercial aviation and create a new image that aviation could be safe and dependable," Nell MacCracken said. Yet, he succeeded in "initiating the remarkable growth of civil aviation in the nation."

## Hurricane *continued from page 1*

with 26 people dead and 500,000 homeless.

At the request of the Jamaican Airports Authority, FAA dispatched a flight inspection aircraft and crew to assist in restoring the island's navigational aids.

It was the Atlanta Flight Inspection Field Office that came to the rescue, helping Jamaicans assess the damage and reopen airports in Kingston and Montego Bay.

But the Atlanta crew went a step beyond the call of duty. Through a hastily set up telephone network, the group made dozens of calls and collected 642 pounds of food, clothing, water and other essentials from Atlanta-area employees. The supplies were loaded on the inspection crew's Sabreliner and flown to Jamaica. More emergency supplies, donated by FAAers, were sent to a local National Guard unit, which shipped the additional food and clothing to Jamaica.

The Atlanta team used the Guantanamo Bay Naval Air Station in Cuba as its base of operations and continued to haul water from Cuba to Jamaica during their three days of reconnaissance and technical help.

Says field office manager Bob Marlott, a 27-year agency veteran: "I was really proud of the FAA spirit. It was one of our finest hours."

Although Jamaica's main airports are operating again, major radio and radar installations in the mountains are still out of commission. Repairs are being hampered because roads leading to the equipment were washed away. A six-month-old, \$3.2 million radar installation was one of Gilbert's victims.

## Wrap Up *continued from page 1*

on failure to have the plane de-iced a second time before taking off. A Continental DC9 was airborne only moments on November 15, 1987, when it crashed killing 28 of the 82 people onboard. The NTSB cited failure to properly de-ice the jet after waiting for about 27 minutes during a snowstorm at Denver's Stapleton Airport. Contributing to the accident, the Board said, were the absence of regulatory or management controls governing operations of newly qualified flightcrew members, and the confusion that existed between the flightcrew and air traffic controllers that led to the delay in departure.

**Extra Incentive.** Last week, *Intercom* announced a contest for FAA Airports employees to come up with a new logo. Now there's an extra incentive — a crisp \$100 bill for the winner. And the deadline for entries has been extended to Monday, November 28. Submit them to Henry Felices, AAS-330 at headquarters, FTS 8-267-8752.

**New Lease for Leave Program.** The temporary leave transfer program, which allows government employees to donate leave time to others who have approved personal or medical emergencies, has been extended for another year. The program will run through September 1989. For information on how to donate or qualify to receive extra leave time, contact your local Human Resources office.

**Air Traffic Conference.** More than three days of technical seminars, industry exhibits and advanced technology will be highlighted during the Air Traffic Control Association's 33rd Annual Conference. The

event is scheduled for October 31 to November 3 at the Hyatt Regency Crystal City in Arlington, VA.

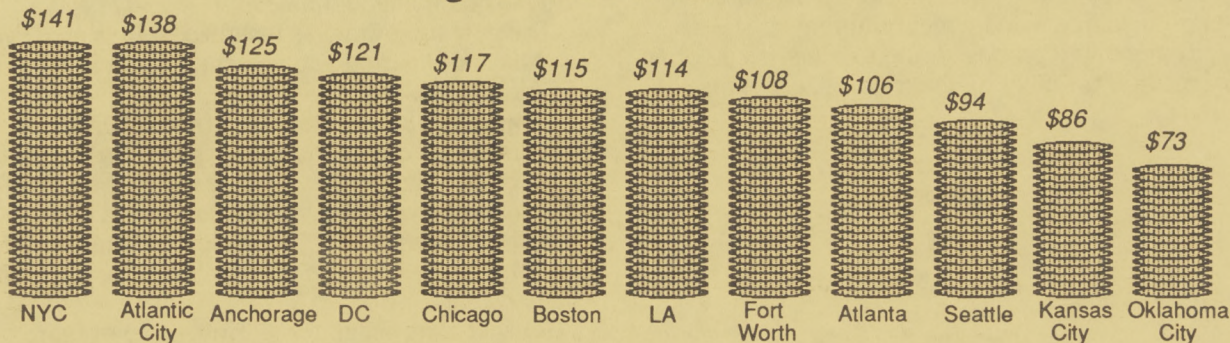
**General Aviation Airport Safety.** The Office of Airport Standards has embarked on a renewed safety emphasis for general aviation airports. Assisted by FAA contractor, Events Analysis, Inc., a group of headquarters and regional airport specialists recently met to map out the safety initiative. They put together a draft action plan for formalizing the effort over the next fiscal year. The overall effort is aimed at minimizing accidents by increasing airport safety awareness for general airport managers, operators, and users. It also aims to improve the consistency on the way policies are interpreted nationwide and promote the sharing of safety information and materials among headquarters and regional offices.



A general aviation task force recently met in Washington. Left to right: William DePuy, New England Region; Richard Duckworth, Great Lakes; Russell Lawton, Events Analysis, Inc.; Carol New, Northwest Mountain; George Conley, Southwest; Elizabeth Thompson, Southern; John Kal, Office of Airport Standards; and Russell Oyster, Alaska. Other task force members not pictured include: Fred Rathke and Robert Winsor, Great Lakes; Howard Smith, Alaska; Dick Rodine, Office of Airport Standards; and Richard Clark, Events Analysis, Inc.

Photo by Dick Rodine

## Higher Travel Rates



The General Services Administration has boosted expense allowances for traveling on official business to \$66 a day in the lowest cost cities to a high of \$141 a day for New York City. The new rates, which are effective October 9, include a \$1 increase for daily meal expenses. This chart shows the new maximum per diem rates — including travel and meals — for 11 FAA

locations. The Anchorage flat rate of \$125 a day was unchanged. The GSA said the increase stems from surveys that showed that government expense rates failed to keep pace with the cost of moderate, business-class accommodations. The schedule of rates for 459 cities was published in the Federal Register on September 27.

## 'Ambitious Plan' To Push Flightcrew Task Force Changes

A new unit, responsible for air carrier flightcrew member training, is being set up in FAA's Flight Standards Office

The unit, expected to begin operating in October, is part of FAA's "ambitious action plan" to follow through on several recommendations announced in June by the Joint Government/Industry Task Force on Flightcrew Performance.

Initiated by Administrator McArtor as a key element of "Impact '88," the task force involved FAA, other agencies, aviation interest groups and the private sector aviation industry.

Among its numerous recommendations, the group encouraged FAA to set up a national air carrier training and evaluation program office, upgrade training requirements for Part 135 commuter airline pilots, give increased recognition to pilot experience acquired in simulators and encourage innovative training programs.

John Kern, Acting Deputy Associate Administrator for Regulations and Certifications, told Congress on September 28 that FAA is moving ahead on the task force's ideas.

"I want to stress that we are taking action on a variety of fronts in commuter safety," Kern told members of a U.S. House Public Works Subcommittee on Investigations and Oversight. "We think our inspection efforts, along with regulatory and other changes will go a long way toward identifying and remedying safety deficiencies in the commuter industry."

Kern outlined specifics of the "ambitious plan" including:

- Working on regulatory projects to implement task force recommendations.
- Finalizing a draft advisory circular to provide guidelines to all air carriers to set up and monitor cockpit resource management training.
- Reviewing a proposed rule to establish a voluntary method for meeting the training, checking,

certification, and qualification requirements for flightcrew members, flight attendants, aircraft dispatchers, instructors, evaluators and others subject to Parts 121 and 135 regulations.

- Reviewing a proposed rule to upgrade Part 135 commuter training requirements.
- Updating the advisory circular on line oriented flight training (LOFT).

## Snipping The Ribbon



*An Aviation Education Resource Center was dedicated recently during a ribbon snipping ceremony at Middle Tennessee State University. The Murfreesboro, TN, facility is one of eight centers nationwide which aim to spur younger Americans' interest in aviation and aviation careers. Dr. Wallace R. Maples (center), chairman of MTSU's Aerospace Department, was one of many aviation education enthusiasts at the event.*

## New Tracking For Tundra Traffic

The Anchorage ARTCC is now using a new mosaic enroute automated radar tracking system to help route airplanes in Alaska.

The mosaic system has increased radar coverage over Alaska by up to 50%. It allows controllers to update traffic via a radar computer grid that covers 2,048 square nautical miles.

The new program was installed in four phases over a two-month period and presently feeds in data from 15 radar sites.

Controllers anticipate a significant increase in overall safety due to the new system. In the past, controllers could only visualize air traffic separations. Now they have an immediate and overall picture of radar traffic. This increased radar coverage also provides more prompt handling of emergency situations.

Conflict alert generates alarms if two or more aircraft tracked by the system would violate separation standards if they continued on their present courses.

The minimum safe altitude warning program produces alarms when the system predicts an aircraft will fly too close to terrain or other obstructions.

### Headquarters Intercom

October 4, 1988  
No. 88-40

Pat Canseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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## Flightplan

*A list of upcoming events of interest.*

**'Bringing hope.'** FAAers are invited to a special event on *Thursday, October 20*, to mark National Disability Employment Awareness Month. Mary Doremus of Challenge International is the featured speaker. The 1988 theme is "Employment: A Two-Way Opportunity." Ms. Doremus, McLean, VA, is founder and president of the non-profit organization attempting to "bring hope to hurting people, people with disabilities, and people in pain." The event is scheduled for 10 a.m. in FAA's third-floor auditorium. For more information, contact Ida Mack, Human Resource Management Division, x73891.

**Golf tournament.** An FAA golf tournament to raise donations for the agency's health club is planned for *Friday, October 14*. It kicks off at 12:30 p.m. at the Goose Creek Golf Course with prizes for men and women. A barbecue dinner, 18 holes of golf, golf carts, beer and other refreshments — all for a donation of \$40. To sign-up, call Freddie Cooper, AFS-250, x73772, or Bill Cook, AFS-850, x73480.

**Ski club.** The next meeting of the Pentagon Ski Club is scheduled for 7 p.m. on *Tuesday, October 18*, at the Cameron Station Officers' Club, Alexandria. Instruction is available to FAAers for all skill levels, from beginner to racer. Need information, call the club's telephone tape, 587-2073.

**Denver skiing.** The Denver Center Ski Club is again sponsoring an FAA Skifest. The group leaves Denver's Union Station at 7:30 a.m. on February 19 aboard the Winter Park Ski Train and returns Saturday evening, February 25. The cost of the full package is \$365 including the train ride, six nights lodging, four lift tickets, welcome party, fun race, mountain barbecue and a farewell party. A deposit of \$65 per person is due *October 15*. The other \$100 payments are due November 1, December 1 and January 10. Need more information? Call Dan Mawhorter on FTS 8-323-4113.

**Flying club.** FAA Flying Club's fall ground school runs through November 10. Interested FAAers should call Hassan Shahidi, (202) 646-5544, to register. Classes are held *Tuesday and Thursday evenings* from 6:30 to 9:30 p.m. in FAA headquarters rooms 5A and 5B.

**'Signing' courses.** Two sign language courses, introductory and intermediate, start *Monday, October 17, and Thursday, October 20*. Interested in the eight week courses? Contact Sylvia Woodcock, APS-102, x73857.

**Computer conference.** A four-day Federal Computer Conference kicks off on *Thursday, October*

25, at the Washington Convention Center. The annual event features 150 speakers, 42 sessions, 11 seminars and an exposition of computer displays. For the first time, the conference is offering six sessions on systems integration — an increasingly popular approach to selecting, installing and maintaining all elements of computer systems. Need more information on specific conference topics and registration costs? Call (301) 961-6575. The toll-free number is (800) 343-6944.

## Healthbeat

**Early warning.** The next "Great American Smoke-out" is on its way. But cigarette smokers who want to participate have until mid-November to get psychologically ready. This year's theme is "Take a breather." The American Cancer Society's Smoke-out is scheduled for *Thursday, November 17*.

This year's goal is to get at least 10 million smokers to quit for 24 hours. Last year, the society reports, 19.1 million of the nation's 50 million smokers participated by quitting or cutting down on their tobacco intake. You'll be hearing more about the event as November rolls around.

# GREAT AMERICAN SMOKEOUT

AMERICAN  
CANCER  
SOCIETY



## Feedback

**Long memories.** Did you know that FAA's headquarters building is 25 years old and FAAers officially took up residence at 800 Independence Avenue, SW, in the fall of 1963? Intercom is planning a special edition to mark the quarter-century-old building — its past and future. If you remember those early days and were around on moving day, we'd like to talk to you. Any old photos we can view? Give Pat Cariseo a call, x78521.

**Gastronomic faux pas.** FAA restaurant connoisseurs noticed that we misspelled the name of food critic Phyllis Richman in the September 6 *Intercom*. It's not spelled like Virginia's capital city.

**Future look.** New color schemes and office furniture are in the works for FAA headquarters. To get a sneak preview of what the new work environment will look like, check out room 435.





U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom



## Getting Ready To Negotiate

The National Air Traffic Control Association recently presented FAA officials with the union's proposals for a new collective bargaining agreement. Negotiations are scheduled to begin November 15. Left to right: Mark Kutch, NATCA, Kansas City Center; Joe Noonan, Director, Office of Labor and Employee Relations; Ray Thoman, deputy director; Steve Bell, newly elected NATCA president; Ted Beckloff, Director, Air Traffic Plans and Requirements Service; and Raymond Spickler, NATCA executive vice-president, Kansas City Center.

Photo by Lance Strozier

## Drug Sleuths Continue Probe

*Hundreds More Expected To Be Indicted For Falsifying Pilot Medical FAA Records*

Hundreds of pilots, including those flying for the nation's airlines, are expected to be indicted in the months ahead for trying to hide drug- and alcohol-related convictions from the FAA.

The first round of indictments was handed down September 30 by a Federal grand jury in Florida against 27 pilots and flight instructors

DOT Secretary Jim Burnley predicted "hundreds" of similar indictments in the future and said DOT's Office of the Inspector General currently has investigations underway in all 50 states.

The Florida cases were also investigated by the Justice Department's Atlanta regional office and the FBI's Tampa and Orlando offices.

*continued on page 2*

## Weekly Wrap Up

**10th Anniversary.** Airline deregulation marks its 10th birthday this month. The landmark legislation was signed into law by then President Jimmy Carter on October 24, 1978.

**Helping Hands.** October offers FAAers an opportunity to help those in need. Check out Flightplan on page 4 for details on Combined Federal Campaign events and DOT's Volunteer Committee fall fundraiser.

**Delta Check.** The agency sent a three-person team of inspectors to Delta Air Lines on October 10 to check on the airline's progress in implementing recommended changes to its pilot training programs. The changes were recommended as

a result of a special FAA inspection last year that uncovered instances of breakdowns in communications and lack of coordination among some Delta flightcrews. The team spent several days focusing and following up on changes made – or planned – by the airline in its flight and flight training operations.

**Looking Ahead.** Planning on retiring from the FAA in the next year or so? Here's a financial fact. Employees are currently eligible to continue Federal Employees Group Life Insurance basic coverage after retirement without cost. That's going to change. Employees retiring after December 31, 1989 – about 15 months from now – will

*continued on page 3*

## Tight '89 Budget

*Congress Trims FAA By 4%*

The FAA didn't have to sweat it out – financially – this year as Congress met budget deadlines by finishing its federal agency appropriations on time.

The fiscal year kicked off Octo-

*See "go slow" chart on page 2.*

ber 1 after President Reagan signed the FAA money bill on September 30.

This year's appropriation totals \$6.69 billion – a 4%, or \$244.9 million, cut from the agency's request of \$6.94 billion.

Shortchanging the agency by almost a quarter of a billion dollars was compounded by another \$100 million in some unexpected operations costs.

*continued on page 2*

## 'Go Slow' Guidelines

- Adjust hiring plans. For the first four months of the fiscal year, onboard employment cannot exceed the September 30 level with the exception of prior official written commitments. (Inspectors and several other specific job categories are exempt from this hiring control.)

- Defer all in-house conferences for the first quarter that require travel of more than 20 participants.

- Continue required courses (core curriculum) at the Center for Management Development, the Executive School courses, and courses for which obligations have already been incurred. The Associate Administrator for Human Resource Management will issue additional guidance on other management and general training that should be continued or deferred.

- Limit permanent change of station moves during the first four months of fiscal 1989 to the average monthly rate of these moves during the last fiscal year.

- Continue equipment leases and service contracts at 1988 fiscal year rates plus inflation. All other contracts can only be processed up to the point of award.

- Limit procurement to equipment vital to national airspace safety or security.

- Keep the cost of supplies and materials within 1988 spending levels. (Logistics and Budget are reviewing FAA Depot requirements separately.)

- Defer requests for new telecommunications services during the first quarter.

- Make every effort to reduce overtime costs.

- Constrain other spending where feasible. Agency managers are asked to use the utmost care in financial control.

These guidelines were announced by Administrator McArtor. Specific questions and problems should be directed to headquarters, regional and center budget offices.

## Drug Sleuths *continued from page 1*

The aviators were charged with falsifying statements made to the FAA on past convictions involving alcohol-related traffic offenses, drug trafficking convictions and other serious drug offenses.

When applying for an FAA medical certificate, candidates are asked 24 questions in a "Medical History" section including past convictions.

If found guilty, the pilots face stiff penalties with a maximum of five years in prison and maximum fines ranging from \$5,000 to \$250,000.

The Florida indictments culminated a two-year effort after a computer run of 700,000 airmen who hold FAA medical certificates was checked against the National Drivers Registry. The matchup turned up about 11,000 violators, but the DOT was unable to get the names of the violators because of an anonymity safeguard written into the law setting up the registry.

To find the violators, DOT turned to the FBI for both alcohol- and drug-related convictions and records from the Florida Highway Department.

Burnley said the indictments showed a "serious problem of drug and alcohol abuse which has permeated all walks of life and all professions in our society."

## Agency Budget *continued from page 1*

During 1989, FAA must absorb mandatory costs of the 4.1% pay raise that goes into effect in January, the agency's share of increased employee health insurance premiums, Performance Management System requirements and random drug testing costs. To absorb these costs, the agency is deferring a number of planned increases and issued "go slow" guidelines to agency managers until first quarter spending results are assessed next January.

FAA's official number crunchers call the 1989 figures "a very tight budget."

Here are a few highlights:

- Operations: \$3.41 billion, a \$34 million cut from the agency's request.

- Facilities and equipment: \$1.38 billion, \$215.5 million less than the agency wanted.

- Research, engineering and development: \$160 million, \$5 million above FAA's request.

- Grants-in-aid to airports (obligation limitation): \$1.4 billion. Congress increased the agency's request by \$200 million.

- Headquarters administration: \$36 million, trimmed back by \$500,000 from the agency request.

**Have an announcement?** Send *Intercom* the information as soon as possible or call us, x78521.

## Wrap Up *continued from page 1*

be required to pay 40.1¢ monthly for every \$1,000 of coverage to keep the insurance after retirement.

**Eliminating Smoke.** FAA has awarded a \$468,372 contract to test better ways to eliminate smoke and toxic fumes from fires on board aircraft. Later this year, the Tech Center and Boeing Commercial Aircraft Company will use a 757 to evaluate designs to increase smoke venting during an estimated four hours of ground testing and nine hours of inflight testing. The test program calls for a complete simulation of the entire inflight fire scenario, including cruise, descent, landing and a two-minute evacuation time using half of the available exits. The test also is expected to include the use of increased air conditioning flow through the cabin, an additional smoke evacuation valve and the use of helium to simulate hot smoke generated during an actual burning of aircraft interior materials.

**Aggressive Recruiting.** "We just can't keep on doing business as usual. It's not fast enough. It's not efficient enough. It's not responsive enough." That's the way Administrator McArtor outlined FAA's new aggressive recruiting strategy during a recent speech to the National Black Coalition of Federal Aviation Employees in New Orleans. At first, the agency is streamlining the hiring of air traffic controllers and expects to expand these new tactics to a wide variety of jobs. The plan is to hire 32 full-time recruiters. Their marching orders: Find qualified people instead of "passively waiting for the right ones to walk through the door," as McArtor put it. Although he said the agency is delighted when it finds minority candidates, it has done "virtually nothing to ensure that they're the kind who stand a good chance at being successful in our training programs." McArtor promised to hire a professional recruiter group that mirrors the composition of society as closely as possible and is "highly aggressive" in finding qualified women and minorities. He asked the group's help in sending recruiters to the right places, to the right communities to make sure

they reach the right people. McArtor said the agency's goal is to recruit "better qualified candidates" and emphasized, "Make no mistake about this, I am going to insist that we use this opportunity to recruit more minorities and women."

## Teaming Up For Security

Ever notice those signs with the suspicious-looking face in many residential parts of town letting people know it's a "neighborhood watch" area — streets and subdivisions where neighbors keep keen eyes out for suspicious characters?

FAA and several aviation trade associations have adopted the same concept to train all airport employees to be on the lookout for suspicious people. It's kind of an "aviation watch" version of "neighborhood watch," Civil Aviation chief Ray Salazar says.

New training videos and workbooks, developed through a two-year joint effort with the agency, the American Association of Airport Executives, the Air Transport Association of America and the Airport Operators Council International, will be sent to all airport operators subject to Part 107 of FARs with additional distribution by the industry associations.

During a recent ceremony, the new training package was presented to Administrator McArtor. It was hailed as an important cooperative effort among government and industry. "It's everyone pulling together," Salazar said in describing the development of the training package.

Entitled "Airport Security: A Team Approach," the course is short, concise and to the point. It aims to give all airport employees the understanding of these basic concepts: what a suspicious activity is, how to report it, and to whom to report it. The five-part video tape and workbook are similar to the community watch program that has been so successful in neighborhoods all over the country.



Clutching new security training video tapes and workbooks are (left to right): William W. Hoover, Executive Vice President-Operations and Safety, Air Transport Association; Spencer Dickerson, Senior Vice President, American Association of Airport Executives; J. Donald Reilly, Executive Director and Secretary General, Airport Operators Council International; Administrator McArtor; Ray Salazar, FAA's Director of Civil Aviation Security; and Paul "Bo" Bollinger, Jr., formerly of the American Association of Airport Executives.

Photo by Lance Strozier

### Headquarters Intercom

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Pat Cariseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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## Flightplan

*A list of upcoming events of interest.*

**Fundraising flapjacks.** Have an FAA breakfast and raise money for the Combined Federal Campaign, too. Plan on eating the first meal of the day at FAA's cafeteria on *Thursday, October 20*, at a special CFC pancake breakfast. Flapjacks will be flipping from 7 a.m. to 9:30 a.m. Price: \$2. Contact Faye Gibbins, x77148, for details.

**Lunchtime raffle.** Another CFC event, a lunchtime raffle, is planned for *Wednesday, October 26*, in the FAA lobby. Be there at 12 noon.

Someone is waiting...  
for you  
to make a difference.

*This year's Combined Federal Campaign theme.*

**Got a weird costume?** You could win a prize and help area students, needy people and senior citizens. It's all part of the DOT's volunteer committee fall fundraiser on *Thursday, October 27*, from 11:30 a.m. to 2 p.m. in the Nassif Building plaza. But to make the event a real winner, the committee is looking for volunteers to give a few hours of their time, bake some cookies, and donate books. There's a special contest for those who want to show off their Halloween costumes a few days early. Prizes will be given in several categories including most beautiful, most colorful, most original, best job related and ugliest. Want to volunteer to help? Contact FAAers Jo Officer, x78062, Rita Morgan, x78042, or Pat Cariseo, x78521.

**Disability awareness month.** FAAers are invited to a special event on *Thursday, October 20*, to mark National Disability Employment Awareness Month at 10 a.m. in FAA's third-floor auditorium. For more information, contact Ida Mack, Human Resource Management Division, x73891.

**Denver skiing.** The Denver Center Ski Club is again sponsoring an FAA Skifest. The group leaves Denver's Union Station at 7:30 a.m. on *February 19* aboard the Winter Park Ski Train and returns Saturday evening, *February 25*. Need more information? Call Dan Mawhorter on FTS 8-323-4113.

**Flying club.** FAA Flying Club's fall ground school runs through *November 10*. Interested FAAers should call Hassan Shahidi, (202) 646-5544, to register. Classes are held *Tuesday and Thursday evenings* from 6:30 to 9:30 p.m. in FAA headquarters rooms 5A and 5B.

**Computer conference.** A four-day Federal Computer Conference kicks off on *Thursday, October 25*, at the Washington Convention Center. The annual event features 150 speakers, 42 sessions, 11 seminars and an exposition of computer displays.

