

Headquarters Intercom Index
table of contents 1351c

Accidents, Security and Safety
Air Traffic (Delays and Complaint Stories)
Air Traffic Facilities
Air Traffic People
Air Traffic Procedures and Programs
Air Traffic Rulemaking
Airway facilities
Ariports
Aviation Milestones
Aviation Standards Enforcement
Aviation Standards Policy and Programs
Aviation Standards Rulemaking
Awards
Civil Rights
Clubs
Corrections
Drug and Alcohol Programs
FAA Academy
Health and Fitness
Human Resource Management
Messages from the Secretary
Miscellaneous
Pay and Benefits
People
Personnel Programs and Policy
Publications
Research and Development
Retirements

ACCIDENTS, SECURITY AND SAFETY

Near Midairs Down	6/13 p. 2
'Northeast Corridor'	
Agency Launches Safety Review	1/3 p. 4
Cutting Red Tape	
Quick Action Boosts Philippine Air Safety	1/3 p. 1
Tougher Airport Security	
High Tech Explosive Detectors On The Way	
AND	
100% Baggage Checks In Europe, Mid-East	1/10 p.1
Stricter Security	
New Airport Employee Regulations	1/17 p. 1
1988: One of Aviation's Safest Years	1/31 p. 5
Remembering Lockerbie	
FAAers Recall 'Unbelievably Friendly' People,	
Well Organized Search Effort	1/31 p. 1
737 Update	1/31 p. 1
Crossed Wires	2/7 p. 3
Collision Warnings	
Safety Systems To Cost Airlines \$800 Million	2/7 p. 2
Safety Upswing	
Controller Errors, Near Midairs, Pilot Deviations Drop	2/7 p. 1
Crossed Circuits?	
Engine, Fire Warning System Wiring Inspections	
Ordered By FAA In Comprehensive Boeing Directive	2/14 p. 1
Security Report	
Weapons Screening At Airports Nets 679 Arrests	2/14 p. 1
Alaskan Accidents Down	2/21 p. 2
How Safe Is Air Travel?	2/21 p. 1
Getting Personally Involved	
Top Executives Urged To Monitor Safety, Security	2/28 p. 4
Focus On Safety	
FAA's New Human Factors Expert	2/28 p.1
International Security: 'No One Should Have	
To Stand Alone	3/7 p. 1
Security Update	
Weapon Detection Rate Rises To 93%, 26 Airlines	
Face \$1.16 Million In Fines	3/21 p. 1
Foreign Security	3/28 p. 4
Exit Row Seating	3/28 p. 2
Security Trip	4/4 p. 2
Aviation Bomb Threats	
Publicizing All Threats Jeopardized Global Intelligence	
Network, Skinner Says	4/18 p. 5
United Hearing	4/18 p. 3
Fighting Terrorism in the Skies	
Tighter Security Measures Ordered for Domestic	
and International Aviation	4/18 p. 1
'No' Disclosure	4/25 p. 2
Maintenance Failure Blamed for Aloha	
Airlines Acciden	6/6 p. 2
United 747 Crew Honored for Heroism	
'Hours of Training, Extraordinary Skills, Critical	
Decision Making Paid Off	5/23 p. 1
Helping Accident Investigators	
Digital Aircraft Flight Recorders Due This Month	5/23 p. 5
Terror-Filled Minutes	5/16 p. 1
Near Midairs Drop By 28%	
Controller Errors, "Pilot Deviations' Decline	5/16 p. 2
Aviation Accident Rates	6/13 p. 3
Loved Ones	7/4 p. 2
Alaskan Safety	7/4 p. 2
Focusing on Safety	
New Emergency Exit Rule/AND Stricter Scrutiny	
for Electronics	7/11 p. 1
Transportation Accidents Claim 49,550 Lives	
Nationwide Aviation, Marine and Rail Deaths Decline,	
Highway and Pipeline Fatalities Rise	7/18 p. 3
Explosives Detection Device Update	
FAA Proposes New Airport Security Requirement	7/25 p. 3
Stringent Security	
Tougher Rules Enforced	7/25 p. 3
Aviation Stats Point to Safer Skies	
Near Midairs Drop 25%	8/15 p. 1
Jamming Investigation (at Philadelphia)	8/15 p. 2