## Missing Mail? How To Help

Sorting and delivering mail at FAA headquarters has hit snags because of the agency's reorganization with people and offices hopscotching around the building.

So, if mail isn't getting to the proper destination, here's how you can help the folks in the mailroom get correspondence to the right people in the right rooms.

Any changes in routing symbols and room numbers since September 13 should be noted on a "buck slip," put in a familiar holey envelope and addressed to the "FAA mailroom" on the first floor.

Here's an important postal reminder: Mail coming into headquarters from the outside must have a routing symbol to ensure delivery, so don't forget to include routing symbols on your return address on all outgoing messages and correspondence.

## Healthbeat

**Free flu shots.** FAA's clinic is again offering free flu shots against three types of influenza: A/Taiwan, A/Sichuan and B/Victoria. The shots will be administered in the clinic in headquarters room 327 from *Monday, October 24, through Friday, October 28*, during the hours: 9 to 11:30 a.m. and 2 to 4 p.m.

**'Drug free America.'** FAA is supporting "National Drug Free America Week," *October 24 through 30*. Stop by the third-floor clinic, pick up a packet of educational materials and help in the nation's drug prevention crusade.

## Baker's Dozen Plus 10

When it comes to making homemade goodies, headquarters has its share of culinary winners. Some 23 FAAers were put to the test during DOT's September 26 kickoff of its Combined Federal Campaign drive, which raised \$161 in bake sale contributions.

Thanks and bakers' caps go to Nancy Kalinowski, Denise Miller, Lisa Hedlesky, Barbara Aleshire, Diane Wood, Mary Bobb, Jim Carey, Betty Russell, Angela Dooley, Jim Jerman, Barbara Herber, Genny Maududi and Raquel Torres.

Also Jean Casciano, Ida Klepper, Linda Williams, Beverly Collins, Brenda Courtney, Mike Smith, Geri Robinson, Eileen Verna, Jim Ayres and Anita Tripp.



U.S. Department of Transportation

Federal Aviation Administration

# Headquarters Intercom

## Aviation's Smooth Operators

### 42 Honored With DOT Secretary's Awards

When it comes to smooth operators, the agency has top notch people - 42 FAAers throughout the nation who were lauded for their work with special awards from the Secretary of Transportation.



Four FAAers won medals for valor.

The Secretary's 21st Annual Awards tapped everyone from top management to secretaries. Employees were praised for rescuing people from burning buildings, improving aviation safety, keeping projects on target, and running efficient offices.

Nine agency employees were recognized with Presidential Ranks Awards; 10 received silver medals by winning the Secretary's Award for Meritorious Achievement; four took the Secretary's

*For FAA's top notch winners, see pages 3 and 4. Watch for photos in the November FAA World.*

Award for Valor; five were commended with the Secretary's Award for Outstanding Achievement in Equal Opportunity; and 14 received the Secretary's Award for Excellence.

DOT Secretary Jim Burnley called award winners "talented, professional people" who turn "policy into

*continued on page 2*

## Weekly Wrap Up

**Over The Top.** The 1988 fiscal year ended with a controller workforce of 16,436 - well above the congressional target of 15,900. Full performance level controllers numbered 9,858. Another 798 controllers have the FPL grade but are not fully checked out in their current facilities.

**Halloween Fun Run.** Get ready for FAA Headquarters' third annual "Fun Run Relay" race on October 31. It's for a good cause. Details on page 6.

*continued on page 2*



## 'Dig Deep'

Andrea Roane of Washington's Channel 9 News accepts certificate of appreciation from Tony Broderick, vice-chairman of FAA's 1989 Combined Federal Campaign. Roane helped kick off this year's campaign during ceremonies in the third-floor auditorium. She encouraged the agency to "dig deep" to meet this year's goal. More on the CFC on page 6.

Photo by Bob Laughlin

## High Flying Talkers

### FAA Aiming To Improve Communications

When is a cotton gin a "cut engine" order? Never. But verbal mixups, confused by poor enunciation or accents, can and do happen. That's why FAA and the aviation industry are launching an all-out effort to improve communications between pilots and air traffic controllers.

A three-month awareness program focuses on nuts-and-bolts ways controllers and pilots can make sure their voices come across crisply and clearly. A 44-page booklet, coauthored by FAA and industry, with down-to-earth, common sense tips is being sent to 700 FAA field offices throughout the nation and every air traffic controller.

Aviation industry and trade associations are sending the booklets, "A Call to Action," to their members and tens of thousands of pilots.

The objective: improve national air-space system safety and performance.

Administrator Allan McArtor will add punch to the

*continued on page 4*



## Awards *continued from page 1*

reality" and help keep the nation's "vast transportation system operating smoothly."

Burnley added, "It has frequently been said that public service is a sacred trust. A career in public service requires a special kind of dedication, and I commend all of you for your high level of professionalism in your service to the citizens of this country."



Silver medals were awarded to 10 from FAA.

## Wrap Up *continued from page 1*

**Flap Update.** A total of 1,190 Boeing 727 aircraft have undergone inspections of their takeoff warning systems. Last month, the agency asked airlines to make the inspections and report the results. The survey shows that 35 aircraft had some component of the warning system that did not meet specifications in all respects. However, none of the problems are considered serious enough to warrant an Airworthiness Directive. The inspected systems alert flightcrews by sounding an alarm when wing flaps are not set in the proper position to provide the increased lift needed for takeoff.

**Delta Hearing.** The NTSB will hold a public hearing next month into the crash of Delta Air Lines Flight 1141. The four-day hearing begins on Tuesday morning, November 29 at the Dallas-Fort Worth Airport Marriott Hotel. Flight 1141, a Boeing 727-200 crashed on takeoff from Dallas-Fort Worth International on August 31. Fourteen people aboard were killed from the resulting fire while 94 survived, including three cockpit crewmembers. Approximately 20 witnesses are expected to testify before the NTSB's Board of Inquiry which will be chaired by board member Jim Burnett. The board plans to issue its full report next year.

Headquarters  
Intercom

October 18, 1988  
No. 88-42

Pat Cariseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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**Drug Interdiction.** Check out the October issue of *FAA World* to find out how the agency is helping in the nation's war on drugs. There's also a glimpse of the Orient as an Aero Center employee shares his "people-to-people" visit to the People's Republic of China.

**Time To Change.** Don't forget, most of the nation returns to standard time at 2 a.m., Sunday, October 30. Turn the clock's hands back one hour. The Office of Personnel and Technical Training reminds FAAers that employees working during the time change will be paid for the actual number of hours worked. Others get an extra 60 minutes of sleep.

**Soviet Visit.** Dr. Tatania Anodina, Director of the USSR's Scientific Research Institute for Civil Aviation, recently visited several agency installations including the Leesburg enroute center and Washington Dulles International Airport. Her stop in the nation's capital included informal technical talks with Leesburg manager Joyce Sexton and other FAA officials. She was accompanied by another Soviet official, Anatoly Chariotchenko of Russia's Air Traffic Control Automation Institute. Dr. Anodina presented a technical paper on using satellite systems for air traffic control at a symposium in Cambridge, MA, sponsored by FAA, NASA and the Massachusetts Institute of Technology.

**Air Traffic Symposium.** Top names from throughout the world will highlight a special symposium on the future of air traffic control training on Tuesday and Wednesday, December 5 and 6. Sponsored by FAA, the "Symposium on Air Traffic Control Training for Tomorrow's Technology," will be held at the Aeronautical Center, Oklahoma City. It is being organized by David Carmichael, Aero Center deputy director, and Dr. Frederica Dunn, Human Resources Management Group at headquarters.

Some of the top speakers include V. David Hopkin of England's Royal Air Force Institute of Aviation Medicine, who will keynote the event; Dr. Ellen G. Gagne, Applied Cognitive Research Program, Alexandria, VA; Dr. Barbara Means, Stanford Research Institute International; and Wallace Feurzig, Bolt, Beranek & Newman Systems & Technologies Corp., Cambridge, MA.

Several panels and sessions will zero in on FAA's future air traffic control training aids, advances in hardware and software systems, training procedures, the advanced automation system and the future of the air traffic control workforce. To register, contact Lois Bossman, Transportation Systems Center, Cambridge, MA, FTS 837-2307.

# FAA's Employee Honor Roll

## Secretary's Award for Valor

**John B. Haley**  
Computer Systems Analyst  
Seattle, WA

*For exceptional courage involving personal risk when he rescued a drowning boy.*

**John F. Hollowell**  
Airspace System Inspection Pilot  
Atlanta, GA

*For bravely rescuing a neighbor trapped in a burning house without regard for personal safety.*

**William H. Ramos**  
Utility Systems Repair Operator  
San Juan, PR

*For the unselfish and heroic act of rescuing a mother and her small daughter from a burning apartment.*

**Kevin E. Tyner**  
Air Traffic Control Specialist  
St. Paul, MN

*For heroism and outstanding courage when he saved a hold-up victim from serious bodily harm.*

## Secretary's Award for Excellence

*Granted to employees through GS-9 and Wage Grade 8 who have performed all aspects of their work outstandingly and are deserving of special commendation.*

**Margaret A. Braton**  
Jamaica, NY

**Doris E. Brown**  
Anchorage, AK

**Leila M. Burgess**  
Headquarters

**Ralph A. Carrozza**  
Jamaica, NY

**Frances B. Chaffin**  
Oklahoma City

**Cheryl L. Carboneau**  
Oklahoma City

**Margaret D'Ambra**  
Atlantic City, NJ

**Mary Ann Hall**  
Headquarters

**Harry L. Harrington**  
Des Plaines, IL

**Terry K. Harris**  
Brussels, Belgium

**Rita M. Lynch**  
Miami, FL

**Catherine S. Montgomery**  
Kansas City, MO

**Donna Stemski**  
Headquarters

**Catherine A. Zimmerman**  
Seattle, WA

## Presidential Ranks Awards

*Each year the President recognizes career senior executives for sustained high quality accomplishments.*

### 1987 Winners

**Martin Pozesky**  
Deputy Associate Administrator  
for NAS Programs  
Headquarters

**Robert Whittington**  
Executive Director for Policy, Plans  
and Resource Management  
Headquarters

### 1988 Winners

**Wayne J. Barlow**  
Executive Director  
for System Operations  
Headquarters

**Paul K. Bohr**  
Regional Administrator  
Central Region

**John S. Kern**  
Deputy Associate Administrator  
for Aviation Standards  
Headquarters

**C. R. "Tex" Melugin, Jr.**  
Executive Director for Regulatory  
Standards and Compliance  
Headquarters

**Norbert "Nobby" Owens**  
Deputy Associate Administrator  
for Air Traffic  
Headquarters

**Jack A. Sain**  
Manager, Aircraft Certification Division  
New England Region

**Donald J. Schneider**  
Manager, Airway Facilities Division  
Central Region

## Secretary's Award for Meritorious Achievement Silver Medal Winners

**Robert S. "Bart" Bartanowicz**  
Assistant Manager  
Safety Regulations Division  
Headquarters

**Dominic DeSantis**  
Engineering Technician  
North Syracuse, NY

**Joyce J. Gillen**  
Communications Management  
Specialist  
Headquarters

**Irene E. Howie**  
Assistant Chief Counsel  
Headquarters

**Michael E. Perie**  
Manager  
Advanced Automation System Division  
Headquarters

**Barbara (Lindy) Ritz**  
Manager, Human Resource  
Management Division  
Oklahoma City

**Raymond A. Salazar**  
Director of Civil Aviation Security  
Headquarters

**George B. Thomas, Sr.**  
Civil Rights Public Programs Specialist  
Headquarters

**Benjamin H. Tollison, Jr.**  
Supervisory Aviation Safety Inspector  
Headquarters

**William J. White**  
Manager, Aircraft Maintenance Branch  
Burlington, MA

*More winners on the next page.*

## Employee Honor Roll

### Secretary's Award for Outstanding Achievement in Equal Opportunity

**Robert J. Dame**  
Deputy Director  
Office of Program and Regulations Management  
Headquarters

**Temple H. Johnson, Jr.**  
Manager, Air Traffic Division  
Seattle, WA

**Margaret L. Powell**  
Organizational Development Specialist  
Headquarters

**David R. Robinson**  
Air Traffic Control Specialist  
Jamaica, NY

**James L. Wright**  
Manager, Air Traffic Division  
East Point, GA

## Communications *continued from page 1*

program by officially kicking off the initiative during the Air Traffic Control Association's annual convention on November 1 in Arlington, VA.

Events and banners with a specially designed logo, "Pilot/Controller Communications Awareness," are cropping up nationwide.

The booklet's example of "cotton gin" versus "cut engine" highlights a troublesome communications problem involving enunciation of words because of voice inflection or an accent.

Several other topics include:

- Similar sounding alphanumerics: possible confusion resulting from similar sounding call signs and similar aircraft types.
- Controller hearback problems: controller difficulty in repeating, hearing and fully understanding what a pilot says when reading back a clearance, issuing instructions or providing information.
- Phraseology: improper use of established and recommended words by pilots and controllers.
- Headsets versus speakers: missing instructions or requests when using speakers instead of headsets.
- Radio discipline: sticking to an orderly, pre-described behavior when communicating by radio.
- Intra-cockpit communications: problems with relaying information among two or three people in the cockpit.
- Controller intercoordination communication: pitfalls caused by internal controller communications problems, several controllers unknowingly on the same line.

- Blocked or simultaneous transmissions: problems with simultaneous transmissions on the same frequency in proximity to the same intended receiver.

- Stuck microphones: a disruptive link in the communications chain when a stuck microphone causes problems for the pilot and others sharing the frequency.

- Read-back problems: failure of pilots to read back clearances issued by air traffic controllers.

- Initial radio contact: not following procedures for pilots to contact the air traffic control system.

Now to the cotton gin mixup. English is the official language of aviation, but everyone doesn't speak it with the same clarity and understanding.

Here's an example from the annals of the military.

An instructor pilot was teaching a foreign student visual ground references for the traffic pattern by verbally referring to

each landmark as it was overflowed. But

the instructor noticed that each time

they overflowed one of the most prominent

reference points, a cotton gin,

the student became confused and un-

responsive. When

questioned after the flight, the student

said he couldn't understand why the

instructor kept advising him to "cut

engine" when they weren't near the run-

way.

Here's a possible solution to this problem with accents. Realize your limitations. If you have an accent, remember it affects both speaking and listening. Properly adjust your radio equipment -- including volume and microphone placement. When you talk, use a normal speaking voice and proper words to minimize confusion of similar sounds.

Tape record yourself making a few typical radio transmissions. Play it back to get a feel for how others hear you.

The program is a cooperative effort of the Air Line Pilots Assoc., Air Traffic Control Assoc., Aircraft Owners & Pilots Assoc., AOPA Air Safety Foundation, Air Transport Assoc., Denro (a telecommunications firm), General Aviation Manufacturers Assoc., National Assoc. of Air Traffic Specialists, National Air Traffic Controllers Assoc., National Business Aircraft Assoc., U.S. Air Force and NASA.



*This 44-page booklet with talking tips is on its way to 700 field facilities and every air traffic controller.*

## Healthbeat

**Flu season is on the way.** FAA's clinic offers free flu shots against three types of influenza: A/Taiwan, A/Sichuan and B/Victoria. To get your injection, stop by headquarters room 327 from *Monday, October 24, through Friday, October 28*, during these hours: 9 to 11:30 a.m. and 2 to 4 p.m.

**Fighting drugs.** "National Drug Free America Week," *October 24 through 30*, is a good time to get involved in the anti-drug crusade. Pick up packets of educational materials from the third-floor clinic.

NATIONAL CAMPAIGN FOR A



**'Smokeout' facts.** The 1988 Great American Smokeout is coming next month. And the American Cancer Society, the group sponsoring the *Thursday, November 17*, event to get smokers to give up or cut down on cigarettes for 24 hours, passes along a few "smoking facts," like these:

- This year, more than 320,000 Americans will lose their lives to smoking-related diseases.
- Lung cancer accounts for nearly one-third of all cancer deaths in the United States.
- An estimated 83% of lung cancer deaths could be avoided if people never took up smoking. More facts next week.

## Flightplan

*A list of upcoming events of interest.*

**Fall fundraiser.** You could win a prize and help area students, needy people and senior citizens. It's all part of the DOT's Volunteer Committee fall fundraiser on *Thursday, October 27*, from 11:30 a.m. to 2 p.m. in the Nassif Building plaza. But to make the event a real winner, the committee is looking for volunteers to give a few hours of their time, bake some cookies, and donate books.

There's a special contest for those who want to show off their Halloween costumes a few days early. Prizes will be given in several categories including most beautiful, most colorful, most original, best job related and ugliest. Want to

volunteer to help? Contact FAAers Jo Officer, x78062, Rita Morgan, x78042, or Pat Cariseo, x78521.

**Computer conference.** A four-day Federal Computer Conference kicks off on *Thursday, October 25*, at the Washington Convention Center. The annual event features 150 speakers, 42 sessions, 11 seminars and an exposition of computer displays. For more information, call (301) 961-6575.

**Thrift Savings Plan briefing.** Bring your questions to a special session to explain the upcoming Thrift Savings Plan Open Season. Plan to attend the meeting on *Monday, October 31*, in FAA conference rooms 5A&B from 10 a.m. to 12 noon. Guest speakers include James Gorman, Shirley Rogers and Judy Holland from the DOT and FAA's own Julie Law and Barbara Claytor. The open season runs from *November 15 through January 31*.

**Denver skiing.** The Denver Center Ski Club is again sponsoring an FAA Skifest. The group leaves Denver's Union Station at 7:30 a.m. on *February 19* aboard the Winter Park Ski Train and returns Saturday evening, *February 25*. Need more information? Call Dan Mawhorter on FTS 8-323-4113.

**Flying club.** FAA Flying Club's fall ground school runs through *November 10*. Interested FAAers should call Hassan Shahidi, (202) 646-5544, to register. Classes are held Tuesday and Thursday evenings from 6:30 to 9:30 p.m. in FAA headquarters rooms 5A and 5B.

## CF<sup>2</sup> Las Vegas Style

Traffic Management Officer Sam Rosenzweig of Central Flow Control made his debut in Las Vegas this month when he appeared on stage with entertainer Tony Orlando. Although Rosenzweig was vacationing along the strip, he took the opportunity to provide the high rollers with a 15 minute briefing on the "CF squared" operation. He was not asked for an en-



## Have an announcement?

Send *Intercom* the information as soon as possible or call us, x78521.

## Circling Headquarters: Get Ready For FAA's Fun Run Relay



Want to show off some spiffy legs and raise funds for people in need? You can do both this Halloween during FAA's Fun Run Relay Race.

The event, part of the agency's Combined Federal Campaign, kicks off at noon, Monday, October 31, and is open to FAAers, their families and friends.

Non-runners can watch the event and munch on hot dogs and wash them down with soft drinks on the C Street side of the building. Food will be available at 11:30 a.m. with proceeds going to the CFC.

FAA's overall goal this year is \$200,000.

Here's how the Fun Run works.

Five-person relay teams will circle the headquarters building passing a baton. But there are rules. After all, FAA is in the business of making regulations.

Each team must have at least two women, and one team member must be 45 years old or older. Watch out. Event organizers vow to card people to show proof of age!

All team members must check in by 11:45 a.m. the day of the race, and each team member will run around the building once and pass a baton to a teammate. By the way, bring your own baton, too.

It's not too early to register. The deadline is 3:30 p.m. Wednesday, October 26, in room 300W. Team registration is \$5.

Call Denise Holbert, x79372, or Ida Klepper, x79688, for information.

There will be plenty of prizes with trophies going

to the fastest three teams. Special recognition will also be given to the slowest and oldest teams and teams with the best legs, best costumes, most spirit, and the team that raises the most pledges by getting sponsors.

Last year's pledge-raising champs were the AAP "Trendsetters" with \$165 in pledges.

And don't forget another CFC event - a lunchtime raffle on Wednesday, October 26, in the FAA lobby. Be there at 12 noon.

CFC officially kicked off on October 11 with a program in the third-floor auditorium. Andrea Roane of Channel 9 News keyed the event with a plea to "dig deep" to help FAA reach this year's goal.

The program also included remarks from top agency officials Tony Broderick and Monte Belger, CFC vice-chairmen, and Deputy Administrator Barbara McConnell Barrett.

Helping agencies played an important part in their lives, they told FAAers. Now it's time to help others. Barrett, whose father died when she was a teenager, remembers the aid she and her family received. Today, she and her husband routinely contribute 10% of their income to organizations that help people in distress.

And Tony Broderick remembered the help an agency gave him 18 years ago in adopting a baby girl.

So, "dig deep" and make a difference in this year's campaign.



CFC vice-chairman Monte Belger.



Headquarters employees attending October 11 event were urged to help the agency reach its \$200,000 goal.



FAA's Chorale added musical spice to CFC kickoff.

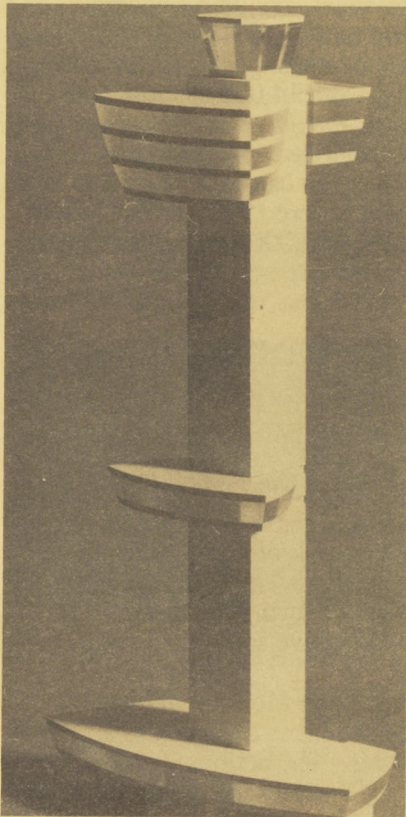
Photos by Bob Laughlin

*Someone is waiting...  
for you to make a difference.*



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

# Headquarters Intercom



## Towering Above JFK

A new 300-foot air traffic control tower is in the works for New York's JFK International Airport. Part of a major multi-year \$2.7 billion airport facelift, the tower will replace the current tower built in 1952. Here's an artist's view.

## Weekly Wrap Up

**Continental Check.** A National Aviation Safety Inspection Program team began checking Continental Airlines in mid-October. The routine check is expected to wrap up by mid-**No-**

*continued on page 3*



## Employee Job Satisfaction Quiz 7,000 FAAers To Rate Work Highs and Lows

Thousands of FAAers nationwide will get a chance to sound off about their jobs and their organizations – what they like and don't like.

The 1988 Job Satisfaction Survey, scheduled to hit 7,000 desks in November, is similar to surveys conducted in 1984 and 1986.

This year the results will again be used to provide senior level management with agency-wide information about the work environment. The survey results will help FAA chart progress on its goal to improve job satisfaction.

Who will get the surveys? A wide sample of employees has been picked scientifically to get an accurate cross-section of the agency. Those selected to fill out the questionnaire were picked by methods similar to the Gallup Polls and Roper Surveys with about 600 headquarters-affiliated workers scheduled to get the survey.

So, be on the lookout. A survey may show up on your desk.

*continued on page 3*

## Sniffers

### High Tech 'Noses' Look For Airport Explosives

The agency is testing a high tech system aimed at detecting explosives in the nation's airports.

Boston's Logan International Airport was the site of a recent one-week test by an FAA contractor to check out a walk-through explosives detection system.

*continued on page 2*

## 10 Years Later: Charting the Airlines

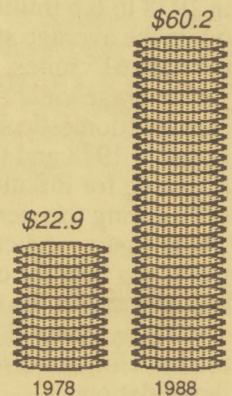
Ten years ago, the U.S. airline industry lifted off into the uncharted skies of economic deregulation. Back on October 24, 1978, when the Airline Deregulation Act was inked into law by then President Jimmy Carter, predictions of success and failure were commonplace. Today, the debate continues.

And although safety was never deregulated and hundreds of new safety requirements have been put on the books by FAA in the past decade, there have been dramatic changes in the economics of the industry nationwide.

Here are some financial and operational trends compiled and analyzed by DOT's Office of Economics.

- Industry operating revenues have more than doubled – from \$22.9 billion to \$60.2 billion.

*continued on page 2*



U.S. airline industry operating revenues increased from \$22.9 billion in 1978 to \$60.2 billion 10 years later.

## Explosives *continued from page 1*

Here's how the sophisticated system works. A passenger steps into a booth while a vapor analyzer "sniffs" the air for a few seconds, determines the type and amount of explosive material and displays the information on an operator panel.

Using a variety of technologies, the machinery has the ability to determine chemical properties in the air, including the nitrogen molecule. It detects a full range of explosives.

The Logan experiment is the first test conducted at an operational airport, and FAA will evaluate how it performed under a variety of real life conditions at the airport.

Thermedics, Inc. of Woburn, MA, developed the system under an agency contract totalling about \$4 million over the past few years.

What about man's best friends - dogs - that presently do the explosive sniffing. Effective dogs are in short supply, and their performance falls off if they're required to work long hours.

## Deregulation *continued from page 1*

- Between 1978 and June 30, 1988, scheduled revenue passenger miles rose from 227 billion to 411 billion, an 81% gain.

- Passenger enplanements increased 63% - from 275 million to 448 million.

- In 1987, 53 million adults made at least one airplane trip compared to 38 million in 1977.

- Between 1978 and 1988, scheduled available seat-miles increased 80%, from 369 billion to 663 billion.

- The industry's jet aircraft inventory has grown from 2,296 aircraft in 1978 to 3,671 aircraft in 1987, an increase of 60%.

- From 1978 to June 1988, average available seats per mile increased 11%, from 152.2 to 168.3.

Scheduled aircraft departures rose from five million in 1978 to 6.6 million in June 1988, a 32% increase, while the average stage length increased from 502 miles to 615 miles.

- Average yield for the major and national air carriers (domestic scheduled service) increased 44% between 1978 and the first half of 1988. After adjusting for inflation - the GNP deflator increased 66% during this period - yield declined by 13%.

These figures indicate that under deregulation, air travel has become cheaper relative to other goods and services in the economy.

- Today, more than 90% of all coach passengers are traveling on discount fares, up from 48% before deregulation.

- In 1978, 4,093 city-pair markets received single-plane service from only one carrier. In 1988, 3,481 markets received such service, a decline of 612

markets or 15%.

- The number of markets receiving single-plane service from two or more carriers rose by 567, from 1,266 to 1,833 or 44.8%. Travelers have more fare and service options available today than ever before.

- Of the 57 large and medium hubs, 45 cities were served by more carriers in August 1988 than in 1978, while eight hubs experienced a decline in the number of carriers operating at these hubs.

- In December 1978, the industry workforce totaled 344,633 full-time and part-time employees. By June 1988, employment, excluding Federal Express, had increased to 439,357, a gain of 27%.

- Part-time employment has more than doubled since 1978, increasing from 14,000 to more than 37,000 in June 1988.

- The number of consumer complaints per 100,000 passengers over the last four years was less than half of what it was before 1977. In 1987 there were 9.9 complaints per 100,000 passengers versus 12.6 in 1979.

## O'Hare: More Controllers

FAA has limited "rush hour" flights and is beefing up the air traffic controller staff in the Chicago area in a move designed to increase efficiency and safety at the nation's busiest terminal.

The agency announced a maximum of 80 aircraft landings an hour during peak times at O'Hare International Airport and a cap of 27 arrivals an hour at nearby Midway Airport during the busiest times of the day. Both airports have seen steady rises in operations.

FAA Administrator Allan McArtor also announced three staffing changes designed to add to the controller workforce. The actions include:

- Finalizing a contract to provide on-site training at Chicago's terminal radar control room and the O'Hare tower cab. The plan is to release five full performance level controllers - three in the TRACON and two in the tower cab - from training responsibilities. They will return to jobs as active air traffic controllers.

- Temporarily reassigning five former O'Hare full performance level controllers to the airport. This is in addition to a recent temporary transfer of four former O'Hare FPL controllers back to the airport.

- Increasing staffing at the Chicago TRACON by adding two new "feeder" positions to handle arrival traffic. Currently, the facility uses two arrival control positions for O'Hare. The plan to add a feeder position to each arrival position will be ready by mid-January. The objective is to reduce complexity and ease the workload.

## Wrap Up *continued from page 1*

ember. Frank Maly, Great Lakes Region, heads up the team of 48 including operations and airworthiness inspectors, cabin safety specialists, security inspectors, and engineering and navigational specialists.

**Certificate Yanked.** The Alaskan Region has revoked Yute Air Alaska's operating certificate for a wide range of violations. Yute, with five aircraft used for scheduled and on-demand flights, was charged with falsifying pilot training records, falsifying flight and duty time records, using unqualified pilots, using unqualified flight instructors and check airmen, violating flight and duty time regulations, operating an aircraft not listed on Yute's ops specs, operating unairworthy planes, and using an airman as pilot-in-command without a valid medical certificate.

**Takeoff Alarm Tests.** The agency is requiring airlines to perform repetitive tests of takeoff warning systems in Boeing 727 and 737 aircraft. The warn-



ing systems are designed to alert cockpit crews if there are problems with several takeoff procedures including wing flap and slat settings. The Airworthiness Directive follows a one-time test of 1,186 of the 727s earlier this fall. In 35 cases the warning systems were found deficient in aircraft operated by Continental, 17; Eastern, 8; Delta, 4; United, 2; Federal Express, 2; Orion Air, 1; and AmeriJet International, 1. The AD affects about

### Headquarters Intercom

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1,800 aircraft and requires airlines to perform the checks and make necessary repairs at intervals not to exceed 200 hours of flying time.

**Savings Alert.** Interested in signing up for the Thrift Savings Plan or changing your enrollment? You'll have a chance during the Thrift Savings Plan open season that runs from November 15 through January 31. During open season, both Civil Service Retirement System (CSRS) and Federal Employee Retirement System (FERS) employees may enroll in the TSP or make changes. A revised TSP booklet will be distributed soon to all FAAers. For forms and information, contact the Employee Relations and Career Development Branch. The effective date for new enrollments and changes will be the first full pay period in January.

**Fresno FSDO Award.** The Fresno FSDO was recently named Western-Pacific Region's "Flight Standards District Office of the Year" for its outstanding efforts in improving air safety, community involvement and employee relations. Ed Hammonds is the facility's manager.

**Upward Mobility.** Five women from the Central Region began electronic technician training at the Springfield, MO, training center on October 24. They were among 46 applicants for the region's Electronic Technician Upward Mobility Program who were tested in September. The five women selected, who had administrative and clerical backgrounds, are on their way to switching to a technical career.

**Health Insurance.** This year's Federal Employees Health Benefits open season is set for November 14 through December 9. The 1989 Enrollment Information Guide and Plan Comparison Chart will be distributed soon to all employees. It contains information on the major features and cost of each plan. To fill out a registration form and get additional information, contact the Employee Relations and Career Development Branch. The effective date for health insurance enrollments and changes will be the first full pay period in January.

## Quiz *continued from page 1*

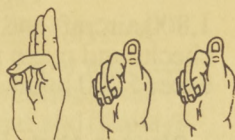
The job satisfaction quiz is part of a two-pronged employee assessment. Another questionnaire, this year's shorter Employee Survey Feedback Action Program (SFA) questionnaire, was given to managers and above this summer. All other employees will get it in December, except headquarters FAAers who will fill it out in February.

## Signs of the Times



FWPC program coordinator Sylvia Woodcock praises sign language enthusiasts.

Photos by Dennis Hughes



Deciphering this three-letter acronym is a piece of cake for 'Joy of Signing' graduates.



Graduates of FAA's first sign language course clutch their diplomas as they give their personal signs. Sponsored by the Office of Civil Rights and the Federal Women's Program Committee, a second round of courses is already underway.



Helping make 'Joy of Signing' a success: (left to right) Darlene Kirby, supervisor, AND-20; Melissa Edwards, course instructor, AND-20; Sylvia Woodcock; David Hartnett, course instructor, ASM-210; Assistant Administrator for Civil Rights Leon Watkins; and Betty Jones, supervisor, ASM-210.

## Healthbeat

**Health benefits fair.** Thinking about changing health insurance? Get answers during FAA's annual health fair, *Wednesday, November 16*. Representatives from many health benefit plans will answer questions and distribute information in headquarters rooms 5A/B/C from 9 a.m. to 4 p.m. This year's Federal Employees Health Benefits Open Season runs from *November 14 to December 9*. Brochures and registration forms are available from AHR-140, headquarters room 514. Employees planning on retiring before January 3, 1989, and who want to change benefits, should call x73881 for special registration instructions.

**Lifesavers.** During the recent blood drive, 61 FAAers gave blood with five first-time donors. The next blood drive is scheduled for *Wednesday, December 21*.

**'Smokeout' facts.** The 1988 Great American Smokeout is coming *Thursday, November 17*, sponsored by the American Cancer Society. The goal is to get smokers to give up or cut down on cigarettes for 24 hours. Here are a few "smoking facts" for folks to mull over before the smokeless day arrives.

- The risk of developing lung cancer is 10 times greater for smokers than for non-smokers.

Those who puff two or more packs a day are 15 to 25 times more likely to die of lung cancer than non-smokers.

• Since 1986, lung cancer has exceeded breast cancer as the leading cause of cancer death among women.



• From 1978 to 1985, the ranks of ex-smokers in the United States increased from 31.5 million to 40 million.

## Flightplan

**Computer users.** FAAers are invited to a Computer User Group meeting at 1:30 p.m., *Wednesday, November 16*, in the FAA auditorium. The meeting topic is "Adventures in Shareware" and features a panel of shareware experts. The AMS-350 sponsored event will be followed by a question-and-answer session. A free diskette with a software sample will be given out. Contact Diane Sparkman, x79907, for information.

**Alaskan bush pilot.** Alaska's millions of miles of wilderness make for hazardous flying, even in the best of conditions. So imagine the daring of Alaskan bush pilot Harold Gilliam (1903-43), who logged more than 7,000 hours in small aircraft, often guided only by makeshift flight instruments. Join aviation illustrator, photographer and author Don "Bucky" Dawson for a look at Gilliam's career and the saga of his last flight. Check out the lecture on *Thursday, November 3*, at 7:30 p.m. in the Langley Theatre, National Air and Space Museum.

**Retirement questions?** Need private and personal attention to prepare for retirement? Just call Barbara Claytor, x73873, or Julie Law, x73881, to set up an appointment for retirement counseling. A timely tip: Submit retirement applications at least six weeks in advance to speed up receiving your annuity.

**Have an announcement?** Send *Intercom* the information, or call us, x78521.



U.S. Department of Transportation

Federal Aviation Administration

# Headquarters Intercom

## Extra Money For 10 FAA Hard-to-Staff Locations *Controllers, Technicians, Aviation Safety Inspectors To Get Added Pay*

Some 2,000 air traffic controllers, inspectors and airway facilities technicians at difficult-to-staff facilities will receive additional pay under a demonstration project announced by Secretary of Transportation Jim Burnley and Director Constance Horner of the Office of Personnel Management.

Under the five-year demonstration, FAA employees at 10 facilities in the New York, Chicago and Los Angeles metropolitan areas will receive an additional allowance of up to 20% of their basic pay.

The project will test whether such pay incentives make it possible to recruit and retain employees in facilities that have been difficult to staff.

A majority of the 2,000 employees will be controllers

and the remainder will be airway facilities technicians and aviation safety inspectors.

The affected FAA facilities include:

- Chicago (Aurora, IL) Air Route Traffic Control Center (ARTCC)

*continued on page 2*

## Top Jobs

### *Wanted: A Few Good Men and Women*

The deadline is fast approaching for FAAers to apply for six top positions in the agency's regions.

FAA is currently recruiting for six Deputy Regional Administrator positions in the New England, Great

*continued on page 4*

## Teamwork

*Teamwork marked the recent System Safety and Efficiency Review of San Diego's Lindbergh Field. FAA, DOT and the Coast Guard joined forces in conducting a portion of the review of aircraft operations on runway 9/27. The cooperative effort also included the aviation industry, local government and airport authorities. Recommendations are being compiled by the office of the Associate Administrator for Aviation Safety and are expected to be presented to Administrator McArtor in the next few weeks.*



*FAA's Rick Weiss (left) talks to Coast Guard pilots about the airport review and the photo mission.*



*The team used this Coast Guard helicopter from the San Diego Air Station to gather much of the airport data.*



*DOT photographer Dennis Hughes aims his video camera at the airport from an airborne chopper.*

*Photo by Rick Weiss*



*A jet begins takeoff roll from Lindbergh Field.*

*Photos by  
Dennis  
Hughes*

## Weekly Wrap Up

**'Use or Lose' Deadline.** It's time for employees to start scheduling any "use or lose" annual leave to avoid forfeiting it at the end of the 1988 leave year. Generally, employees can carry a maximum of 240 hours of annual leave into a new year. But remember that "use or lose" annual leave must be scheduled in writing before November 20, 1988, so that it can later be considered for restoration if for some reason it cannot be used as planned. If you have any questions, contact your servicing human resource management office.

**Halaby Award.** Former FAA Administrator Najeeb E. Halaby is the 1988 recipient of a prestigious aviation award from the Air Traffic Control Association. Halaby, who headed the agency from March 1961 to July 1965, was named to receive the Glen A. Gilbert Memorial Award trophy for excellence, professionalism and outstanding achievement in aviation with special emphasis on air traffic control. The award commemorates the work of Gilbert, an air traffic pioneer. As an airline employee in 1935, Gilbert was instrumental in the development of a special communications system that enabled airlines to track enroute aircraft.

**Regional Honor.** Northwest Mountain Region's Financial and Information Resources Division, ANM-40, has won the 1988 Annual Management Systems Activities Award. Established in 1986, the award recognizes outstanding organizations in the fields of management systems and data systems. It is based on overall high level performance in program accomplishment, communications, employee development, external relations, professionalism, and human relations.



As Regional Administrator Fred Isaac looks on, Mike Sherwin, Director of Management Systems, presents Linda Rose, ANM-40 division manager, with the division's plaque. Certificates went to all employees who worked in the division during the award period.

**The Whales and FAA.** The world-famous California gray whales got a little help from FAA. The agency, at the request of the National Oceanic and Atmospheric Administration, temporarily restricted airspace over two Soviet icebreakers. They chewed through ice near Point Barrow, Alaska, to give the whales an escape route to the open sea.

**Pampered Passenger.** A Japanese woman was a pampered passenger on a British Airways 747 on October 25. She was the only passenger on a 13-

hour, 7,915-mile flight from Tokyo to London. The jumbo jet arrived late in Tokyo and other passengers were transferred to other flights, but no alternate could be found for the woman. She had no trouble finding a good spot on the 353-seat plane. And there was plenty of room for carry-on baggage.

**Jet Seized.** U.S. Customs agents recently seized an Eastern Air Lines jumbo jet and fined the airline \$896,000 after discovering 56 pounds of cocaine aboard the jet after it landed in Miami from Colombia. The last time the agency seized a domestic jet, also an Eastern plane, was in April 1984, and it fined the airline \$1.3 million.

**Ramstein Report.** An international commission blamed pilot error for the fatal August collision of Italian precision flying team jets during a military air show at an American air base in Ramstein, West Germany. Although the commission said there were "no infringements" against existing NATO directives, it urged NATO's member nations to review critically air show and aerial demonstration regulations. The accident occurred when the pilot of one of the jets tried to maneuver through a heart-shaped formation made by two other planes on the Italian team. It ended in a flaming collision of three of the Frece Tricolor team and the deaths of dozens of spectators.

## Added Pay *continued from page 1*

- O'Hare International Air Traffic Control Tower and Terminal Radar Approach Control (TRACON)
- Coast (Santa Ana, CA) TRACON
- Farmingdale, NY, Flight Standards District Office (FSDO)
- Los Angeles International Air Traffic Control Tower and TRACON
- Los Angeles FSDO
- New York (Ronkonkoma) ARTCC
- New York (Westbury, NY) TRACON
- New York (Valley Stream, NY) FSDO
- Teterboro, NJ, FSDO

The payment of allowances is expected to begin next summer. Before that time, DOT and OPM will discuss the project with employee labor organizations and hold public hearings to get the views of employees.

The law that permits OPM to approve such demonstration projects requires a six-month waiting period so that Congress can be notified and these activities can be completed.

If the program proves successful at the 10 locations, it could be expanded to other FAA facilities.

A notice explaining the test project has been published in the Federal Register.

## Riveted On Rivets

### FAA Proposes Structural Changes On Older Boeing 737 Aircraft

A three-pronged effort to improve the reliability of older 737 aircraft – including a proposal to make significant structural changes to the oldest models of the jet – has been announced by FAA.

The series of 737 inspections and modifications is aimed at averting future accidents similar to an Aloha Airlines incident in April. An 18-foot section of the craft's fuselage roof ripped off during a flight in the Hawaiian Islands.

A proposed airworthiness directive (AD) would require the removal and replacement of 7,200 rivets in the upper row of older B-737's fuselage lap splices. In addition, replacement rivets would be required in the two rows of rivets at stringer 17, which is a main longitudinal member below the window line.

The FAA proposal calls for replacing the upper row of existing rivets on the lap splices with another type of rivet known as a "protruding (button) head"



solid rivet. The earlier type of rivets are suspected of having initiated small cracks in the fuselage skin that could grow and eventually join in one large crack.

When the rivet replacement is complete, the FAA proposal calls for recurrent 15-month visual inspections of all lap joints. The proposed airworthiness directive would affect the oldest 291 Boeing 737s worldwide. An estimated 100 of these planes are in the U.S. fleet.

The rivet replacement would take approximately 2,016 labor hours per airplane. The total cost impact on U.S. operators is estimated to be about \$8 million.

The FAA action would require that the rivet replacement be completed over a 6- to 36-month period depending on the number of landings.

Deadline for comments on the proposed rule is December 12.

The agency also issued final versions of two ADs. One contains several new requirements intended to further limit the possibility of cracks. These new requirements are:

- An altitude limit of approximately 26,000 feet for all aircraft with more than 40,000 landings until all the required inspections are made.

- Electronic inspections – known as "eddy current" inspections – in addition to visual inspections in areas where cracks can be expected.

- Repairs made with countersunk rivets before the effective date of the AD to be inspected and verified as FAA-approved within 1,000 landings.

The second AD, which deals with circumferential joint inspections, is essentially unchanged from the proposed version.

FAA maintenance inspectors will monitor adherence to these two final rule ADs under a Special Monitoring Program.

## Aviation Security

### 450 Experts, 50 Nations Give Advice

FAA's first international conference zeroing in on aviation security since the hijacking of a TWA plane in the Middle East in 1985 drew 450 representatives from 50 nations to the three-day event.

Termed a "major success" by the Office of Civil Aviation Security, the meeting gave security experts from around the globe an opportunity to compare notes and discuss the latest developments in research and development, government-to-government security agreements and international cooperation.

FAA Administrator Allan McArtor, who talked at the agency-sponsored conference, said that although there has been a significant decrease in terrorist acts directed against civil aviation, more needs to be done to strengthen airline and airport security.

In 1986, the number of hijackings worldwide decreased by 50% to the lowest number in 10 years – a performance that was repeated in 1987.

He called for greater worldwide cooperation and understanding among responsible governments and emphasized numerous FAA "Impact '88" initiatives aimed at better airport security.

The latest technology was highlighted at an exposition at the conference in Arlington, VA, including a demonstration of thermal neutron analysis. The agency recently awarded a contract for five operations systems to detect explosives in checked baggage and air cargo using this technique.

The event, which was kicked off by an October 24 fly-in at National Airport of four antique aircraft, included among its speakers DOT Deputy Secretary Mimi Dawson; FAA civil aviation security chief Ray Salazar; L. Paul Bremer III, State Department's ambassador-at-large for counter-terrorism; Dr. Assad Kotaite, president of the Council of the International Civil Aviation Organization; FBI's Oliver "Buck" Revell; and Lord Brabazon, Minister for Aviation, United Kingdom.

## November Aviation Milestones

- On November 5, 1911, Calbraith P. Rodgers completed the first coast-to-coast airplane flight across the United States, landing in Pasadena, CA, 49 days after taking off from New York City, and suffering no fewer than 19 crashes along the way.

- Englishmen Charles Green, Monck Mason, and Robert Holland established a new world distance record when they flew a balloon from London to Weilburg, Germany – 480 miles in 18 hours on November 8, 1836.

- On November 14, 1910, Eugene B. Ely made the first airplane takeoff from a ship, the USS Birmingham, at Hampton Roads, VA.

- A Boeing B-707 became the first aircraft to girdle the globe going north to south on November 17, 1965.

- On November 21, 1783, Jean-Francois Pilatre de Rozier and a passenger, the Marquis d'Arlandes, made the first untethered manned-flight in history, staying in the air 24 minutes and traveling five miles across Paris in a hot-air balloon designed by the brothers Joseph and Etienne Montgolfier.

- Richard E. Byrd and a crew of four, including pilot Bernt Balchen, completed the first flight over the South Pole, nonstop from the U.S. base at Little America and back, in a Ford Trimotor, on November 29, 1929.

- On November 31, 1913, the first aerial combat between airplanes took place when two Americans, Phil Rader and Dean Ivan Lamb, flying for opposing factions during a Mexican revolution, encountered each other over Naco, Mexico, and exchanged pistol shots. No one was hurt.

## Jobs *continued from page 1*

Lakes, Central, Southwest, Northwest Mountain and Western-Pacific Regions.

Applications must be sent to AHR-20 by December 12.

“These positions represent a great opportunity for current members of the Senior Executive Service to broaden their experience in all phases of FAA’s programs and for other qualified employees with strong management potential to enter the Senior Executive Service,” said Robert Whittington, Executive Director for Policy, Plans and Resource Management.

Copies of the individual vacancy announcements for each of the six positions may be obtained by calling the Senior Executive Resource Staff, AHR-20, FTS 267-8886. The announcements are also on

the microfiche on the new “VAMP” system or may be accessed by computer through the Computerized Human Resource Information System.

To assure proper consideration, the individual announcement number and the geographic location desired must be clearly shown on each application. Applicants wishing to be considered for more than one geographic location, must submit a separate copy of their application for each location.

## Newer ‘Conflict Alert’

### *Air Traffic Facilities Sport Better Aircraft Anti-Collision Systems*

An expanded program designed to further reduce the risk of midair collisions has been installed at FAA’s 20 domestic air route traffic control centers.

A newer conflict alert program warns controllers when controlled and certain uncontrolled aircraft are on converging flight paths so controllers can take corrective action to ensure safe separation.

The program is the first enhancement of the recently installed Host computer systems at the 20 centers. The Host systems already incorporate a conflict alert program that warns controllers when two aircraft – operating under instrument flight rules (IFR) and equipped with Mode C altitude reporting transponders – are on converging flight paths. Now, conflict alert has been expanded to include cases where IFR aircraft are approaching conflict with Mode-C equipped aircraft operating under visual flight rules (VFR). Most general aviation pilots fly under VFR.

FAA plans to achieve nationwide coverage with the new program in all airspace above 5,000 feet mean sea level within 90 days. Initial implementation at each control center was for airspace above 12,500 feet.

Plans also call for the new program – known as Mode C Intruder or MCI – to be added to automated radar terminal systems already installed at more than 60 major airports. A contract is expected to be awarded in 1989.

### Headquarters Intercom

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## Relocation Tips Wanted

### Make It Easier To Move To Metro Area

FAAers, who have relocated to metro Washington, know the enormity of the area and the problems faced by newcomers.

Now they can help others who are heading for jobs in the nation's capital.

Tips are needed on little things – where to stay during a house hunting trip, where to house hunt. And larger things – where to live temporarily to be in a community near the schools of your choice. And what about Metro, carpools, other transportation and pets?

Marcia Corey, headquarters Relocation Service Coordinator, has put together a questionnaire to gather information from recent newcomers to FAA headquarters. If you'd like to pass along relocation tips and help future headquarters employees to learn from the past experiences of others, contact Marcia, x73886, before *November 20*.

The survey includes questions on accommodations used by others during house hunting trips, temporary places to live, advantages and disadvantages of certain locations, education opportunities and other services people need when they move from another part of the country.

The questionnaire is also for collecting data on where people are choosing to live, how they commute, commuting times, and other information.

The results will be sent to newly relocating employees to help them in the future.

All employees who were registered for relocation services through AHR-150 will be sent the questionnaire. Other transferees are welcome to participate and can obtain a survey in headquarters room 516.