AIR TRAFFIC (also delay and complaint stories)

General Aviation	
FAA Report: Hours Flown Drops 2.8%	1/3 p. 4
Airport Delays Down	1/17 p. 2
Agreement FAA and NATCA See Eye to Eye	1/31 p. 1
TPX-42 Replacement	2/7 p. 3
In the Air, Everywhere	2/7 p.1
Nationwide Drop	2/14 p. 2
Airport Delays Down	2/14 p. 2
Complaints Up	2/28 p. 5
Busier Towers, Enroute Centers	3/14 p. 3
Forecasting Aviation's Future	
761 Million Passengers Projected To Fly	
Nation's Airlines By The Year 2000	3/14 p. 1
Consumer Update	3/28 p. 4
New Home	4/4 p. 2
ATS Facelift	4/18 p. 2
Delays Down	5/30 p. 1
Airport By Airport	5/30 p. 3
Air Traffic get-together	5/30 p. 4
Heavier Traffic	
North Atlantic Routes To Carry 40.5 Million in '94	6/20 p. 4
Now Number Two	7/4 p. 2

AIR TRAFFIC FACILITIES

Final Phase (8.6 million contract, Denro, Inc.)	2/21 p. 2
1988's Best: Air Traffic's Top Facilities	5/16 p. 1
A Look at the Future	
Air Traffic Controllers From Across the Nation	
Step into the 21st Century	6/6 p. 1

AIR TRAFFIC People

Shortchanged (comments from Skinner)	6/13 p. 2
'Unsung Heroes'	
Air Traffic Controller Meets The Boss	2/21 p. 1
On the Job At Temporary Towers	
Directing Air Traffic Under Coconut Leaves	5/2 p. 1
Oil Spill Makes Valdez Busier Airport	5/2 p. 1
Mother Nature Melts Good-bye Gift	5/2 p. 1
More Controllers	7/4 p. 2
Soothing Voices (pilot compliments controllers)	8/8 p. 1
Finding Top-Notch Supervisors at FAA	
New Air Traffic Promotion Program Paying Off	8/15 p. 1

AIR TRAFFIC Procedures and Programs

'Training is Safety'	
Ambitious, Multi-Year Plan Officially Launched	
To Improve FAA Training	1/31 p. 3
Whirlybird Charts	3/14 p. 2
Traffic Alert Update	5/30 p. 3
A Bum Rap for Air Traffic Control	
Stop Blaming FAA, Skinner Tells Airlines	8/1 p. 1

AIR TRAFFIC Rulemaking

Tightening Up On 'Slots'	
Controls Proposed For Busy Airports	1/3 p. 3
TCAS Stretch Out?	4/11 p. 3
Labor pact briefing	5/9 p. 6
Labor pact briefing	5/23 p. 6
Controller Contract Inked	
Capitol Hill Ceremony Marks FAA, Union Spirit	
Of Cooperation	5/16 p. 1

AIRWAY FACILITIES

Airway Facilities Winners	
Indianapolis, Raleigh Sectors Take Top 1988 Honors	4/25 p. 1
Automated Maintenance	5/30 p. 3

AIRPORTS

O'Hare Busiest	2/14 p. 2
Airport Improvements	2/21 p. 2
Denver Airport Vote	4/11 p. 2
Airport Morale	4/25 p. 3

Stretching Airports	
Historic Mileston - FAA's Microwave Landing System Commissioned	4/25 p. 1
Quick Scan Radar	
Year-Long Demonstration Starts in North Carolina	5/9 p. 1
63% Say Yes	
Airport Screening Fines Domestic Airlines Face \$1.2 Million in Civil Penalties	6/20 p. 1
Move Over, O'Hare	8/15 p. 1