Employees interested in sponsoring a relocating employee are also asked to fill out a questionnaire or a sign-up sheet for this program – also in room 516.

## Healthbeat

**Health benefits fair.** FAA's annual health benefits fair is scheduled for *Wednesday, November 16*, in headquarters rooms 5 ABC from 9 a.m. to 4 p.m.

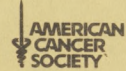
This year's Federal Employees Health Benefits Open Season runs from November 14 to December 9. Brochures and registration forms are available from AHR-140, room 514. Employees planning on retiring before January 3, 1989, and who want to change benefits, should call x73881 for special registration instructions.

**No smoking videos.** It's not exactly MTV, but FAA's clinic will screen a couple of lifesaving videos. It's all part of the 1988 Great American

Smokeout. A 20-minute video, "Smart Move," will be shown continuously on Smokeout day, *Thursday, November 17*, in the clinic, room 327.

On *Wednesday, November 23*, a 15-minute video, "Why Quit," will be shown and related questionnaires will be handed out in headquarters conference rooms 5 ABC from 9 a.m. to 12 noon. Viewings begin every 30 minutes, starting at 9 a.m. Questions? Call Sam Hart, x73406.

## GREAT AMERICAN SMOKEOUT



And for smokers trying to get up the nerve to confront the smokeless day, here are a few facts.

- In his latest report, Surgeon General C. Everett Koop warns that nicotine is as addictive as heroine and cocaine.

- More blacks smoke cigarettes than whites – 41% of black males compared with 32% of white males. For black women the smoking rate is 32% compared with 28% for white women.

- A recent study shows blacks die of lung cancer at a higher rate than whites – 54.3 blacks and 45.9 whites per 100,000 persons.

- A ray of hope – smokers in the United States are vastly in the minority. Non-smokers outnumber smokers nearly 3 to 1.

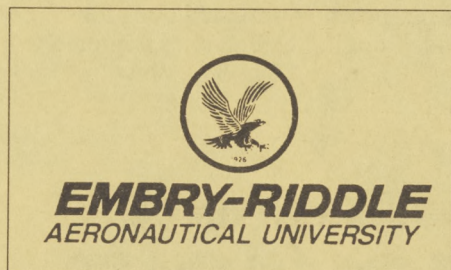
Someone is waiting...  
for you  
to make a difference.



1989 COMBINED FEDERAL CAMPAIGN

## Mini-Campus At Headquarters?

Embry-Riddle Aeronautical University wants to set up a mini-campus, right here in FAA headquarters building. It's conducting a survey to find out if



there's enough interest to start classes at 800 Independence Avenue, SW.

The university will be offering a

Masters of Aeronautical Science degree in two specialized areas: Aviation/Aerospace Operations and Aviation/Aerospace Management. The degree consists of 36 credit hours, three of which are a graduate research project. The cost per class is \$480.

Embry-Riddle is interested in offering 10-week classes at FAA's building for one hour, four times a week. Want to know more? Call Dick Russell, AFS-250, x73771, or the Embry-Riddle office at Andrews Air Force Base, 981-4098 or 735-6340.

## Flightplan

**High-potential employees.** FAA headquarters will support several nominees for the recently announced 1989 Women's Executive Leadership Program (WEL). Supervisors and managers are encouraged to nominate their high-potential employees - those they believe will benefit from a year-long experience of supervisory and managerial training and development.

For the 1989 fiscal year, the WEL program is open only to full-time, permanent, non-supervisory men and women in grades GS-11 and GS-12. Supervisory GS-11s and GS-12s, who have a maximum of one year's experience, may also be nominated. The closing date for applications is *Tuesday, November 29*. Program brochures are attached to and application procedures are explained in a letter from AHR-100 to headquarters' organizations. For more information, call Cathy Bracy, x73877.

**Commuter alert.** Beginning *January 2*, carpool restrictions will be eased for northern Virginia commuters who use I-95 and I-395 (Shirley Highway). Vehicles with three or more occupants can then use the HOV lanes. Current rules require at least four occupants.

**Job satisfaction quiz.** About 600 headquarters FAAers will soon be asked to rate the pluses and minuses of their jobs. It's the 1988 Job Satisfaction Survey which will go to 7,000 randomly selected

employees agencywide. Watch for it and fill it out.

**TSP sign-up.** Interested in signing up for the Thrift Savings Plan or changing your enrollment? You'll have a chance during the Thrift Savings Plan open season that runs from *November 15 through January 31*. During open season, both Civil Service Retirement System (CSRS) and Federal Employee Retirement System (FERS) employees may enroll in the TSP or make changes. A revised TSP booklet will be distributed soon to all FAAers. For forms and information, contact the Employee Relations and Career Development Branch, x73881. The effective date for new enrollments and changes will be the first full pay period in January.

**Computer users.** FAAers are invited to a Computer User Group meeting at 1:30 p.m., *Wednesday, November 16*, in the FAA auditorium. The meeting topic is "Adventures in Shareware" and features a panel of shareware experts. The AMS-350 sponsored event will be followed by a question-and-answer session. Contact Diane Sparkman, x79907, for information.

**Retirement questions?** Need private and personal attention to prepare for retirement? Just call Barbara Claytor, x73873, or Julie Law, x73881, to set up an appointment for retirement counseling. A timely tip: Submit retirement applications at least six weeks in advance to speed up receiving your annuity.

## No More 'Copy'cats

The next time you submit an SF-171 to bid on a job, make sure you make a copy for yourself. The Employment Branch will no longer furnish copies of SF-171s for duplication because of an effort to cut down on paperwork and boost efficiency. This change aims to streamline personnel procedures and give specialists more time to do their staffing jobs.

It's the employee's responsibility to keep a copy of SF-171s to use for future job bids.

Also, SF-171s will not be filed in employees' Official Personnel Folder (OPF) when they change jobs unless they are new to FAA. However, current employees are encouraged to submit periodically a current SF-171 to the Employment Branch to update their folders, showing an accurate job history.

Call the Records Room coordinator, x73882, to make an appointment to review OPFs or to submit SF-171s.

## Have an announcement?

Send *Intercom* the information, or call us, x78521. The deadline is Wednesday prior to the printing of the next edition.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## Windshear Update

### *Doppler Contract Inked*

Controllers will be able to warn pilots of hazardous windshear conditions and microbursts, using new Doppler weather radar systems which will be installed at 47 major airports.

A multi-million-dollar contract for the systems was awarded November 2 to the Raytheon Company, Equipment Division, Wayland, MA.

DOT Secretary Jim Burnley said, the system has "a greater potential for realizing safety gains than perhaps any other individual item of equipment in our National Airspace System modernization program. This is readily apparent from a review of accident data showing that windshear has been a major cause of airline fatalities in recent years. It has contributed to at least

*continued on page 4*



## AAS Back On Track

*The AAS will feature new controller work stations, or sector suites, with the capacity to process radar tracking information, detect potential conflicts and warn controllers of off-course or intruding aircraft.*

FAA's \$3.6 billion multi-year modernization of the air traffic control system moved a step closer to reality as the contract award to International Business Machines Corporation was upheld.

The contract to build the Advanced Automation System (AAS) was awarded to IBM by DOT and FAA on July 25, but was challenged a few days later by the other bidder, Hughes Aircraft Company.

Hughes lodged a protest with the General Services Administration Contract Board of Appeals, the panel that hears computer cases.

In an October 29 ruling, the board said the contract was properly awarded. An August 10 stop work order was lifted on October 31.

*continued on page 3*



## Scaring Up Contributions

Nancy Kalinowski razzes spectators with her Wicked Witch of the West routine during FAA's annual Fun Run Relay Race. Headquarters fielded 26 teams and raised more than \$1,000 for the Combined Federal Campaign during the running contests which kicked off at high noon on Halloween. Nancy, who ran one leg around the building for the "Administrator of Oz" team, is the agency's CFC coordinator. See page 6 for more photos and the winning teams.

Photo by Lance Strozier

## Weekly Wrap Up

**Top Trainer.** When FAA says it's striving to become a "world class training organization," Mary N. Hill of the Aeronautical Center is a good example. Ms. Hill, Manager of the Airmen Certification Branch, Airmen and Aircraft Registry, was named "Trainer of the Year" from a 10-state area. She was chosen for the regional award from among 39 nominees from numerous federal agencies by the Dallas Office of Personnel Management.

Ms. Hill, who celebrates her 15th year with the FAA this month, was lauded for a long list of innovative accomplishments. Mary was credited with starting a quality circle program which is estimated to save 8,000 employee hours a year and developing and teaching

*continued on page 2*

## Wrap Up *continued from page 1*

numerous courses including "Effective Group Problem Solving" and "Building Effective Interaction Skills."

**Fast Track.** Air traffic controllers now have sophisticated monitors – Aircraft Situation Display (ASD) – capabilities at the Chicago TRACON and air route traffic control center. They were installed several months ahead of schedule to help ease traffic congestion at O'Hare International, the nation's busiest airport. ASA-200 put the program on a fast track and had ASD operating at Chicago in about a week. It was originally scheduled to go on line in January. ASD is also expected to be deployed earlier at the New York TRACON and ARTCC. The new target date is January. The monitors, which pinpoint aircraft on TV-like screens, are featured at Headquarters Central Flow Control. ASD was also installed about eight months ago at the Los Angeles ARTCC.

**Leesburg Birthday.** The Leesburg, VA, air route traffic control center marked its 25th birthday during ceremonies on November 4. Leesburg construction began in September 1960 with the facility going operational in April 1963. The cost of the original building and equipment was \$9 million. In 1987, it handled 2.25 million flights, and its busiest day was May 21, 1987, with 8,152 flights. Washington's first air route center was located in Hangar 6 at National Airport and monitored traffic by using position reports received by telephone from airline offices and government-operated radio stations. Growing from the original handful of workers, the Leesburg center now employs more than 600 who cover 158,000 square miles of airspace stretching from New Jersey to South Carolina and from West Virginia to 100 miles off the Atlantic Coast.

**No Terrorist Takeoffs.** The United States and its neighbor to the north have agreed to stop hijacked aircraft, which land in the United States or Canada, from taking off again. The agreement was announced November 2 by both governments to deter hijackings by not permitting terrorists to move an aircraft to a sympathetic government or to shop for concessions. The joint declaration is one step in an effort to get wide endorsement of the "no-takeoff" principle. In accordance with international obligations, the two governments said they will take all appropriate measures to restore control of a hijacked aircraft to its lawful commander and to detain hijackers for prosecution or extradition. In June, the Council of the International Civil Aviation Organization adopted a no-takeoff policy statement. It is being considered for inclusion in the Chicago

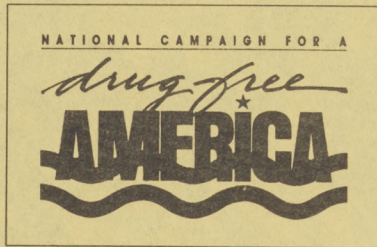
Convention, which provides legal authority for international cooperation in civil aviation.

**Houston Likes 'Tex.'** The Greater Houston Chamber of Commerce has nothing but praise for C. R. "Tex" Melugin, Executive Director for Regulatory Standards and Compliance. Melugin recently received the group's 1988 Aviation Executive of the Year award for his "outstanding" service to the area's aviation industry. Melugin, who moved to Washington this summer after being Southwest Regional Director, said he was proud to be part of Houston's growth as he received the honor in Houston. "I love airports," he said. "And thanks for recognizing the ole country boy from Dallas, Texas."

**DC-9 Cracks.** Cracks in three of DC-9 jetliners were recently uncovered during an FAA-mandated inspection program that has been in effect since early last year and is designed to provide early detection of structural fatigue in older aircraft. The cracks, the longest of which was approximately one inch, were found in the uppermost area of the fuselage over the wing. The cracks are not comparable to recent cracks discovered in Boeing 737 fuselage joints, and corrosion is not considered a factor in the DC-9 crack development. The DC-9 cracks were found on older aircraft that had logged between 65,000 and 70,000 landings.

**Human Error.** The National Transportation Safety Board pinned the blame for the crash of a commuter plane on human error. The board said the probable cause of the crash of an AVAir plane at the Raleigh-Durham, NC, airport was the "failure of the flightcrew to maintain a proper flightpath, due to the first officer's inappropriate instrument scan, the captain's inadequate monitoring of the flight, and the flightcrew's response to a fault in the airplane's stall avoidance system." The plane, flying as American Eagle Flight 378, crashed shortly after takeoff in dense fog on February 19. It was bound for Richmond, VA. All 10 passengers, the pilot and copilot were killed.

**Six Deputies.** The deadline is fast approaching for FAAers to apply for six top positions in the agency's regions. FAA is currently recruiting for six Deputy Regional Administrator positions in the New England, Great Lakes, Central, Southwest, Northwest Mountain and Western-Pacific Regions. Applications must be sent to AHR-20 by December 12. For copies of the individual vacancy announcements call the Senior Executive Resource Staff, AHR-20, FTS 267-8886.



**'People On  
The Go  
Just  
Say No'**

*DOT Secretary Jim Burnley recently spoke at an anti-drug rally at Washington's Hine Junior High School and praised the school's efforts to fight drug abuse. Students held an anti-drug poster contest with the theme, "People on the go, just say no." The DOT and Hine have joined hands in the Partnership in Education Program since 1984. It has the District of Columbia's first PRIDE chapter named in honor of First Lady Nancy Reagan. PRIDE stands for the national Parents Resource Institute for Drug Education, Inc. Showing off their award winning posters are Hine students and school officials.*

Photo by Lance Strozler

## AAS Contract *continued from page 1*

Deputy DOT Secretary Mimi Dawson said, "I remained confident that the AAS evaluation teams did a careful and thorough assessment of both the IBM and Hughes proposals."

The AAS contract is the largest in history for the DOT, FAA and IBM. Earlier this summer, Administrator Allan McArtor called the project "a significant milestone and a historic step to the future" labeling it the "cornerstone" of the National Airspace System (NAS) Plan.

AAS will be the world's largest, real-time computer controlled system with a system life of 20 to 30 years. It is the centerpiece of FAA's 10-year, \$12.2 billion plan for upgrading air traffic control and air navigation.

This "total automation system" includes new computer hardware and software and a full local communications network in addition to the new controller work stations, called "sector suites."

These new controller work stations will greatly increase controller productivity and will enable the agency to handle the projected growth in air traffic into the next century.

As McArtor put it, AAS will help controllers "work smarter, not harder."

AAS will tie together all of FAA's primary en-route and terminal air traffic control facilities into an integrated, automated system that will permit consolidation of all radar services into approximately 23 strategically located facilities.

The project looks beyond the current labor-inten-



sive, essentially manual air traffic control system to a time when computers will take on increasing responsibility for decisionmaking in resolving conflicts and managing traffic flows.

## Safety Indicators Improve

Airline safety and service indicators show a major improvement during the first nine months of 1988.

Near midair collision reports, air traffic controller errors, air fatality rates, flight delays and airline consumer complaints all declined significantly.

Near midair collision reports dropped by 35% in the January-September period when compared with the same months a year ago.

Operational errors were down by 15% during the same reporting period.

The DOT reported that the on-time performance of the nation's major airlines improved. In September, the 13 largest passenger carriers recorded an 85.6% on-time arrival record, their best month since they began reporting data to DOT more than a year ago. September was the sixth consecutive month in which the carriers' overall on-time performance exceeded 80%. That's compared to the 66.4% reported in December 1987.

Fatal accident rates for scheduled air carriers declined markedly. The rate for the first nine months of this year was 0.031 fatal accidents per 100,000 hours compared to 0.041 for all of 1987 - a 24% decline.

Consumer complaints against airlines for the first nine months of 1988 also declined. Some 20,504 complaints were registered with DOT's Office of Consumer Affairs from January through September compared with 35,118 during the same period in 1987 - a 42% decline.

For the first nine months of 1988, FAA tallied 246,518 delays of 15 minutes or more at airports and in the nation's airspace. That's 12% less than the 280,514 for the same period last year.



## Desert Lights

Mother Nature lights up the skies over the Santa Fe, NM, airport tower.  
Photo by Lyndell Smith

## Doppler Radar *continued from page 1*

five major airline accidents that claimed more than 500 lives in the past 15 years.”

Raytheon will provide 47 terminal Doppler weather radar (TDWR) systems with options to expand the procurement to a maximum of 102 systems. With all options exercised, the contract value will be \$282.56 million.

This summer, a test of a prototype system at Denver's Stapleton Airport showed dramatic proof of the equipment's effectiveness. During the 60-day evaluation period, the Doppler radar detected 47 microbursts within five miles of the airport and more than 200 in the entire area of coverage.

Windshear, a sudden change in wind speed and/or direction, can cause an aircraft to stall or lose altitude rapidly. It poses a special hazard during take-offs and landings when pilots may lack the speed and altitude necessary to recover from an encounter. A microburst is a small scale and particularly violent form of windshear.

FAA Administrator Allan McArtor called use of

Doppler radar “a major step forward in the detection of severe weather conditions in airport terminal areas.” He noted that the Doppler system differs from conventional radar in that “it can actually look inside storms and measure dangerous wind shifts that pose a threat to aircraft during the critical take-off and landing phases of flight.

This information will be presented on a special display used by controllers, and they will issue advisories as necessary. Later, with the introduction of automatic data link capability into the National Airspace System, this information can be transmitted directly to aircraft in flight on a cockpit display.

The multi-year contract award is part of a broad FAA attack on the windshear problem that includes both new ground and airborne equipment, pilot training programs and advanced research and development work. Just last month, FAA ordered the nation's airlines to equip all of their large jets over the next four years with windshear detection and flight guidance systems that can help pilots escape from windshear encounters. The same rulemaking action also directed the airlines to establish windshear training programs for their flightcrews.

FAA will install the first two terminal Dopplers at FAA facilities for use in training and research and development, with the remainder going to pre-selected commercial airports. First delivery to the FAA Technical Center in Atlantic City is scheduled for the fall of 1991 with the first field delivery to take place 10 months later.

## Air Traffic's Future

### *Symposium Set December 6 and 7*

Top names from across the globe will highlight a symposium on the future of air traffic control training on Tuesday and Wednesday, December 6 and 7.

Sponsored by FAA, the “Symposium on Air Traffic Control Training for Tomorrow's Technology,” will be held at the Aeronautical Center, Oklahoma City. To register, contact Lois Bossman, Transportation Systems Center, Cambridge, MA, FTS 837-2307.

V. David Hopkin of England's Royal Air Force Institute of Aviation Medicine will keynote the event.

Panels and special sessions will focus on FAA's future air traffic control training aids, advances in hardware and software systems, training procedures, the Advanced Automation System, and the future of the air traffic workforce.

The symposium's organizers are Dr. Frederica Dunn, Human Resources Management Group at headquarters and David Carmichael, Aero Center deputy director.

### Headquarters Intercom

November 8, 1988  
No. 88-45

Pat Cariseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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## Security Alert At Nassif

In an effort to improve security for employees at DOT's Nassif Building, a new security procedure is in the works.

Currently, employees can leave the Nassif Building by walking down any of the eight stairwells and exit through the plaza-level doors.

Unauthorized people, however, have been able to get into the building by sneaking through these doors after employees have exited and before the doors close.

In the next several weeks, use of these doors will be restricted with the exception of fire and emergency situations. The date of the change will be announced in advance.

Any questions about the new procedures? Call the OST Security Office, x64677.

## Flightplan

**Computer users.** The FAA Computer User Group meeting previously scheduled for *Wednesday, November 16*, has been cancelled and will be rescheduled for a later date.

**'Use or lose.'** It's time to schedule any "use or lose" annual leave to avoid forfeiting it at the end of the 1988 leave year. Generally, employees can carry a maximum of 240 hours of annual leave into a new year. But remember that "use or lose" annual leave must be scheduled in writing before *November 20*, so that it can later be considered for restoration if for some reason it cannot be used as planned.

**Annual salute.** FAAers are invited to the annual awards ceremony to honor the general aviation industry's flight instructor and maintenance technician of the year. The event is scheduled for *Tuesday, November 15*, from 10 to 11 a.m., in the FAA auditorium.

**Relocation help.** Want to help FAAers relocating to metro Washington? Here's your chance. Contact AHR-150's Marcia Corey in headquarters room 516, x73886. A questionnaire is being circulated to newly relocated employees to get information and share it with future transferees. There is also a transferee sponsor program so current headquarters FAAers can help incoming employees.

**WEL program.** FAA headquarters will support several nominees for the 1989 Women's Executive Leadership (WEL) Program. Supervisors and managers are encouraged to nominate their high-potential employees - those they believe will benefit from a year-long experience of supervisory and managerial training and development.

For the 1989 fiscal year, the WEL program is open only to full-time, permanent, non-supervisory men

and women in grades GS-11 and GS-12. Supervisory GS-11s and GS-12s, who have a maximum of one year's experience, may also be nominated. The closing date for applications is *Tuesday, November 29*. Call Cathy Bracy, x73877.

**Thrift savings.** Interested in signing up for the Thrift Savings Plan or changing your enrollment? You'll have a chance during the Thrift Savings Plan open season that runs from *November 15 through January 31*. During open season, both Civil Service Retirement System (CSRS) and Federal Employee Retirement System (FERS) employees may enroll in the TSP or make changes. For forms and information, contact the Employee Relations and Career Development Branch, x73881. *Be sure to get the new form.* The effective date for new enrollments and changes is the first full pay period in January.

## Healthbeat

**Kicking the habit.** FAA's clinic will screen two lifesaving videos. It's all part of the 1988 Great American Smokeout. A 20-minute video, "Smart Move," will be shown continuously on Smokeout day, *Thursday, November 17*, in the clinic, room 327.

On *Wednesday, November 23*, a 15-minute video, "Why Quit," will be shown and related questionnaires will be handed out in headquarters conference rooms 5 ABC from 9 a.m. to 12 noon. Viewings begin every 30 minutes, starting at 9 a.m. Call Sam Hart, x73406.

And for smokers trying to give up smoking, here are a few tips on how to quit.

- Throw out all cigarettes.
- When the urge to smoke hits, take a deep breath.
- Exercise to help relieve tension.
- When tempted to reach for a cigarette, think of the time you burned a hole in your clothes or furniture.
  - Reward yourself with substitutes, like sugarless gum or apple slices.
  - Eat a well balanced diet.
  - Mix up your day by changing habits dealing with smoking.
    - To help remove nicotine from the body, drink lots of water - 6 to 8 glasses - or decaffeinated and alcohol-free drinks.
    - Keep your hands and mind busy.

## Have an announcement?

Send *Intercom* the information, or call us, x78521. The deadline is Wednesday prior to the printing of the next edition.

## Fast-Footed Ghosts, Goblins Raise Funds, Spirits At 'Fun Run'



Judges gave the "HR Chutzpahs (Hoop Pazz)" the best costume award. Left to right: Kerry Klegman, Mary McCourt, Frank Pirhalla, Mal Coghlan and Susan Reyes. Judging the special categories were CFC co-chairmen Monte Belger and Tony Broderick and Joan Bauerlein.

Chilly weather didn't dampen the spirits of hundreds of FAAers who turned out for the agency's annual "Fun Run Relay Race" to raise more than \$1,000 for the Combined Federal Campaign.

General Counsel's "Legal Eagles" team of Jenny Crofoot, Renee Brady, George Kinsey, Dan Long and Celio Young, took the title as fastest entry. They whizzed around the headquarters building five times in 8 minutes and 13 seconds. And APR's "Irene's Walking Wounded" came in last — on purpose. The runners hobbled along with crutches and wrapped in bandages.

Nick Stoer's budget watchers, calling themselves the "A-Team" raised the most money — \$144 — by getting other FAAers to sponsor their race. Making the event a real winner were race coordinators Denise Holbert and Ida Klepper.



Art Nolan, dressed as the reticent Oz lion, passes the baton to Nancy Kalinowski.



"Policy Specimens" are all smiles before the race. Left to right: Mark Diamond, Bill McAndrew, Andrea Haines, Sarah Scott and Ken Harris.

Photos by Lance Strozier

### Fun Run Scoreboard

Legal Eagles, AGC, 8 min., 13 sec.  
 Barrister One, AGC, 9 min. flat  
 Don's Dazzling Dashers, AAI, 9 min., 20 sec.  
 Goodrich's Ghosts, AFS, 10 min., 5 sec.  
 FAA Globetrotters, AIA, 10 min., 6 sec.  
 Configuration Marathoners  
 ASE/BTC, 10 min., 8 sec.  
 Systems Addicts, AMS, 10 min., 24 sec.  
 Pumpkin Heads, AEE, 10 min., 41 sec.  
 Policy Specimens, APO, 10 min., 49 sec.  
 Harrington Hares, AFS, 10 min., 59 sec. (tie)  
 Ray's 'A-Team,' AFS, 10 min., 59 sec. (tie)  
 Medicinal Purposes, AAM, 10 min., 59 sec. (tie)  
 'A-Team,' ABU, 11 min., 1 sec.  
 Public Affairs, APA, 11 min., 5 sec.  
 Skyjackers, ACS, 11 min., 22 sec.  
 Don't Worry, AAP, 11 min., 23 sec.  
 Harvey's Hares, ATS, 11 min., 30 sec.  
 ASF Team, ASF, 11 min., 46 sec.  
 Once Around the Building  
 Marathon Team, ALG, 12 min., 4 sec.  
 NFDC Flyers, ATO, 12 min., 19 sec.  
 Plungers, ATR, 12 min., 29 sec.  
 Administrator of Oz, AOA, 12 min., 30 sec.  
 HR Chutzpahs (Hoop Pazz)  
 AHR, 12 min., 52 sec.  
 Racy Rulemakers, ARM, 14 min., 21 sec.  
 Sandy's Sweethearts, AIR, 14 min., 51 sec.  
 Irene's Walking Wounded  
 APR, 21 min., 54 sec.



Racers cross the finish line. Chief of Staff Michael Goldfarb led the pack during the first leg around the building.



Janet Morrow, Administrator McArtor's secretary, squeezes some spicy mustard on her lunch just before the race began. The hot dog sale raised funds for CFC.

### Special Awards

#### Slowest Team

Irene's Walking Wounded, APR  
 Irene Barnett, Avalon Berghelm, Mike Dunlap, Jerry Froelke, and Anita Tripp

#### Most Sponsors

"A-Team," ABU  
 Nick Stoer, Luis Castro, Everett Brown, Shirley Miller, and Julie Gatling

#### Oldest Team

Medicinal Purposes, AAM  
 Linda Brown, Curt Maloy, Dennis McEachen, Bart Pakull, and Shirlene Wilson

#### Most Team Spirit

Pumpkin Heads, AEE  
 David Fortescue, Jack Plante, Howard Segal, Laurie Fisher and Patty Cline

#### Best Legs

Harvey's Hares, ATS  
 Bill Wallis, Brady Burch, Gary Fournier, Mary Ann Bourgeois, and Sandy Weaver

#### Best Costume

HR Chutzpahs (Hoop Pazz), AHR  
 Kerry Klegman, Mal Coghlan, Susan Reyes, Mary McCourt, and Frank Pirhalla



U.S. Department of Transportation

Federal Aviation Administration

# Headquarters Intercom

## Flight Inspection Crew Honored At Memorial Service

*'Meeting the Challenge, Leaving a Legacy of Pride and Excellence'*



Administrator McArtor eulogizes three Tech Center inspectors.

Tech Center flags fly at half-mast (right) during memorial service.

Photos by Gilbert W. Hull

Hundreds of fellow workers, friends, family and dignitaries honored three FAA flight inspectors, tragically killed in an agency plane crash, at a memorial service at the Atlantic City Technical Center.

James Burger, 64, Theodore Burdick, 56, and Richard Wadsworth, 46, were eulogized as men who left a "legacy of pride and excellence."

More than 300 people gathered at the Tech Center to remember the flight inspection crew members who died Wednesday, November 2, when a Jet Aero Commander 21 crashed near the Latrobe Airport in Pennsylvania.

They were on a routine inspection mission when N-44 went down.

During the November 10 service, Administrator Allan McArtor said the flight-

*continued on page 2*



## Weekly Wrap Up

**Moving On.** DOT Secretary Jim Burnley and Deputy Secretary Mimi Dawson will leave their posts on Inauguration Day, January 20, 1989. The day before the election they told reporters of their plans to return to the private sector. Burnley joined the DOT in 1983 as general counsel and then moved into the Deputy Secretary's slot. He was appointed Secretary October 1987 following the resignation of then-Secretary Elizabeth Dole. Dawson, with 20 years of public service, was also named Deputy Secretary

October 1987. She previously served as a member of the Federal Communications Commission.

**Remembering 1963.** Skies were gloomy and rainy a quarter of a *continued on page 3*



Here's what a typical office looked like 25 years ago at headquarters. More next week.

## The Gift Of Time

**FAAers Donate 14,201 Leave Hours To Others**

When it comes to helping fellow employees during emergencies, FAAers are hard to match. The success of the temporary leave transfer program, recently extended through September 30, 1989, is a good barometer of their generosity.

The latest count shows that 1,169 agency employees from across the country have donated a total of 14,201 hours of annual leave.

*continued on page 2*

## Leave Sharing *continued from page 1*

The 50 FAAers who are on the receiving end have been given from 20 hours to more than 1,000 hours.

These fellow workers are struggling with terminal cancer, other serious illnesses or taking time to care for a family member who is the victim of a disease or accident.

The agency's record has even caught the eye of Capitol Hill legislators.

Recently, Northern Virginia Congressman Frank Wolf lauded the FAA for its "gift of time" in the *Congressional Record*. Congress is expected to vote next year on whether to make the program permanent. "Without a permanent leave-sharing program, Federal employees may be in danger of losing this generous gift," Wolf said.

Interested in donating leave time or want to find out if you qualify to receive leave from others? Headquarters employees should contact Elmer Frasure, AHR-160, x78527. Other FAAers should contact their local Human Resource Management divisions.

## Memorial *continued from page 1*

crew "gave their lives to further the dreams of others" and left a "legacy of pride and excellence" — a legacy that will be carried on.

McArtor, who was joined by other top FAA officials including Deputy Administrator Barbara McConnell Barrett and DOT Assistant Secretary for Administration Jon Seymour, praised their dedication. "These men took on the challenge of improving air safety," McArtor said. "They pursued the dream of flight to soar beyond the horizon. They lived it; they loved it."

All three served in the Armed Forces before joining FAA.

Burger joined the agency as an airspace system inspection pilot in 1966 at the Atlantic City Flight Inspection Field Office.

Burdick began his agency career in 1974 as an electronics technician at the Atlanta FIFO and then was assigned to the Minneapolis facility before moving to Atlantic City in 1977.

Headquarters

Intercom

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Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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Wadsworth, previously an airline pilot and airport manager, became part of the FAA team in 1987 as an airspace system inspection pilot at the Atlantic City FIFO.

The three FAAers will be remembered by a plaque in their honor which is displayed in the Tech Center's atrium.

The memorial service began with "Amazing Grace," sung by James Clinton of the Tech Center; remarks from Tech Center Director E.T. Harris; and a eulogy by Vernon Cruse, manager of the Atlantic City FIFO.

The service was concluded with an outdoor flag ceremony, a bugle presentation of "Taps" and an Air National Guard F-16 fly-by in the "missing man" formation.

Dignitaries attending also included Executive Directors Joseph Del Balzo, Robert Whittington and Wayne Barlow; New Jersey Congressman Bill Hughes; and Egg Harbor Township Mayor James McCullough.

*Special thanks to Lisa Aveni of the Tech Center for this report.*

## Focus on Research

### FAAers Invited To Special Conference

A special conference, focusing on FAA's research, engineering and development program (RE&D), is planned for Tuesday and Wednesday, December 6 and 7 in Washington, D.C.

The conference aims to obtain comments and recommendations from the aviation community on how the FAA should tailor its research, engineering and development efforts to improve aviation safety, capacity, efficiency and security.

The conference will be held at the Sheraton Washington Hotel. It will feature panel discussions followed by an open forum on each of the discussion areas. Panels will be chaired by senior FAA officials from air traffic operations, aviation safety, international civil aviation security and advanced design and management control. Each panel will include five to eight representatives from the aviation community.

Registration begins at 8 a.m., Tuesday, December 6, and the conference kicks off an hour later. Congressman Tom Lewis is the luncheon speaker. Tuesday's panels include security and aviation system safety. Wednesday, December 7, will be highlighted by safety and capacity panels.

All interested FAAers are urged to attend. For registration material and other conference information, contact Evelyn Chaney, ADM-1, 267-3555.



*This plaque is now displayed in the Tech Center's atrium.*

*Photo by Gilbert W. Hull*

## Wrap Up *continued from page 1*

century ago as moving vans began shuttling agency equipment and records from the far-flung agency locations into a new, marble building at 800 Independence Avenue, SW. That was November 22, 1963 — the same day an assassin gunned down President John F. Kennedy. Many FAAers remember that somber moving day. Watch for the next edition of *Intercom* for a special look at Federal Office Building 10A and its 25th anniversary.

**Transition Report.** Before Secretary Jim Burnley's last day at the helm of DOT, he plans to present President-Elect George Bush's transition team with a transportation reorganization "working paper." Burnley requested that the analysis zero in on two major points:

- Establishing DOT undersecretaries with operational responsibilities for FAA and the other modal agencies.
- Separating air traffic control from the department, but keeping aviation safety and promotional functions. While emphasizing these two "organizational options," Burnley gave latitude to DOT Assistant Secretaries for Administration and Budget and Programs to widen the scope of the report.

**Focus On Homebuilts.** FAA and the Experimental Aircraft Association have joined forces to produce an education program to improve safety during test flights of homebuilt aircraft. A memorandum of agreement was signed in August, and the first phase of the program is already underway. The EAA is compiling information considered essential to the pilot when test flying a new homebuilt or manufactured aircraft. FAA will review and edit the info before publishing an advisory circular, which should be ready by next year's Oshkosh, WI, fly-in. A slide/audio tape presentation is targeted for completion at the end of 1989, with a videotape production scheduled for release in the fall of 1990.

**New Record.** Travel experts predict that the Sunday after Thanksgiving, November 27, will go down in the record books. The Air Transport Association of America estimates that two million travelers will jam the nation's airports — a new all-time, one-day record. This year, the ATA says, more than seven million people are expected to fly on U.S. airlines during the five-day holiday period between November 23 and 27 — another new record. The number of passengers boarding planes during this period has risen steadily from 5.1 million in 1984 to 6.7 million last year.

**Tops In Alaska.** FAA is the top "company" in Alaska. That's the way the state's Institute of

Electrical and Electronics Engineers, Inc., sized up the agency by recently presenting the region with the "1988 Company of the Year" award. FAA took the prize for its "progressive technical achievement and engineering excellence," developing air transportation for the state's communities, and dedication in providing a safe and efficient national aviation system.

**New Inspector's Handbook.** General aviation operations inspectors will soon receive a new handbook. Using a task-oriented format that emphasizes procedural steps separate from background information, the *General Aviation Operations Inspector's Handbook* is being printed by the U.S. Government Printing Office. It's part of the FAA's plan to consolidate several handbooks now used by general aviation inspectors into one easily referenced volume. The initial publication contains tasks relating to FAR Part 125. Other chapters on FAR Parts 137 and 141 will be published in early 1989. This is the first in a series of handbook updates to be used by general aviation, air carrier and airworthiness inspectors.



Robert L. Goodrich, Acting Director of the Flight Standards Service, signs an FAA order implementing the new *General Aviation Operations Inspector's Handbook*. With Goodrich are (left to right): Carol S. Rayburn, manager of the General Aviation and Commercial Division, AFS-800; Barrett I. Lutz, AFS-800, handbook project manager; and Phyllis A. Duncan, the handbook's managing editor.

Photo by Bob Laughlin

**'University of the Air.'** Ten years ago, the Aeronautical Center in Oklahoma City got a new name. In October 1978, Congress passed legislation naming the center after U.S. Senator A. S. "Mike" Monroney of Oklahoma. Monroney was too sick to attend the ceremony honoring him and died a few months later in 1979. During his 30 years in the House and Senate, Monroney influenced the concentration of regulatory and research activities in Oklahoma City at what he called a "University of the Air." A lifelong aviation enthusiast, he authored the 1958 Federal Aviation Act.

## Feedback

**Leesburg visit.** A few weeks ago, *Intercom* mentioned a Soviet official who visited the Leesburg



enroute center. Thanks to Leesburg employees, here's a photo of Dr. Tatania Anodina (left) with the facility's manager Joyce Sexton. Dr. Anodina is Director of the USSR's Scientific Research Institute for Civil Aviation.

**'30 days has September...**' And November. Two issues ago, *Intercom* listed several aviation historical events in November including the first aerial combat between airplanes that was dated November 31, 1913. It didn't take long for someone to realize the calendar blunder. The same mistake was found in other documents. After a little more research, we've pinned down the event – sort of.

Our historians say the airborne duel took place when two Americans, Phil Rader and Dean Ivan Lamb, flying for opposing factions during a Mexican revolution, encountered each other over Naco, Mexico, and harmlessly exchanged "a dozen or so" pistol shots. The exact date is unknown but was probably in late November or early December 1913.

## Flightplan

**Holiday rehearsals.** The FAA Chorale and DOT Day Care Center are planning their annual holiday program. Talented FAAers are invited to join the chorale for this event. Call John Hanks, x73464.

**Money alert.** The Thrift Savings Plan open season runs from *November 15 through January 31*. Both Civil Service Retirement System (CSRS) and Federal Employee Retirement System (FERS) employees may enroll in the TSP or make changes. For forms and information, contact the Employee Relations and Career Development Branch, x73881. **Be sure to get the new form.** The effective date for new enrollments and changes will be no earlier than the first full pay period in January 1989.

**Regional top spots.** FAA is currently recruiting for six Deputy Regional Administrator positions in the New England, Great Lakes, Central, Southwest, Northwest Mountain and Western-Pacific Regions. Applications must be sent to AHR-20 by *Monday, December 12*. Call x78886 for information.

**High-potential employees.** Supervisors and managers are encouraged to nominate their high-potential employees – those they believe will benefit from a year-long experience of supervisory and manage-

rial training and development – for the 1989 Women's Executive Leadership Program. It is open only to full-time, permanent employees, both men and women, in grades GS-11 and GS-12. Supervisory GS-11s and GS-12s, who have a maximum of one year's experience, may also be nominated. The application deadline is *Tuesday, November 29*. Call Cathy Bracy, x73877, for more information.

**Health benefits.** This year's Federal Employees Health Benefits open season runs from *November 14 to December 9*. Brochures and registration forms are available from AHR-140, room 514. Employees planning to retire before January 3, 1989, and who want to change benefits, should call x73881 for special registration instructions.

## Healthbeat

**Giving their all.** Twenty-six FAAers, who have donated from 5 to 16 gallons of blood during Red Cross donor drives, will be honored on *Wednesday, November 30*, from 1 to 3 p.m. They will receive certificates from Federal Air Surgeon, Dr. Robert McMeekin. Several speakers will be on tap, and special thanks will be given to 36 blood recruiters. The ceremony will be held in the William P. MacCracken, Jr., Conference Room – the round room – on the 10th floor.

**Want to quit?** Smoking cigarettes, that is. On *Wednesday, November 23*, a 15-minute video, "Why Quit," will be shown and related questionnaires will be handed out in headquarters conference rooms 5 ABC from 9 a.m. to 12 noon. Viewings begin every 30 minutes, starting at 9 a.m. Call Sam Hart, x73406.

## Permanent Change of Station Information From Accounting

The Accounting Operations Division, AAA-200, advises all employees who received reimbursement after January 1, 1988, for expenses incurred as the result of a permanent change of station (PCS) transfer into FAA headquarters that the amount of reimbursement and taxes withheld will be reflected in their statement of earnings and leave (SEL) beginning with pay period 23.

These earnings were withheld from prior SELs pending installation of a new PCS tax system by the Office of Accounting. Any questions? Contact John Wilson, x78957.

## Have an announcement?

Send *Intercom* the information, or call us, x78521. The deadline is Wednesday prior to the printing of the next edition.

## Special Edition

November 22, 1988



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## Headquarters: Back To The Future

*Building Marks 25th Birthday  
Modernization Moves Ahead*

**As FAA's headquarters building marks its silver anniversary, it's looking to the future with a major renovation targeted for completion in early 1991.**

Headquarters, known on government planners' maps as FOB-10A, had a somber beginning for the thousands of agency workers who made the building their workplace.

Just hours after President John F. Kennedy was gunned down in Dallas on November 22, 1963, trucks began moving the agency's records and equipment into the new marble building at 800 Independence Avenue, SW.

The events dampened spirits but didn't disrupt the resolve to push ahead with a vital relocation that took about a month to complete.

Tom Colihan, who now works at the DOT Office of Security, rode "shot-gun" that November evening 25 years ago as trucks started hauling furniture and sensitive files from 1711 New York Avenue to the new building.

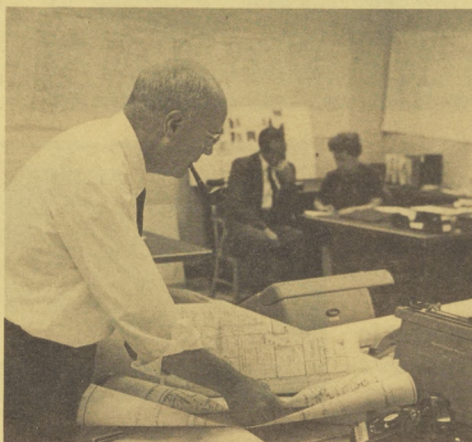
He tailed the moving vans to make sure nothing got lost or stolen and remembers the sound of a noisy helicop-

*continued on page 2*



"Brad" Bradshaw, left, who heads up the current modernization program, shows floor plans to Mary Healy and Sam Genua. They played pivotal roles in designing the building in the early 1960s. Tom Colihan, standing, remembers escorting moving vans the day President John F. Kennedy was assassinated.

Photo by Lance Strozier



This 25-year-old photo shows Dick Mayback poring over plans when the building's task force worked out of an old warehouse. In 1963, there were 20 executive office suites. Current plans call for 56.

**25th  
Anniversary**  
1963 - 1988

## 25th Birthday

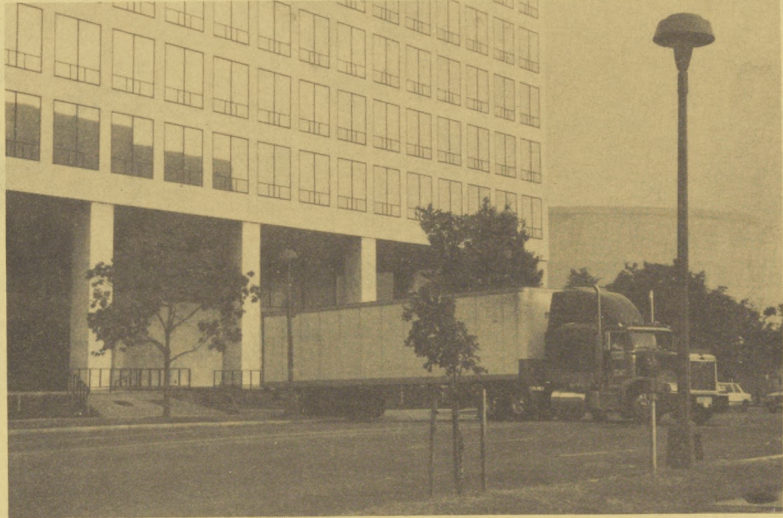
*continued from page 1*

ter punctuating the rainy, gloomy skies when the Kennedy family returned to the White House after the assassination.

The building pulled together agency employees from far-flung corners of the nation's capital including World War I-vintage "temporary" buildings squeezed between Constitution and Independence Avenues on the Mall. Employees had been housed in more than a dozen locations. Some put the number of locations at 14; others insist there were 19. Whatever the count, FAA was spread too far and too wide.

Elwood R. Quesada, FAA's first Administrator, realized that headquarters should be in one building and claimed for the agency one of the buildings being constructed by the General Services Administration.

FOB-10A had its roots prior to World



*A truck with the first load of modern, modular furniture backs into the building's docks on August 17, 1988. The last furniture shipment is expected in January 1991.*



War II when the government bought several parcels of land from 1930 to 1941, eventually amassing a five-acre site. The building's design was started in December 1956 with the construction contract awarded four years later in December 1960. A GSA document in 1963 put the building's pricetag at \$22 million. Two architectural firms from Chicago and Philadelphia designed the building while a New York com-



*Administrator Najeeb E. Halaby makes a point to building task force and advisory and arts commission members as building nears completion in 1963. Mary Healy is second woman from the left.*

*This original communications room on the 10th floor has been replaced by an updated "Command Center."*



The headquarters building nears completion in 1963. The Army Medical Museum, an old Civil War hospital, was across Independence Avenue. Noted for its gruesome display of body parts preserved in formaldehyde, it was torn down to make room for the Hirshhorn Museum, which opened in October 1974.



Administrator Allan McArtor and Nell MacCracken dedicate the conference room during a September 23, 1988, ceremony.

## Those Were The Days Hassle-Free Parking Helicopter Vibrations

Remember the days when you could drive to work and park on the street a block away without hunting for a space costing a mini-fortune? Few do. But hassle-free parking, occasional helicopter landings on the headquarters building roof and more spacious offices were routine during the early days of the headquarters building.

*Intercom* talked with some of the people who recall the early days in the building and even the days in some of the temporary buildings.

There's Walter Goody, a special police officer who worked the night

*continued on page 4*



The Administrator's Conference Room, shortly after the building opened, looks familiar. Few details have changed in 25 years except its new name. In September it was dedicated to an aviation pioneer and is now the William P. MacCracken, Jr., Conference Room.

pany was responsible for the building's interior.

Quesada formed a task force that scoured the nation for top notch interior designers to plan every detail of the 10-story building.

The original building's "open bay" design has been changed, obscured and modified over the years. But that's going to change again, as a new building team, headed by "Brad" Bradshaw is spearheading a modernization program that promises to bring new vitality, as well as new furniture, to the building.

In fact, the first truckload of new desks, space dividers in "designer" colors arrived this summer. At its 25-year point, the building is being spruced up for many more years of service. ●

## Those Were The Days

*continued from page 3*

shift in the building before it opened. He still works for FAA in the Office of Civil Aviation Security. "Back then you could zip out to Dulles Airport and hardly see any traffic," Goody recalls. That's before fancy shopping malls filled in the space between Dulles and downtown Washington.

He also remembers the vibrations when helicopters landed on the building's roof. That was soon discontinued, but Management Systems' division manager Bert LaCroix says he made officials do a double-take when the helipad was in operation.

LaCroix, who was a chopper pilot for the Maryland National Guard then, took an ordinary automobile parking permit and applied for permission to park the Guard's chopper on the roof.

Officials scratched their heads and turned him down. One reason: the local fire department had to be called each time a helicopter landed or took off from the building.

And what was life like in those tem-



*Najeeb E. Halaby, the first FAA Administrator to call the 10th floor home, talks to former Presidents Dwight D. Eisenhower and John F. Kennedy. The building was authorized during the Eisenhower administration and its cornerstone laid during the Kennedy years.*



*A 1963 snowstorm blankets Independence Avenue and a finned automobile. To the right was an old building used by the Navy's WAVES -- Women Accepted for Volunteer Emergency Service.*

porary buildings sandwiched in the Mall? Ken Cohen, an engineer with Program Engineering Service who joined the FAA just a few months before the move to FOB-10A, also recalls the easy parking. Many workers could see their cars from their office windows.

The prefab buildings witnessed a lot of history, Cohen says. He saw the flood of people who streamed by the buildings during the hot summer of 1963 headed for the Lincoln Memorial to hear Dr. Martin Luther King's "I Have a Dream" speech.

And those were the days when FAA was working on the then latest development in air traffic control. Cohen worked on "Phase 1 1/2" -- an electro-mechanical system that Cohen likens to a Rube Goldberg contraption.

"Phase 1 1/2" was scuttled just like the previous "Phase 1." Instead the program evolved into the IBM 9020 computer system that was recently replaced by the Host computers.

And how did you find these temporary quarters? "Just tell any taxi driver at National Airport the address -- '17th and the mailbox' -- and you'd get there with no problems," Cohen says.

Much of the agency's mail was literally delivered to a big mailbox on the corner of Independence Avenue and 17th Street.

Times change. ●



*Open work bays with rows of desks were prominent features when the building opened.*

## Scattered Homes

### *A Far-Flung FAA In 1963*

Scattered housing for the then-new Federal Aviation Agency included offices of the administrator at 1711 New York Avenue. Workers were also spread around the Mather Building and Columbian Building.

Temporary buildings near the Washington Monument were constructed during World War I and housed agency employees until the end of 1963. One FAAer recalls they were "comfortable, but dingy." It wasn't unusual to see rats scurrying down hallways.



*Columbian Building was one of more than a dozen FAA locations before the move into the new headquarters. In 1963, the GSA estimated the consolidation saved the government \$500,000 a year in rent.*



*The Mather Building, another agency location.*



*The old Emergency Hospital at 1711 New York Avenue was home to the first agency administrator, Elwood R. Quesada.*



*One of the agency's numerous "temporary" buildings on the Mall. Rats were said to be rampant.*

# Keeping Headquarters 'Shipshape'

## Mary Healy Remembers Clean Desks, Plumbing Publicity Stunt

Mary Healy was a real stickler and neat-nik, just ask any of the estimated 25 to 35 agency workers who are still on the payroll and remember when 800 Independence Avenue, SW, opened its doors a quarter of a century ago.

She buttonholed her mother to keep a sharp eye on workmen as they hung the window's vertical blinds, challenged the General Services Administration to speed up the plumbing with an embarrassing publicity stunt and helped figure out how to substitute Cherokee marble from Georgia for the building's original concrete facade design at the same price.

Mary, who joined the old Civil Aviation Authority in 1945, retired in June 1972. But back in 1963, Mary, known as HQ-10, was in charge of headquarters operations. Those responsibilities included everything from telephones, teletype machines, mail distribution, and data processing to keeping the new building shipshape.

Desks had to be cleaned off at quitting time, blinds pulled uniformly shut and lights out. You never knew when a senator or congressman would drive down Independence Avenue and see bulbs burning unnecessarily in the newest federal building, Mary theorized.

As a member of the task force that planned the building, its design and the move from the agency's many other locations, Mary was known for her feisty tenacity and her ability to get things done, done right and on time.

Mary has some pretty funny tales to tell about those hectic days. She



*The task force inspects construction of FAA's third-floor auditorium. Mary Healy, second from right, recalls the group's long hours of work to get the building ready in the fall of 1963.*

shared them during a recent and impromptu FAA mini-reunion of half-a-dozen employees who still work at FAA and the Department of Transportation.

For starters, Mary wheeled into FAA's garage on a late October afternoon, hopped out of her 1965 bronze Corvair -- almost as old as the building -- and began taking mental notes of 25 years of changes. Accompanied by her good friend, Sam Genua, Mary said the visit brought back memories. Sam, who joined the agency in 1962, was chief of the property and services branch and took on added responsibility for procurement and design for the new building. He later moved to the DOT where another major project loomed. There he was part of the task force that planned the Nassif Building.

FAA's new headquarters was finished none too soon, Sam recalls, since many of FAA's temporary buildings on the Mall had the notorious reputation of also being home to "the biggest rats in D.C."

As they sat amid new furniture in room 435, Mary related one of the funnier moments in the building's history.

Weeks before the building officially opened, the task force of about 40, made the 5th floor its home. "We were working day and night," Mary remembers, but there were no working bathrooms. Though the porcelain fixtures and pipes were all connected, the water was not. Trotting off to the GSA building on 7th and D Streets or one of the agency's old offices at 1711 New York Avenue, NW, was a real hassle. And Mary claims GSA

*continued on page 8*



The building's task force poses for a group photograph following an awards ceremony. They were the first of hundreds of FAAers to be honored for achievement in the third-floor auditorium.

## 'Shipshape' *continued from page 7*

was less than cooperative when she asked that water be turned on for a section of the 5th floor.

The first pleas apparently fell on deaf ears, so Mary and the task force tossed out a challenge – get the 5th floor restroom plumbing working or get a black eye in the press. Mary told GSA of her plan to place porta-johns on Independence Avenue and line up task force members behind the closet-sized ladies' and men's rooms. "We gave them two days, and they didn't respond," says Mary. So she called local newspapers, set up two portable toilets on the street and the task force lined up. "It worked. They turned on the water."

### *Special Edition*

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Intercom

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Pat Cariseo, Editor  
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## New Colors On The Horizon

The building's original "colors of the 1960s" are fading into new, updated hues as the building modernization program moves forward.

Each of the 10 floors will sport a coordinated color scheme with emphasis on one of three categories – blue, green and maroon.

But they have fancier names. The blues go by the names of "frost" and "cadet." Maroons are called "wine" and "mist." Greens are known in designer circles as "aqua" and "moss."

To get a glimpse of what the future interior of FOB-10A will look like, check out the new furniture and color schemes in room 435.

## 10th Floor Chiefs

### *FOB-10A – Home to Nine FAA Administrators*

Elwood R. Quesada, FAA's first administrator, reigned over a far-flung agency before FOB-10A opened its doors. Quesada served as agency chief from November 1, 1958, to January 20, 1961.

Administrators who have made the 10th floor their home:

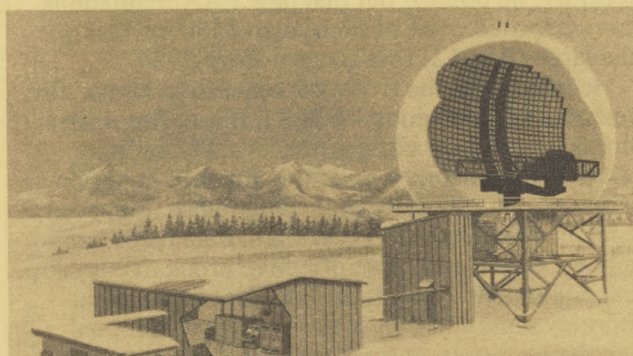
- Najeeb E. Halaby, March 3, 1961 – July 1, 1965.
- William F. McKee, July 1, 1965 – July 31, 1968.
- John H. Shaffer, March 24, 1969 – March 14, 1973.
- Alexander P. Butterfield, March 14, 1973 – March 31, 1975.
- John L. McLucas, November 24, 1975 – April 1, 1977.
- Langhorne M. Bond, May 4, 1977 – January 20, 1981.
- J. Lynn Helms, April 22, 1981 – January 31, 1984.
- Donald D. Engen, April 10, 1984 – July 2, 1987.
- T. Allan McArtor, July 22, 1987 – present.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom



## Future Glimpse

Here's how future ARSR-4 radar sites will look. Earlier this summer, Westinghouse Electronics Systems won a contract to supply 40 systems - with an option for 12 more - as part of the FAA's and the Air Force's enroute radar replacement program. They will be deployed around the periphery of the United States in the mid-1990s. The ARSR-4 is an unmanned, long-range, three-dimensional radar system that is fully programmable. It's designed to provide accurate aircraft position data while operating in severe environments: heavy rain, ground clutter and bird migrations.

## Tops In His Field

### FAA's Own Great Communicator

FAA Public Affairs veteran John G. Leyden has taken top honors from the National Association of Government Communicators as its "Communicator of the Year."

An FAA employee since 1962, Leyden was cited "for outstanding professionalism and integrity as an FAA spokesman during a period of unusually stressful activity in the airline industry."

Leyden is manager of the Public and Employee Communications Division in the headquarters Office of Public Affairs.

Speaking at a luncheon in his honor at the annual NAGC convention on November 18 in Arlington, VA, Leyden had this observation for his audience of government public affairs officers: "Being named NAGC's 'Communicator of the Year' is not the same thing as being called 'The Great Communicator,' but in Washington it's the next best thing."

## Far-Reaching Drug Rule Half A Million Aviation Industry Workers Face Random Testing

More than a half million aviation industry employees with safety- and security-related jobs will be subject to random and other types of drug testing beginning as early as next year under a series of new rules announced by DOT Secretary Jim Burnley.

The rules cover about 538,000 pilots, flight attendants, mechanics, airport security screening workers, flight engineers and aircraft dispatchers. They cover contractors performing sensitive safety- and security-related functions but do not apply to private pilots.

Four million transportation workers nationwide are affected. The largest number, about 3 million, are interstate truck and bus drivers. Also subject to the new testing regulations are 90,000 railroad employees,

*continued on page 2*

## Weekly Wrap Up

**It's Back.** By popular demand, *Intercom* is reprinting the latest FAA organizational chart on page 3. It was a hot seller when it was first published in July. This time we've added routing symbols, room numbers and telephone numbers. It will be updated periodically.

**Last DC-10.** The last DC-10 airliner, destined for Nigeria Airways, was recently rolled out at the McDonnell Douglas plant in Long Beach, CA. Taking its place is the MD-11, a DC-10 derivative. Initial MD-11 deliveries are scheduled for spring 1990.

*continued on page 2*



## Drug Testing *continued from page 1*

195,500 mass transit workers, 120,000 seamen serving on commercial vessels and 116,500 employees of pipeline companies that transport natural gas and hazardous liquids.

"The potential disastrous consequences from even a single mistake because of drug use have compelled us to issue these rules in the hope that we can eliminate drug use from these critical jobs," Burnley said.

The final rules require six kinds of testing for the presence of marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP) — random, pre-employment, periodic, reasonable cause, post-accident, and unannounced testing of employees who return to duty to perform a sensitive safety- or security-related function after failing or refusing to submit to a drug test.

To ensure that testing is conducted in a fair, accurate manner and to protect the privacy and dignity of individuals, procedures under the rules must follow DOT standards for specimen collection and laboratory analysis and qualifications. They are based on Department of Health and Human Services guidelines.

Transportation employees with confirmed positive tests will be removed from their duties. An employee can be reinstated only with the approval of a medical review officer. The rules encourage but do not require companies to offer employees rehabilitation opportunities.

All firms covered by the rules are required to have an employee assistance program that provides information and training for affected workers and supervisors on the effects of drug use on health and safety.

Under the new rules, large aviation employers generally will be required to implement drug testing by December 1989. Smaller employers will have longer periods of up to two years from the effective date of the rules to begin testing.

## Wrap Up *continued from page 1*

**Alive and Well.** FAA's Executive Director Joseph Del Balzo has some numbers for those who like to track the implementation of the 90+ projects of the National Airspace System (NAS) Plan. Speaking at the Air Traffic Control Association's recent annual conference, he noted that 18 projects have been completed, 45 are in the implementation phase, 20 are in the development and production phase and six are in the requirements phase.

Del Balzo also estimated that the \$15 billion NAS Plan will save American taxpayers \$24 billion in FAA operating and maintenance costs over the next

25 years. Additional savings of \$42 billion will be realized by the aviation community in safety and efficiency benefits. Overseas sales by NAS Plan contractors is another major benefit. He estimated that American industry can sell "as much as \$30 billion by the end of the century" to foreign buyers.

**Safety Costs \$\$\$.** Air safety doesn't come cheaply. Take Transportation Secretary Jim Burnley's word for it. Appearing at a congressional hearing recently, he pointed out that new FAA regulations have imposed costs of more than \$450 million on the large (Part 121) air carriers since 1984.

He then listed the five most expensive items: fire resistant seat cushions — \$28.8 million; fire resistant liners for baggage compartments — \$23 million; tougher flammability standards for cabin interior materials — \$250 million; installation of improved cockpit voice recorders and flight data recorders — \$27.6 million; and more effective protective breathing equipment — \$61.1 million. Not included in Burnley's presentation was the recently adopted regulation requiring on-board windshear warning and flight guidance equipment and the pending rule that will mandate traffic alert and collision avoidance systems (TCAS).

**\$5,000 Grants.** Under an FAA-sponsored program, grants of \$5,000 for developing a research paper on public sector aviation issues will be awarded to up to five graduate students. The program is administered by the Transportation Research Board, a unit of the National Research Council. Completed applications must be received by February 1, 1989. FAAers officially enrolled at accredited institutions in masters and doctoral programs are eligible. For brochures, applications and information contact: Graduate Research Award Program, Air Transport Section (GR 326H), Transportation Research Board, 2101 Constitution Avenue, NW, Washington, DC 20418, (202) 334-3206.

**Seat Belts.** Seat belt use by drivers of earth-bound vehicles hit an all time high of 46%, according to recently released DOT statistics. The belts are credited with saving 4,000 lives in 1987. A 19-city audit showed some big metro areas surpassed the national average while others fell short. Houston had a 67.8% rate, followed by Dallas, 60%; Minneapolis/St. Paul, 59.7%; San Diego, 58.9%; and San Francisco, 58.4%. Low on the list were Providence, RI, 17.6%; Boston, 23.9%; and New York, 28.9%.

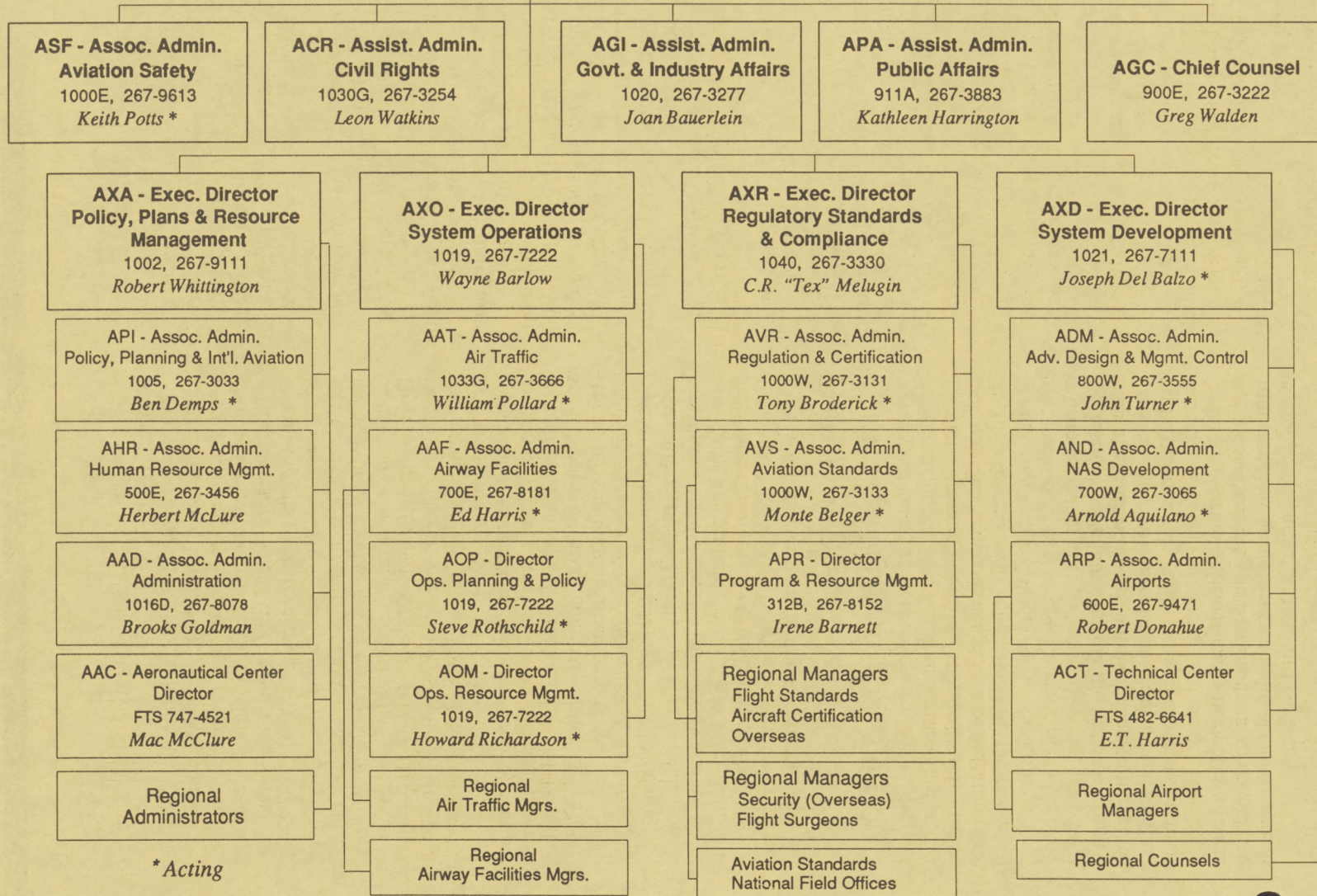
**Have an announcement?** Send *Intercom* the information, or call us, x78521.

# FAA's Organization

As of November 18, 1988

**AOA - Administrator**  
1010, 267-3111  
*T. Allan McArtor*

**ADA - Deputy Administrator**  
1010, 267-8111  
*Barbara McConnell Barrett*



\* Acting

## Flightplan

**Top donors.** Twenty-six FAAers, who have donated from 5 to 16 gallons of blood during Red Cross donor drives, will be honored on *Wednesday, November 30*, from 1 to 3 p.m. They will receive certificates from Federal Air Surgeon, Dr. Robert McMeekin. Several speakers will be on tap, and special thanks will be given to 36 blood recruiters. The ceremony will be held in the William P. MacCracken, Jr., Conference Room – the round room – on the 10th floor.

**Kitty Hawk – 85 years later.** The National Air and Space Museum holds a symposium on *Saturday, December 17*, highlighting the life and times of the Wright brothers. It will be held from 9 a.m. to 12 noon in the museum's Langley Theater. Five Wright specialists will reveal new insight into the lives of the brothers as engineers, inventors and family men.

On December 14, 1903, Orville and Wilbur Wright flipped a coin to see who would get to climb onto their newly built airplane and try it out. Wilbur won but crashed moments after takeoff. Three days later, after some repairs, it was Orville's turn. Airborne for 12 seconds and traveling 120 feet, he made the world's first manned, powered, controlled flight in a heavier-than-air craft.

Watch for the December issue of *FAA World* and its story on the return of the Wright flyer from Britain to the United States 40 years ago.

**Research conference.** A special conference on FAA's research, engineering and development program (RE&D) kicks off *Tuesday and Wednesday, December 6 and 7*, at the Sheraton-Washington Hotel. The conference seeks recommendations from the aviation community on how the agency should tailor its research, engineering and development efforts to improve aviation safety, capacity, efficiency and security. FAAers interested in attending should contact Evelyn Chaney, ADM-1, x73555.

**Air traffic symposium.** Top names highlight an air traffic control training symposium on *Tuesday and Wednesday, December 6 and 7*, at the Aeronautical

Center, Oklahoma City. To register, contact Lois Bossman, Transportation Systems Center, Cambridge, MA, FTS 837-2307.

**Wanted: Talent.** The FAA Chorale and DOT Day Care Center are planning their annual holiday program. Talented FAAers are invited to join the chorale for this event. Call John Hanks, x73464.

**Open season.** The Thrift Savings Plan open season runs through *January 31*. Both Civil Service Retirement System (CSRS) and Federal Employee Retirement System (FERS) employees may enroll in the TSP or make changes. For forms and information, contact the Employee Relations and Career Development Branch, x73881. Be sure to get the new form. The effective date for new enrollments and changes will be no earlier than the first full pay period in January 1989.

**December 12 deadline.** FAA is currently recruiting for six Deputy Regional Administrator positions in the New England, Great Lakes, Central, Southwest, Northwest Mountain and Western-Pacific Regions. Applications must be sent to AHR-20 by *Monday, December 12*. Call x78886 for info.

**Want to change health benefits?** This year's Federal Employees Health Benefits open season runs through *December 9*. Brochures and registration forms are available from AHR-140, room 514. Employees planning to retire before January 3, 1989, and who want to change benefits, should call x73881 for special registration instructions.

## Building Tips

### New Cleaning Hours and Lights Out

A few changes are in the works at FAA's headquarters building. Be alert to the following:

- **New cleaning hours.** As the result of a new, two-year cleaning contract, effective December 1, cleaning services will be provided during the following hours: 3 to 7 p.m. – office cleaning and trash pickup; 5 to 9 p.m. – floor maintenance and restroom cleaning.
- **Holiday schedule.** During the holiday season when there are a limited number of customers, the FAA cafeteria will operate only two serving lines from December 27 to 30 and will close at 2 p.m. on these dates.
- **Lights out!** With electrical power costs increasing at headquarters, you're reminded to do something simple – turn off office lights when they're not needed, especially during non-duty hours.
- **Need fix-it help?** FAA's "Fix It" Office and its hotline – x77433, which spells out "PRIDE" – is the number to call for all building problems.

Headquarters

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Pat Tomasetti, Editorial Assistant

Lennie Maginnis, Art Director

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U.S. Department of Transportation

Federal Aviation Administration

# Headquarters Intercom

## Alerting Flightcrews to Danger

### *FAA Proposes Electrical System Warning Light*

FAA is proposing a rule to require airlines to install a visual warning light that would alert flightcrews to an electrical power loss to the aircraft's takeoff warning system.

The proposed order stems from the nation's second worst aviation disaster when a Northwest Airlines DC-9-80 crashed shortly after takeoff in Detroit on August 16, 1987, killing 156.

Investigators blamed the accident on the flightcrew's failure to extend the aircraft's flaps and slats depriving it of the lift needed for a safe takeoff.

They also found that there was a loss of electrical power in the takeoff warning system - which was supposed to alert the crew of the improperly set flaps and slats.

Though some aircraft are currently equipped with a visual warning

*continued on page 5*

## Wrap Up

**Less Hectic Holiday.** Although faced with the traditional bustle at airport terminals and on access roads, air travelers over the Thanksgiving holiday found some relief once they boarded planes. Air traffic delays during the Wednesday-Sunday travel period were down 32% over the 1987 Thanksgiving weekend even though total air traffic edged up 1%. Approximately 28 of every 1,000 flights were delayed 15 minutes or more compared to 43 of every 1,000 in 1987. The drop in Thanksgiving delays continued the

*continued on page 2*

## FAA Oriental Style



Whatever the language, FAA stands for safety and innovation. That's the message the agency is presenting at the international Shanghai Air & Airport Exhibition in the People's Republic of China this month. An FAA exhibit zeroes in on technical assis-

tance and training programs, explaining them in the native tongue. The event also includes two FAA-sponsored seminars on aircraft certification and airman training. By the way, these characters on the exhibit "spell out" Federal Aviation Administration.

## Bothersome Bear

### *'Paws' In Operations Blamed On Furry Visitor*

Is it time to hibernate? That's the question staffers at the Cold Bay Flight Service Station are pondering as they cope with a critter that has become the unwelcome mascot of the remote Alaskan FAA outpost.

No, the FAAers aren't planning to snooze in a cave for the winter, but they hope a big brown bear decides it's time to take a nap.

It seems that the bear likes to dismantle parts of the VOR (Very High Frequency Omnidirectional Range) building. One staffer says the workers are convinced that pawing at the structure has become part of "Mr. Bear's" weekly exercise regime.



During one of the bear's four recent unannounced on-site inspections, the critter ripped off huge pieces of siding from the building.

Several weeks later, the bear returned. This time he had an appetite for two more walls of siding from the VOR building and a piece of a field detector. The next morsels were monitor antennas that the bear mistook for scratching posts and pacifiers.

And just before Thanksgiving, the creature, described as a grizzly - although no one wants to get too close for a positive identification - returned

*continued on page 3*

## Delta Check: 'Positive Action'

A recently completed review of Delta Air Lines flight operations and training concludes that the airline's top management has taken "strong and positive action" to remedy deficiencies identified last fall during an audit of the carrier.

An FAA team, which completed its study in mid-October, found that Delta has made numerous changes in its line operations and crew training programs. Other changes are pending.

The report pointed out that Delta has set up a new flight standards department, centralized management of the line check airman program and realigned the responsibility for developing operational procedures and manuals. A new flightcrew check-



list and procedural changes were scheduled to go into effect on December 1, while a cockpit resource management program is to begin on January 1.

In the same report, the FAA team observed instances of ineffective crew coordination and failure to follow established procedures during check rides on Delta flights. These deficiencies had also been identified in the September 1987 study.

FAA recommended that the airline "continue to address crewmember standards during proficiency checks" and urged the airline to implement a "totally integrated training concept...in all phases of flightcrew member training to enhance and reinforce crew coordination and standardization."

The agency continues to monitor Delta's progress in upgrading its operations and training.

### Wrap Up *continued from page 1*

year's downward trend. Delays from January 1 through October 31 have decreased by more than 7% compared to the first 10 months of 1987.

**Jumping Jack.** Electronics technician John Miller finally fulfilled an 11-year-old dream – completing his 1,000th skydive. Miller, who works at the San Pedro, CA, airway facilities field office, started parachuting in January 1977 shortly before joining FAA. He reached his goal on September 18. Since then he added two dozen more jumps to his record and says he does it "every weekend I'm not working

and the sun shines." Miller also trains student skydivers, holds an expert's license and has logged more than 2,000 miles of free-falls.

**Next Stop: Oklahoma City.** Recently named FAA Academy superintendent Dr. Robert S. "Bart" Bartanowicz takes over as head of the Oklahoma City facility in January. He replaces Morris Friloux, who was assigned to Europe last summer. A 24-year Air Force veteran, Bartanowicz retired as a Lieutenant Colonel in December 1983 and joined the FAA. He leaves his Washington post as acting deputy director of the Office of Rulemaking.

A former military air traffic controller and air traffic staff planner, Bartanowicz also served as an Air Force Academy history instructor and associate professor. During his military years, he was a radar and tower controller in the United States and Africa, commanded air traffic and communications squadrons, and had responsibilities for worldwide inspection of military air traffic facilities.

**High Performance.** October flight delays, caused by National Airspace System (NAS) equipment outages and interruptions, dropped to their lowest level of the year. During the month, 94 delays were attributed to equipment problems – only three tenths of 1%. That's the lowest level since January when equipment interruptions accounted for 1.3% – or 370 – of that month's delays. The prime causes of October delays were weather, 42.9%; terminal volume, 28.6%; enroute center volume, 18.8%; closed runways and taxiways, 8.6%; and other items, less than 1%. Equipment modernization, including the Host computer and ARTS-3A, are credited with helping reduce delays.

**More False Records.** Eight more pilots from Colorado and Utah have been charged with falsifying FAA applications for medical certificates. The eight indictments and "criminal informations" carry a maximum penalty of five years in prison and a \$10,000 fine. The action by the DOT Inspector General and U.S. Department of Justice follows on the heels of 27 indictments in September against Florida airline pilots, flight instructors and private pilots on similar charges of failing to disclose drug- and alcohol-related convictions when filling out medical certification forms. DOT Secretary Jim Burnley said similar investigations are underway in all 50 states with more criminal charges expected.

**It's Official.** Three FAA veterans officially became Regional Administrators on October 23. Fred Isaac heads the Northwest Mountain Region, Jerry Chavkin holds the top spot in the Western-Pacific

*continued on page 5*

## McArtor: 'Don't Surrender Aviation Leadership'

FAA Administrator Allan McArtor is urging President-elect George Bush to make aviation a top priority in his administration to keep the United States "the world leader in aviation."

McArtor, who spoke recently to the Economic Club of Phoenix, AZ, outlined seven "critical success factors" to maintain superiority.

McArtor's challenge: "Don't surrender America's aviation leadership. We gave aviation to the world. We nurtured it. We made it grow. It's our business. And today we lead the world. We must not give up that lead to anybody..."

"I believe it is so essential that I'm going to ask the President-elect, with all his enormous responsibilities and with all of the pressing demands on his time and energy, to take the time to make the effort to identify aviation leadership as one of his highest priorities."

McArtor's seven priorities:

- *Maintain preeminence in aviation technology.* "We need an atmosphere that encourages the development of new technology and products, from headphones to hypersonic transports."

- *Maintain leadership in aviation manufacturing.* "We must hold our manufacturers to the highest standards of excellence, but do this in ways that do not put them at a competitive disadvantage with foreign manufacturers."

- *Increase national airspace system capacity.* "If we can't handle increased future demand efficiently, shipping and travel costs will rise, and that will put American business behind the eight ball in international markets."

- *Continue leadership in air traffic control and the new science of airspace management.* "We're already committed to a \$16 billion investment in

advanced air traffic control technology, but we must not stop there. We should take the lead in developing new global navigation and control systems for the next century."

- *Increase the nation's airport capacity.* "We need a national system plan for airport development. All of this will require more cooperation among federal, state and local governments. We've got to find ways to balance local requirements with national needs."

- *Lead the world in aviation training.* "We've got to be concerned about the quality of training we give our people - pilots, technicians, air traffic controllers, inspectors, and all the others. We want them to be the best in the world."

- *Strengthen general aviation.* "Just when we need them the most the supply of pilots is going down. The number of commercial pilots actually declined by 20% in the past 10 years. We already have an airline pilot shortage. That shortage will get worse unless we strengthen general aviation."

## Cold Bay Bear *continued from page 1*

for a fourth visit, pulled back the vinyl siding and started snacking on the insulation.

"He thinks it's popcorn," one Cold Bayer theorized.

Several times a short "paws" in operations has been blamed on the bear.

Adverse conditions are nothing new to the facility which is located near the end of the Alaskan land mass before it turns into the Aleutian Islands. Between one of the bear's visits, Mother Nature's version of an Alaskan hurricane rocked the facility with winds gusting up to 96 miles an hour.

## Crisper Communications



Administrator Allan McArtor kicked off an industry-wide program to improve pilot and controller communications during the Air Traffic Control Association conference in Arlington, VA. Tens of thousands of 44-page booklets, A Call to Action, have been sent to all air traffic controllers and 700 agency field offices. The pamphlet gives tips on how pilots and controllers can improve the way they communicate via radio. With McArtor are several FAA and industry officials who helped develop the program.

Photo by Lance Strozler

## New Committee To Review Management Development

Administrator Allan McArtor has set up a 12-member special group to take an in-depth look at the agency's management development programs and policies.

Called the Management Development Review Committee, it is co-chaired by Herb McLure, Associate Administrator for Human Resource Management, and Homer "Mac" McClure, Director of the Aeronautical Center, and is scheduled to meet at least twice a year.

The committee represents a "diagonal slice" of the agency as it is composed of individuals from several organizational levels, program areas and geographic locations.

Other committee members are: Tony Broderick, AVR-1; Leon Watkins, ACR-1; Fred Isaac, ANM-1; Dale Huddleston, ASO-10; Stan Rivers, AGL-600; Vina Showers, FAA Depot; Helen Wall, New York ARTCC; Russ Johnson, Burbank, CA, AAFO; Bob Lamora, Sacramento, CA, AFS; and Bill Mercer, Atlanta ATCT.

The committee is charged with reviewing and discussing policy issues, reacting to relevant proposals and specific developmental programs, initiating suggestions for new programs that might be appropriate for an existing or future need, and ensuring that all of FAA's executive, managerial and supervisory development efforts meet the agency's needs.

Employees wishing to discuss possible agenda items should contact a committee member or Dick Rice, acting executive secretary, AHD-200.

## New Foreign Repair Rules

FAA is revising 40-year-old rules governing the certification of foreign repair stations to meet the growing demand for the maintenance of US-registered aircraft worldwide.

Under the rule change, U.S. airline operators will be able to obtain additional repair and maintenance services from FAA-certificated foreign repair stations. There are about 200 such facilities worldwide compared to 4,400 domestic repair stations.

All foreign repair stations will be certificated to the same strict standards that apply to domestic operations. FAA surveillance and recertification will ensure that these stations are using properly qualified personnel, properly certified parts and keeping complete records.

Although the new rule increases the scope and type of work U.S.-certificated foreign repair stations can perform, FAA still will require a demonstration of need before initiating the certification procedure. The agency's position continues to be that U.S.

foreign repair station certification should be used mainly in support of U.S.-registered aircraft or U.S. operators.

The civil aviation environment has changed significantly since regulations were first adopted in 1949. More foreign-made aircraft are being flown by domestic operators, and the need for increased maintenance capability for U.S.-registered aircraft from both foreign manufacturers and U.S.-certificated foreign repair stations has dramatically increased since then.

The commuter airline industry shows the changing trends. Of the 18 aircraft most commonly used by U.S. commuters, 12 are made overseas - including almost all aircraft with more than 19 seats.

In many cases, however, even those foreign manufacturers with a U.S. repair station certificate have been unable to repair their products. Even warranty work has been curtailed.

The new rule removes geographic limitations and broadens the scope of work to include airframes, powerplants, propellers or component parts of U.S.-registered aircraft regardless of where they are manufactured. This change permits U.S. commuter airlines operating foreign-made airplanes to ship various components to FAA-certificated repair stations overseas that specialize in the maintenance and repair of this equipment. Frequently these services are not available at domestic repair stations because of lack of required tools or training.

## December Aviation Milestones

- On December 10, 1959, National Airlines inaugurated the first domestic jet passenger service in the United States, between New York and Miami.
- The Ford Trimotor, an all-metal, 10-passenger, high-wing monoplane with corrugated skin, entered passenger service on December 14, 1926, and remained a workhorse of the American airways for nearly a decade.
- On December 17, 1903, Orville Wright made the first successful powered flight in a heavier-than-air machine, at Kitty Hawk, NC.
- The world's first regular supersonic carrier service was inaugurated on December 26, 1975, by the Soviet Union, with the departure of a Tupolev-144 from Moscow for Alma-Ata in the Kazakh Republic, carrying only mail and cargo.
- On December 31, 1926, the first Federal civil air regulations were promulgated by the Aeronautics Branch of the Department of Commerce.
- The Soviet Union's Tupolev Tu-144, the world's first supersonic transport, made its first flight on December 31, 1968.

## 'Special Use Airspace'

### Public Meetings Focusing on Impact

FAA and the Department of Defense are hosting a series of nine informal public meetings across the country to gather comments on "special use airspace." It's part of a national review to determine the impact on civil aviation operations and the quality of the environment.

The first meeting kicked off on November 30. Others will run through mid-January. They provide public forums for views on aerial military training activities and how they affect airspace.

The first three meetings were held in Dayton, OH, Washington, DC, and Fort Worth, TX.

The remaining meetings will begin at 7 p.m. local time and will be held:

- December 12, Reno Convention Center, 4590 South Virginia St., Reno, NV.
- December 13, Gold Coast Hotel, 4000 West Flamingo Rd., Las Vegas, NV.
- December 14, Utah Air National Guard Theatre, 765 North 2200 West, Salt Lake City, UT.
- December 15, Chaffey Union High School, Merton E. Hill Auditorium, 211 West 5th St., Ontario, CA.
- January 10, Fayetteville Tech Community College, 2201 Hull Rd., Fayetteville, NC.
- Pensacola Junior College, 1000 College Blvd., Building 8, Pensacola, FL

In addition to the public meetings, written comments are accepted and should be addressed to FAA's Office of the Chief Counsel, AGC-204, Attn: Docket No. 25727, 800 Independence Ave., SW, Washington, DC 20591.

### Warning *continued from page 1*

system and may not require modifications, about 3,700 large jet aircraft in the fleets of U.S. airlines would be required to install a warning that would be "visible to the flightcrew without requiring flightcrew action to display it."

Cost of the modification is estimated at about \$1,050 per aircraft for parts and labor, and airlines would have a year from the effective date of the final rule to comply with the order.

The airworthiness directive would affect these aircraft: Airbus A300 and A310; Boeing 707, 720, 727, 737, 747, 757 and 767; British Aerospace BAe 146; BAC 1-11; Fokker F-28; Lockheed L-1011; and the McDonnell Douglas DC-8, DC-9, DC-9-80, MD-88 and DC-10/KC-10 series.

FAA also proposed an additional order for DC-8 aircraft which would require incorporation of the horizontal stabilizer position into the existing takeoff warning system. It would affect about 140 U.S.-registered DC-8s. Modifications are estimated at

about \$80,000 per aircraft - \$70,000 for materials and \$10,000 for labor.

The proposed DC-8 airworthiness directive is the result of an FAA review of the takeoff configuration warning systems following the Northwest crash. It also reflects findings of an earlier accident in Detroit - January 11, 1983 - when a United Air Lines DC-8 cargo flight crashed soon after takeoff, killing all three crewmembers. An investigation shows that the flightcrew was unaware that the horizontal stabilizer was set in the full up position during takeoff resulting in a steep climb, stall and crash.

### Wrap Up *continued from page 2*

Region, and Don Watson is chief of the Southwest Region. All three are former deputy regional directors. Isaac was Northwest Mountain deputy, Don Watson was Southwest deputy, and Chavkin moved from Central Region where he held the deputy post.

**Same Building, New Address.** Beginning January 1, the Alaska Region headquarters will have a new mailing address: 222 West 7th Avenue, #14, Anchorage, AK 99513. No, the regional office hasn't moved. The street address is changing so visitors can find the building easier. It seems that the old 701 C Street address was assigned to the location before the building was constructed. And that address stuck although the only C Street entrance was locked.

**Coming Soon.** Watch for the December issue of *FAA World* soon to appear on your desk. Find out how aviation has changed since the airline deregulation bill was inked 10 years ago and an intriguing story on the return of the Wright flyer from Britain to the United States four decades ago.



*The Wright brothers.*

Headquarters  
Intercom

December 6, 1988  
No. 88-49

Pat Cariseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

*Published weekly by the Federal Aviation Administration  
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## Monetary Muscle

John Kern, AVR-2, fourth from right, strong arms Harvey Kaplan, AMS-320, third from left, with a check, not a barbell. Kern recently presented the FAA health club with a \$261.91 donation – money raised from the agency's golf tournament at Goose Creek Golf Club this fall. Kaplan along with Jerry Wallace, center, accepted the donation for health club improvements. Other FAAers who made the golf tournament a success are Dave Harrington, AFS-200, and Dan Beaudette, AFS-2, far left; and Beverly Collins, ARM-200, Bill Cook, AFS-850, and Brian Callendine, AFS-850, far right.



Some of the golf tournament coordinators included, left to right, Fred Cooper, Beverly Collins and Bill Cook.

In addition to prizes for top golfers, the tournament included this barbecue dinner. The event was such a success that the group hopes to schedule several tournaments annually.



## Flightplan

**The Wright stuff.** The National Air and Space Museum holds a symposium on *Saturday, December 17*, highlighting the life and times of the Wright brothers. It will be held from 9 a.m. to 12 noon in the museum's Langley Theater. Five Wright specialists will reveal new insight into the lives of the brothers as engineers, inventors and family men.

**Door decorating contest.** The DOT Employee Recreation Association is sponsoring a Christmas door decorating contest for the FAA building. First, second and third place awards will be given after judging by an impartial panel. Entries are due by *Friday, December 16*, with judging scheduled for *Wednesday, December 21*. Entry forms are available from Nancy Watson, FAA headquarters conference room 6C.

**Holiday talent.** The FAA Chorale and DOT Day Care Center are planning their annual holiday program. Talented FAAers are invited to join the chorale for this event. Call John Hanks, x73464.

**New cleaning hours.** As the result of a new, two-year cleaning contract, effective December 1, cleaning services will be provided during the following hours: 3 to 7 p.m. – office cleaning and trash pickup; 5 to 9 p.m. – floor maintenance and restroom cleaning.

**Holiday cafeteria hours.** During the holiday season when there are a limited number of customers, the

FAA cafeteria will operate only two serving lines from *December 27 to 30* and will close at 2 p.m. on these dates.

**Can you spare an hour?** The latest count shows that 1,169 agency employees from across the country have donated a total of 14,201 hours of annual leave to others who need extra time for personal or family emergencies. Interested in donating leave time or want to find out if you qualify to receive leave from others? Contact Elmer Frasure, AHR-160, x78328.

**Have an announcement?** Send *Intercom* the information, or call us, x78521.

## CFC Goal Within Reach Still Time 'To Make A Difference'

Special thanks go to the 1,600 generous headquarters FAAers who are "making a difference" by contributing \$190,000 to the 1989 Combined Federal Campaign.

The average gift is \$120, but there's still time to give. FAA's campaign has been extended through December 16. Anyone wishing to contribute should contact Nancy Kalinowski, x73330, or Barbara Aleshire, x79667.

This is an opportunity for a final CFC push toward FAA's goal of \$213,000.



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## Top Level Clout

### FAA "Undersecretary" Next?

An aviation congressional leader suggests that the new administration look into setting up an "undersecretary of aviation," but opposes turning FAA into an independent agency and spinning off air traffic control to private industry.



Rep. Norman Mineta

U.S. Rep. Norman Y. Mineta, chairman of the House Subcommittee on Aviation, made his remarks during a recent speech to members of New York's Wings Club.

His proposal to set up a Department of Transportation "undersecretary of aviation" with direct operational responsibility for the FAA is similar to

*continued on page 3*



Ten representatives of the International Society of Women Airline Pilots recently had a chance to quiz Administrator Allan McArtor during a two-day visit to Washington. The pilots from several major carriers were welcomed by Deputy Administrator Barbara McConnell Barrett (left), toured Central Flow Control, and met for more than an hour with McArtor. The group talked candidly about everything from drug testing and airport security to airline sick leave policies, Mode C transponder regulations and aircraft certification.

Photos by Bob Laughlin

## More Security Penalties

### \$1.6 Million In Fines Proposed Against 29 Airlines

FAA is seeking fines of more than \$1.6 million against 29 airlines for failing weapons detections tests at airports.

Just three months ago, FAA proposed fines of \$1 million against 32 airlines for failing 171 security tests, most of them in the last quarter of 1987 and the first quarter of 1988.

The latest round of civil penalties stems from 236 test failures with most of the failures occurring in the second and third quarters of this year.

Despite the fines, the weapons detection rate by the nation's air carriers is on the rise. In 1987, about 78% of weapons were detected at security checkpoints. That number rose to 85.6% in the first six

*continued on page 2*

## Wrap Up

**Smoking Alert.** Do you know where it's okay to smoke and not okay? Take a refresher course on FAA headquarters building smoking rules by turning to page 4 to review the rules.



**Send It In.** If you were one of the 7,000 who received the 1988 Job Satisfaction Survey, don't forget to fill it out and send it back. The questionnaire is similar to surveys conducted in 1984 and 1986. This year the results will again be used to provide senior-level management with agency-wide information about

*continued on page 2*

## Women Airline Pilots



## Security *continued from page 1*

months of 1988. In July, August and September it edged up again to 88.9%.

The proposed penalties are the result of failure to detect FAA test items that look like weapons on x-ray screens or trigger metal detectors during the screening process.

### Biggest Fines

*The highest 10 fines for security violations were proposed against these carriers:*

United Airlines - \$249,000
Northwest Airlines - \$209,000
American Airlines - \$208,000
USAir - \$179,000
Pan American Airways - \$154,000
Delta Air Lines - \$116,000
Continental Airlines - \$85,000
TWA - \$72,000
Eastern Airlines - \$65,000
Alaska Airlines - \$64,000

## Wrap Up *continued from page 1*

the work environment. The survey results will help FAA chart progress on its goal to improve job satisfaction.

**'Sword of Excellence.'** FAA Administrator Allan McArtor wasn't knighted, but he received the next best thing from the International Council of Air Shows. On December 4, McArtor was honored with the ICAS "Sword of Excellence" for his leadership in FAA's "exhaustive" review and modification of air show procedures - a cooperative project among ICAS committees and the agency. "The FAA is a better coach than a cop," McArtor said in accepting the award at the group's 20th convention in Las Vegas. In a press conference prior to the award, McArtor outlined FAA's ongoing air show review including completion of FAA's air show handbook, continued internal FAA air show situation bulletins, examination of procedures governing "fly-bys" with takeoffs from off-show sites and action items at specific show sites.

**Money for Airports.** FAA approved more than \$850 million in allocations under the Airport Improvement Program (AIP) during the fourth quarter of fiscal 1988. The money went for 567 planning and development projects in 46 states, six territories and the District of Columbia. Here's how the allocations break down: \$651.5 million went for 239 projects at primary airports; another \$72.9 million

was allocated for 184 projects at general aviation airports; and \$100.9 million was approved for 75 projects at reliever airports that help divert traffic from busier primary airports. Smaller commercial service airports received allocations of \$16.5 million for 33 projects. Also approved were 35 airport system plan studies totalling \$5 million.

**Fewest Complaints.** Consumer complaints against the nation's airlines declined in November to their lowest level in two years. Complaints against the industry reported to DOT totaled 1,196, a decline from 1,370 complaints recorded in October. Last month's figure was the lowest since December 1986, when the total reached 1,095.

**Over 80%.** The DOT report also showed that the 13 largest domestic carriers had an on-time performance of more than 80% for the seventh consecutive month. The carriers reported that 83.4% of their flights arrived on time in October, compared to September's 85.6%. The October results reflect the effects of the new FAA flow control program affecting Chicago's two airports. On October 3, FAA imposed new limits on the number of arrivals per hour at O'Hare and Midway Airports to relieve congestion.

## 'Tis The Season'

### *To Watch Out For Holiday Thieves*

During the holiday season, the possibility of theft of personal and government property increases. So, check this list twice for tips from the DOT Office of Security on how to safeguard possessions.

- Notify the guard office immediately of suspicious persons or activities anywhere in the buildings. Call these numbers: FAA headquarters, x78829; Nassif Building, x62816; Coast Guard headquarters, x72426; and DOT Office of Security, x64677.
- If you bring recent purchases to the office, protect them the same way you protect personal property.
- At the end of the work day, secure all easily concealed items of government property, particularly desk calculators and small dictating recorders.
- Keep your purse or wallet with you or locked up at all times. Do not leave them unattended even for brief periods.
- Remove wallets, keys and other valuable items from coats hanging on coat racks or the backs of doors.
- Ask the identity of strangers who appear in your office.
- Lock packages in the trunk of your car or in other places that are out of sight.

## Westerners Take Honors Year's Top Notch Flight Instructor, Maintenance Technician Picked

FAA and general aviation associations have named the top flight instructor and maintenance technician for 1988.

Taking honors as the Flight Instructor of the Year is Jeffrey Hanson of San Carlos, CA. The Maintenance Technician of the Year is Robert K. Love of Clovis, NM.



Flight Instructor of the Year Jeffrey Hanson receives award from Administrator Allan McArtor.

Both men were honored at a special ceremony at FAA headquarters recently with Administrator Allan McArtor presenting them with plaques to commemorate their accomplishments.

Hanson has been a flight instructor for 18 years and won praise for his dedication to teaching college students the art of flying. He was lauded for his "high level of professionalism both in the air and on the ground...devoting a tremendous amount of time promoting general aviation...serving as a walking encyclopedia of aviation regulations and flying expertise. He has always been very generous with his time not only with his students, but with other flight instructors and their students."

Love has been in general aviation maintenance since leaving the Air Force in 1954. Love is credited with inventing a device that prevents engines from starting while they are being worked on and designing a special tool, called a "nut-stick," that will hold a nut and place it on a bolt in hard-to-reach places.



Administrator McArtor congratulates Maintenance Technician of the Year Robert K. Love. Photos by Lance Strozler

Both received thousands of dollars worth of gifts and honoraria from general aviation companies and sponsoring organizations.

**'Undersecretary'** *continued from page 1*  
outgoing DOT Secretary Jim Burnley's idea.

Burnley recently announced that the DOT will present President-elect George Bush's transition team with a reorganization "working paper." One of its major points is to establish DOT undersecretaries with operational responsibility for all modal agencies, including FAA.

The working paper is also expected to suggest separating air traffic control from FAA – a point that Mineta does not support – with FAA keeping aviation safety functions and retaining promotional functions within the Department.

"The agency needs cabinet-level clout to present its views directly to the President in order to solve its budget, purchasing and personnel problems," Mineta said. "The FAA would not necessarily fare any better as an independent agency," he added, citing as an example the independent Environmental Protection Agency.

Mineta also said that a separate air traffic control organization, operated by Civil Service procedures, would not function any better than the present structure.

"More than any other single ingredient," Mineta said, "what aviation needs is leadership in the areas of fostering competition and expanding capacity. We need an administration and Congress to work together to develop and implement a long-range national aviation policy."

He also touched on other aviation topics, including these:

- Mineta said the government should either spend aviation user taxes that go into the Aviation Trust Fund or end them. He urged that the money be used to accelerate modernization of the air traffic control system and expedite safety enhancements.
- He is concerned about the profusion of airline mergers in recent years because the decline in the number of carriers "raises the question" of whether there is still enough competition to make sure consumers get the benefits from airline deregulation.
- He expects the 101st Congress to devote attention to hub markets in which a single airline has a monopoly and to determine whether fares in those markets are significantly higher than in other markets.
- Asked if he believed the FAA should be responsible for both aviation promotion and safety, he said he is "not sure promotion should be in the same agency. FAA's mission should be safety."

*Thanks to Duncan B. Pardue, editor of the Eastern Region Intercom, for this report.*

### Headquarters Intercom

December 13, 1988  
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Pat Cariseo, Editor  
Pat Tomasetti, Editorial Assistant  
Lennie Maginnis, Art Director

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## Money Machine

Money doesn't grow on trees, but it comes out of machines these days. That's if you have an account that's in the black. Now, FAA headquarters lobby sports the Transportation Federal Credit Union's first ATM - automatic teller machine. Showing wide smiles at the recent ribbon cutting ceremony are FAA Administrator Allan McArtor and James L. Kolstad, acting NTSB chairman (top photo). Robert B. Helland, credit union board chairman, made the first withdrawal, and everything came out right - the crisp bills were even the right color. The machine is currently programmed for withdrawals, but other services may be added if there's a demand. It's located in the northwest corner of the lobby.



Photos by Dennis Hughes

## Smoking Alert

### Don't Forget To Observe Building Rules

For some time, "designated smoking area" rules from the General Services Administration have been in effect at FAA headquarters and all other government offices. To refresh FAAers' memories, here are the current regulations:

- Smoking is *not* allowed anywhere in FAA headquarters except in areas specifically identified with a "Designated Smoking Area" sign.
- In public areas, smoking is allowed *only* in the main east-west corridors and designated areas in the cafeteria.
- Smoking is *not* allowed in restrooms, stairwells, the library, the lobby, elevators or other locations not bearing a "Designated Smoking Area" sign.

## Flightplan

**Cafeteria hours.** The FAA cafeteria will operate only two serving lines from *December 27 to 30* and will close at 2 p.m. on these dates.

**Employee store.** The DOT Employee Recreation Association is again operating an employee store in room 2100 of the Nassif Building. Discount photo finishing, Metro flash passes, money orders, business card printing, small gift items, electronics and discounted amusement tickets are a few of the

services and merchandise available. Store hours are from 10 a.m. to 2 p.m.

**Thrift savings.** The Thrift Savings Plan open season runs through *January 31*. Both Civil Service Retirement System (CSRS) and Federal Employee Retirement System (FERS) employees may enroll in the TSP or make changes. For forms and information, contact the Employee Relations and Career Development Branch, x78916. Be sure to get the new form. The effective date for new enrollments and changes will be no earlier than the first full pay period in January 1989.

**Here come the judges.** Judging is scheduled for *Wednesday, December 21*, in the DOT Employee Recreation Association's holiday door decorating contest at the FAA building. First, second and third place awards will be given. For more information, contact Nancy Watson, FAA headquarters conference room 6C.

**New cleaning hours.** As the result of a new, two-year cleaning contract, cleaning services are now provided during the following hours: 3 to 7 p.m. - office cleaning and trash pickup; 5 to 9 p.m. - floor maintenance and restroom cleaning.

**Can you spare some time?** FAAers can help fellow employees cope with personal and family emergencies by donating annual leave to others. Interested in giving leave time or want to find out if you qualify to receive leave from others? Contact Elmer Frasure, AHR-160, x78328.

## Healthbeat

**Give life.** The FAA and American Red Cross are holding a blood drive at FAA headquarters on *Wednesday, December 21*. Blood donors are asked to give between the hours of 9:30 a.m. and 2:30 p.m. in conference rooms 5 ABC.



## Helping Hand

After receiving donations from two recent variety shows, FAA Chorale director John Hanks presents a check for \$609 to DOT Day Care Center director Linda Miller (center) and the children who performed with the group. The donation also included funds from the Federal Women's Program Committee, represented by Tina Mallory (wearing checkered jacket).

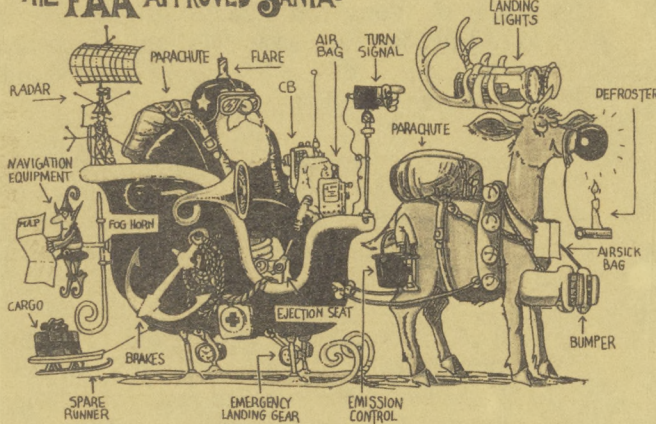


U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## THE FAA APPROVED SANTA:



### FAA Favorite

When editorial cartoonist Steve Sack penned this FAA spoof a few years ago, he had no idea how popular it would become. It crops up frequently on greetings from aviation-related firms and is a holiday favorite with FAAers. Sack, who works for the Minneapolis Star-Tribune, says it's one of his favorites, too.

## Moving Ahead

### More On The Agency's New Pay Demonstration Project

A plan to give additional pay – in the form of a retention allowance – to air traffic controllers, inspectors and airway facilities technicians at difficult-to-staff facilities moved a step closer following a public hearing in Chicago.

Under a five-year pay demonstration, FAA employees at 10 facilities in the New York, Chicago and Los Angeles metropolitan areas will receive a recruitment and retention allowance of up to 20% of their basic pay.

The hearing, conducted by the Office of Personnel Management, drew more than 100 FAAers from around the country and representatives of the Professional Airways Systems Specialists, the National Air  
*continued on page 4*

## Commuter Airline Safety Report

### Self Evaluation: A Vital Step In Improving Quality Of Nation's Smaller Carriers

Setting up self-evaluation programs to help commuter airlines' top management monitor compliance with safety regulations would be a major step toward improving the quality of this fast-growing segment of commercial aviation.

That's one of the recommendations stemming from FAA's recently completed in-depth inspection of 35 commuter carriers.

The study discovered serious management problems at some carriers. In the next three months, FAA will meet with the airlines to discuss inspection results, help them set up self-evaluation programs, and make other changes.

While the safety problems uncovered during the inspection have been corrected, FAA Administrator Allan McArtor said the report highlights "what appears to be systemic deficiencies with management personnel."

"The most serious findings reflected a lack of management knowledge of, and experience with, complex commuter air carrier regulations as well as substandard administration of training and deficient aircraft inspection programs."

McArtor emphasized that the report's conclusions do not apply to all operators. FAA inspections found some commuters fully complying with safety rules, but others require "significant" improvement.

The report said many commuter prob-  
*continued on page 5*

## Wrap Up

**Scrawniest Tree?** A few FAAers used ingenuity and glitter to add holiday sparkle to dead wood. See page 6.

**Memorial Strobe.** FAA and the city of Los Angeles have named a navigational beacon, located atop the Los Angeles Fo-  
*continued on page 2*

## New Highs

### People, New Equipment Lauded For Better '88 NAS Performance

Performance of FAA's airspace and navigation equipment has improved significantly over the past three years and the trend is expected to continue.

The agency measures equipment performance — which includes landing and lighting aids, radar, the new Host computers and other devices — several ways including “mean time between outages” (MTBO).

MTBO is the average amount of time a piece of equipment operates effectively before a disruption in service. In the 1988 fiscal year, equipment operated about 4,300 hours — around six months — before an outage occurred. That's a major improvement over 1987 when equipment operated about 3,500 hours before a failure and 1986 when apparatus logged 3,200 hours before a problem arose.

The latest figures show that FAA's facilities nationwide, on the average, fail to provide the required service two times a year, for a total of 18 hours annually.

Ed Kelly, Deputy Director of the Systems Maintenance Service, attributes the higher performance to “highly skilled and knowledgeable men and women in the field maintenance workforce, a successful field engineering support program, the overall supportive Airway Facilities management structure in the regions and headquarters and the fielding of more reliable equipment.”

He added, “Nothing, however, contributes more than the day-to-day activities of the dedicated people in the system.”

Although NAS equipment failures cause few air traffic delays — between 2 and 3% — problems are reviewed closely for cause and prevention.

In October, for example, NAS equipment outages caused less than three tenths of 1% of air traffic delays. Weather and air traffic volume continue to be major delay factors.

## Wrap Up *continued from page 1*

rum, in honor of Gunter Johnson, a young Rancho Palos Verdes man who died in a tragic skateboarding accident. The beacon, known as the “Forum Gunter Strobe,” serves as a visual aid to assist pilots approaching Los Angeles International for landing on visual flight paths. Gunter's parents donated funds to buy the high-intensity white strobe that flashes continuously night and day to preserve their 21-year-old son's memory.

**First Convictions.** Two Florida pilots have been convicted in a DOT crackdown on pilots who have

failed to report drunken driving and drug convictions on their medical certification forms. Since September, 39 pilots and flight instructors from Florida, Colorado and Utah have been indicted for falsifying records. More indictments are expected in the 50-state investigation.

**Hijacker Tricked.** A Cuban exile who was tricked into believing he had diverted a TWA jet to Havana was arrested on Grand Turk, a British island southeast of the Bahamas. The 121 passengers and seven crewmembers aboard the 727 flight from San Juan arrived unharmed in Miami on December 11. The pilot received permission to land on Grand Turk where police convinced Felix Rodriguez, 26, that he was in Havana. He was arrested and is expected to be extradited. A device Rodriguez claimed to be a bomb proved to be harmless.

**Forecast Conference.** The 14th Annual FAA Aviation Forecast Conference is scheduled for Friday, March 3, at the Mayflower Hotel in Washington, D.C. For information, call Lorraine Iritano, (202) 267-3323.

**LLWAS Update.** The remaining eight Fairchild-Weston Low Level Windshear Alert Systems (LLWAS) have been installed at airports during the past month. The last to go on line was in mid-December at Dayton, OH. The phase II, 6-sensor improvement includes a new, faster computer with more storage, improved windshear microburst algorithm and new circuit boards at remote sites. Other recent installations include: Los Angeles, Knoxville, Mobile, Birmingham, Washington, Cincinnati and Jackson.

**Airport Noise.** FAA is seeking information from people living near airports, the aviation community and government officials for its study of its Airport Noise Compatibility Planning Program. The information will be used to evaluate the program's effectiveness and identify possible improvements. Under the program, FAA is working with airport sponsors to resolve noise problems that affect 3.5 million people. To date, 39 noise compatibility programs have been completed and approved and another 159 are either in preparation or under review. Through the 1988 fiscal year, \$593.6 million has been allocated for these programs from the Aviation Trust Fund. Comments are due by January 9 and should be submitted to the Headquarters Office of the Chief Counsel, Attn: Rules Docket No. 25660.

**Have an announcement?** Send *Intercom* the information, or call us, x78521.

## Air Traffic's Future

### High Tech Equipment Spawns Training Challenges Now And In Decades Ahead

High tech advances, especially the Advanced Automation System, that will revolutionize the way air traffic controllers do their jobs in the decades ahead, are creating new training challenges for FAA and the aviation industry.

That's the message of FAA's first major air traffic control training symposium which attracted 500 people from across the nation and eight foreign countries.

A keynote speaker, V. David Hopkin, said training must change to meet the advances in machinery.

Hopkin is the senior principal psychologist at England's Royal Air Force Institute of Aviation Medicine.

Here are a few issues he talked about:

- Controller motivation. More attention should be paid to motivation since high motivation is critical

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*An in-depth look at the air traffic control training conference will appear in an upcoming issue of FAA World.*

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for efficient learning. He cautioned that "user friendly" computer concepts are helpful "but still seem to be most concerned with man-machine interfaces that are easy to learn and efficient rather than enjoyable."

High or low motivation can have a vital impact on how well new technology works. "There have been many instances in air traffic control when high motivation, professional dedication and pride have compensated for inadequate facilities, poor equipment and cumbersome procedures. But there are also instances where the potential of new equipment was never realized because its users were insufficiently motivated or never really understood how helpful it could be," he said.

Techniques to overcome some of these problems are seldom used in air traffic control. "Technological innovations do not necessarily sell themselves. They have to gain the user's acceptance and provide tangible benefits which more than outweigh any real or imagined disadvantages. And they rely on an adequate understanding by the user of how they are designed to function within the system," he said. "Future training must be more active and interventionist in these respects."

- Knowledge of the system. The controller of the future will need to know how high tech systems function as well as how to control air traffic.

- Controller performance. With highly automated systems, it may be more difficult in the future to evaluate controller performance -- those who are the best and those who are doing poorly.

Sponsored by FAA, the two-day "Symposium on

Air Traffic Control Training for Tomorrow's Technology," was held December 6 and 7 at the Aeronautical Center. Those attending represented a broad range of FAA, aviation industry, universities and colleges, and all levels of government. The nations of Canada, Brazil, France, Indonesia, England, Luxembourg, Germany and Belgium were also represented.

## Safety Check

### FAA Recommends San Diego Changes

A special FAA review of San Diego's Lindbergh Field, focusing on heavily used runway 9/27, recommends several changes at the airport.

The System Safety and Efficiency Review, conducted during mid-October, lists 35 recommendations to improve safety and efficiency. One, the installation of PAPI -- precision approach path indicator -- on Runway 27 was completed on November 21. The PAPI provides pilots with increased obstacle clearance on their landing approaches. It replaced a visual approach slope indicator (VASI).

Other FAA recommendations include:

- Accommodating more wide-body aircraft by making every effort to acquire land adjacent to the existing airport for a major expansion to include: expanding the passenger terminal, constructing a north passenger terminal, expanding the apron, constructing and improving taxiways, and realigning and extending the existing Runway 13/31 to be used for air carrier aircraft departures, pending environmental considerations.

- Assisting this expansion by using a computer simulation study of aircraft traffic flows and the efficiency of the airport.

- Studying B-747 operations to identify problems that will arise from two or more B-747s operating simultaneously on the airfield. The study should focus on the non-standard separation between the

*continued on page 5*

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### Headquarters

#### Intercom

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## Pay Hearing *continued from page 1*

Traffic Controllers Association, Federal Managers Association and other organizations.

The December 14 hearing at FAA's Great Lakes regional headquarters is a step leading up to final OPM regulations to conduct the experimental program scheduled to begin next May.

The hearing panel included OPM Deputy Director Hugh Hewitt; DOT Personnel Director Diana Zeidel; and FAA's Herb McLure, AHR-1, Ed Harris, AAF-1, and Nobby Owens, AAT-2.

Speakers generally said they favor efforts to improve staffing at 10 hard-to-staff locations in the New York, Chicago and Los Angeles areas, but they also supported including other occupations and facilities.

OPM is expected to issue its final regulations in early 1989.

The project will test whether such pay incentives make it possible to recruit and retain quality employees in facilities that have been difficult to staff.

Pay demonstration employees include controllers, airway facilities technicians and aviation safety inspectors.

Under the proposed plan, these are the affected FAA facilities:

- Chicago (Aurora, IL) Air Route Traffic Control Center (ARTCC)
- O'Hare International Air Traffic Control Tower and Terminal Radar Approach Control (TRACON)
- Coast (Santa Ana, CA) TRACON
- Farmingdale, NY, Flight Standards District Office (FSDO)
- Los Angeles International Air Traffic Control Tower and TRACON
- Los Angeles FSDO
- New York (Ronkonkoma) ARTCC
- New York (Westbury, NY) TRACON
- New York (Valley Stream, NY) FSDO
- Teterboro, NJ, FSDO

A notice explaining the test project was published in the November 2, 1988, *Federal Register*.

## Minimum Equipment

### *Increasing General Aviation Safety*

FAA has established a list of equipment and instruments considered essential for safe operation of small general aviation aircraft.

For general aviation aircraft, regulations have generally required that all instruments and equipment be in operating condition for an aircraft to be airworthy. That means that even if a nonessential item, such as an automatic pilot, did not operate, the aircraft could not be flown, unless a Minimum Equipment List (MEL) for the aircraft had been

approved. If such a list had been approved, pilots were allowed to fly the aircraft under certain conditions when nonessential, non-safety related equipment was not operating.

The new FAA rule spells out alternative procedures that pilots of some types of general aviation aircraft may use to depart safely with certain inoperative non-safety and redundant equipment when an MEL does not exist. Included in these kinds of equipment are passenger convenience items, landing lights for daytime operations, or radio equipment in addition to the minimum communications equipment required.

The changes aim to increase safety by encouraging private aircraft owners to install additional nonessential equipment — such as a second radio — without having to be concerned that the aircraft would be grounded if that nonessential equipment malfunctions.

Under the rules, pilots will be required to identify the inoperative instrument or equipment and consult the appropriate airworthiness and operating regulations, equipment lists and airworthiness directives to determine if the item is required for safe flight.

If not required, pilots will be allowed to depart provided the item is deactivated or removed, placarded "inoperative," and entered into the aircraft's maintenance log. They must also have the equipment inspected, repaired or removed at the next required inspection. In addition, a properly certified pilot or mechanic must have determined that the inoperative condition of the equipment does not constitute a hazard to the aircraft.

The new rules do not apply to turbine-powered airplanes or to those aircraft involved in air carrier operations.

## Joyride Ends Safely

A potentially dangerous airborne joyride by a New Jersey teenager ended safely after another pilot showed him the way to Newark International Airport. It all started late Saturday evening, December 10, when the youth took the keys to a Cessna 172 at a small airport in Middlesex County, NJ, and got the craft off the ground, police said. The airport was closed at the time.

Shortly after getting airborne the youth began radioing a "Mayday" distress signal. Air traffic controllers and several commercial pilots were on alert during the flight. His call was picked up by the pilot of a corporate charter who searched for him and then radioed the teenager instructing him to follow his tail lights to Newark International. At one point the youth lost sight of the plane and started following another plane to a smaller airport.

*continued on page 5*

## San Diego *continued from page 3*

Runway and taxiway, limited wingtip clearances on some taxiways, ramp area limitations, and air traffic ground handling procedures.

- Establishing one or two exits to serve Runway 9 between Taxiway D and Runway 13/31, maybe by using simulation techniques.

- Paving and lighting the two unofficial exits to the north parallel taxiway between Runway 13/31 and Taxiway D so they can accommodate any general aviation aircraft landing on Runway 9/27.

- Renegotiating a lease to acquire the land needed to allow B-747s to traverse the south parallel taxiway.

- Exploring, with the Department of Defense, the possibility of acquiring land from the Marine Corps to extend the north parallel taxiway to the departure end of Runway 27. Adequate land for a 400-foot runway/taxiway centerline separation distance along with a standard taxiway clearance distance and a perimeter road should be obtained.

Although Lindbergh is a two-runway airport, between 85-90% of its 205,386 instrument operations during fiscal year 1987 were on Runway 9/27, with most occurring on Runway 27. Operations have been increasing by approximately 17% annually over the past three years.

Operations at the San Diego airport are complicated by its location, the terrain, and the traffic patterns in the general area. As the city of San Diego has grown around the airport, these factors have had an increasing effect on the overall safety.

In addition to FAA personnel, the members of the review team included a wide range of experts drawn from industry and local government.

## Commuters *continued from page 1*

blems stem from the "rapid growth of the commuter industry and the transition to larger, more complex aircraft with which existing management is not knowledgeable."

Since airline deregulation 10 years ago, commuter passenger traffic has skyrocketed from 12.9 million in 1980 to 27.2 million in 1987.

The special inspection was ordered last March following a series of fatal commuter accidents. The commuter safety record fell off sharply in 1987 after showing steady improvement in the 1980-86 period.

Commuters had 10 fatal accidents in 1987 killing 58. In 1988, the safety record has improved significantly with two fatal accidents and 21 deaths involving scheduled commuters.

The field inspection kicked off on May 23 and ran through September 28. Inspection teams conducted in-depth checks – which lasted about nine days at each carrier – on 35 of the nation's 173 lines.

## An Overview Of The Commuter Inspection

- **Major Findings.** The inspections resulted in 1,284 cases where practices and procedures did not conform to regulations or guidance material.

About 73% of the findings occurred in areas of management, training and maintenance inspection programs. Some 35% were considered serious enough that they could lead to civil penalty actions.

- **Management Problems.** Typical problems included filling management positions with inexperienced or unqualified people; lack of management control over critical operations, maintenance and training; and lack of self audits to correct problems quickly and manage efficiently.

One example cited in the report concerns a chief pilot who was uninformed about the agency's flight and duty time regulations. That resulted in some flightcrew members failing to get the required rest time. Another chief pilot did not have the experience required to hold the job.

- **Training Problems.** FAA's inspection found instances where training programs did not include required items, pilots did not complete required competency checks, training records were incomplete or nonexistent, recurrent training was not given and testing standards were obsolete.

- **Maintenance Problems.** Problems uncovered included incomplete inspections, absence of special tools and test equipment required for maintenance, and aircraft prematurely approved for return to service. The report cited numerous deficiencies with maintenance manuals and record keeping. The report said a significant number of operators did not provide a maintenance training program required of carriers certificated to operate aircraft with 10 or more passengers. Only 17 of the 27 operators in this category met this requirement.

- **Other Problems.** Problems were also identified with the check airmen program, crew coordination, flight and rest time and aircraft weight and balance.

## Joyride *continued from page 4*

The teenager finally followed the corporate pilot to Newark where he landed safely shortly before 1 a.m. Sunday morning.

The 17-year-old, who had only a few hours of flight instruction, was taken into custody by police who said he failed a breathalyzer test.

## Spruced Up Ficus



Who said the folks in FAA's Community and Consumer Liaison Division aren't frugal or clever? They showed their stuff recently by converting a devastated ficus tree into a holiday arbor. It all started when Division Manager Fred Pelzman got tired of looking at a drooping ficus tree in his office. After neglecting to water and fertilize it, the plant had begun to look a little puny. So Fred carted the lifeless twigs from his office and headed for the nearest trash heap. As he yanked on its brittle branches, the remaining leaves hit the floor. His workers spied the bare, abandoned tree in a hallway and decided to spruce it up. After adding some glitter, garland and ornaments, the ficus masquerades as the division's official holiday tree. Smiling at the handiwork are, left to right, Marcia Adams, Mary Jo Byberg, Elaine Hunt (peering from behind a scrawny bough), LaShawn Lee, Fred Pelzman, Gladys Stewart and Jerry Lavey.

Photo by Lance Strozier

## Flightplan

**Wanted! (preferably alive and kicking):** 20 sharp, articulate FAAers who want to obtain skills in group facilitation, group processes and problem solving. If you have these skills or would like to learn and use these and other facilitator skills, contact Margaret Powell, AHR-104, x73884, in room 516 to get an application package for the headquarters Facilitator Intern Training Program. Applications are due *Monday, January 16*.

**All-metal airliners.** A free lecture on the history of the first all-metal airliners is scheduled for *Thursday, January 12*, at the National Air and Space Museum. The program begins at 7:30 p.m. in the Samuel P. Langley Theatre. Lecturer is Kurt Weil, 94, a decorated World War I veteran who was a liaison engineer for the German Junker aircraft company.

**FAA shuttle.** The Resource Management staff, ADM-10, is responsible for scheduling passengers for the FAA shuttle to the Tech Center. Riders should call Karen Miller, x77090, to get their names on the manifest.

**Cafeteria hours.** The FAA cafeteria will operate only two serving lines from *December 27 to 30* and will close at 2 p.m. on these dates.

**Time: A priceless gift.** FAAers can help fellow employees cope with personal and family emergen-

cies by donating annual leave. Interested in giving leave time or want to find out if you qualify to receive leave from others? Contact Elmer Frasure, AHR-160, x78328.

## Too Cold or Too Hot?

Is your office too cold or too hot? FAA's "Fix It" office will help to get the temperature within the right range.

Federal government energy conservation rules say that temperatures should be maintained between 60 and 70 degrees Fahrenheit during the heating season and between 76 and 80 degrees Fahrenheit during the cooling season.

The General Services Administration will respond to FAA complaints if temperatures are not within these standards. Call the "Fix It" Office - x77433 - to report heating and cooling problems, and a representative will check the temperature within an hour.

Headquarters Property and Services Branch says FAAers can help by making sure that wall thermostats and window units in their areas are turned on and switched to heat. If they don't work, report it to the "Fix It" Office so repairs can be made.

## Healthbeat

**Mammogram screening.** FAA is planning a mammogram screening program for early March. Women interested in participating should contact the FAA clinic by *Monday, January 9*. Screening will be performed in a mobile clinic outside the building. Cost is \$55.

**Weight watchers.** Registration for the next Weight Watchers group is *Tuesday, January 10*, from 11:30 a.m. - 12:30 p.m. in the FAA clinic, room 327. The eight-week session costs \$80.

**Want to quit smoking?** If quitting smoking is one of your New Year's resolutions, here's a chance to stick to your commitment. A four-day session on how to kick the habit will be held *January 23, 25, 30 and February 1* from 11 a.m. to 12 noon in the FAA clinic, room 327.

**Need more information?** To sign up for these health programs or to get additional information, call Sam Hart, x73406.

## William Granger Dies

William Granger, a traffic management specialist with Central Flow Control, died December 10.

Services were held December 14 at Our Lady of Perpetual Help Church, Edgewater, MD. Contributions may be sent to the American Heart Association in his memory.