AVIATION MILESTONES

January	1/3 p. 5
February Aviation Firsts	1/31 p. 1
March	3/7 p. 3
April	3/28 p. 5
May	5/9 p. 4
June	6/6 p. 5
July	7/11 p. 4
August	7/25 p. 7

AVIATION STANDARDS - Enforcement

Violations Cited	2/7 p. 3
Tougher Penalties	
Gun-Toting Passengers Face Big Fines	4/4 p. 1
Special Team	4/11 p.2
\$10,000 Fine	4/11 p. 1
\$712,000 Civil Penalty	4/18 p. 4
Stiff Penalties	
FAA Cracks Down On Falsified Pilot Records	5/2 p. 1
\$193,000 Fine	5/9 p. 2
\$200,000 Penalty	5/9 p. 2
Maintenance Base Shut	5/23 p. 2
General Aviation Review (agency review of enforc)	8/15 p. 2

AVIATION STANDARDS - Policies & Programs

Stopping False Alarms	
Another Takeoff Warning System Improvement	
Proposed By FAA	1/3 p. 2
Green Light For Airbus	1/10 p. 1
General Aviation Quiz	
Survey Going To 30,000 Aircraft Owners	1/10 p. 2
Coming Full Circle	
McArtor: Better Pilot Performance Will Pay	
Aviation Safety Dividends	2/14 p. 3
Focus On Miswiring	3/28 p. 4
Aging Update	3/14 p. 1

Crash Test	4/11 p. 2
Recreational Flying: FAA Sets Up New Pilot Category	4/11 p.1
Extended Range First	4/18 p. 2
New Radar	5/23 p.2
International Cargo Policy	5/30 p.3
Aging Aircraft Update	
Older Boeing Jets Face \$142 Million Overhaul Costs	6/6 p. 1
Ready To Fly ("recreational pilot" certificate)	6/6 p. 2
Flying Past 60: FAA Says 'No' to Pilots, Plans New Study	6/13 p. 3
A Chance To Sound Off	
Four Meetings Slated To Review Pilot Rules	7/11 p. 1
Aviation 'Summer Camp' Set August 6	7/18 p. 2
Saving Big Bucks	
Defense, FAA Start Up Joint NOTAM	7/18 p. 3
'Senior Aircraft'	
Commuter Report Gets High Priority	8/15 p.1

AVIATION STANDARDS - Rulemaking

Whirlybirds	
New Safety Guidelines For Medical Helicopters	1/10 p. 1
Fighting Fatigue	
Inspections, New Rivets For Older 727s	
AND	
Earlier 'Eddt' Checks For Aging DC-9s	1/24 p. 1
Engine Mount Checks	2/14 p. 4
Extended Range.	2/21 p. 2
Up In Smole?	3/21 p. 2

Proposed Rule	
Simpler Certification For 'Primary Category Aircraft'	3/28 p. 5
Extra Flight Attendants	5/2 p. 2
New TCAs	5/23 p. 3
Fuel Tank Fires	
FAA Soliciting Public, Aviation Industry Comments	5/23 p. 4
New Mode C Rule Effective July 1	6/27 p. 2

AWARDS

'Champions'	
Aviation Education Boosters To Be Honored With Special FAA Awards	1/10 p. 2
43 Years Later (Mireles award)	1/17 p. 2
FAA Firefighters	1/17 p. 2
Top Five	1/17 p. 2
Airport Gem	
Turning Travel Into Award Winning Art	1/17 p. 1
Aerospace Laurels	1/17 p. 4
'People Who Make Things Happen'	
19 FAAers Win Equal Employment Opportunity Awards	1/24 p.1
Administrator's Awards for Excellence in Equal Employment Opportunity	1/24 p. 2
Best Year Ever	
CFC Contributions Break FAA Record	1/24 p. 2
Outstanding Service	2/7 p. 3
International Honor	2/7 p. 1
Top Calculators	
1988's Best Budgeters	2/14 p. 1
Old Pros	2/21 p. 1
Fire Safety Award	2/28 p. 2
Star Videos	
Celebrities Zoom In On Security	2/28 p. 1
Top Accountants	
Two Regions Honored	3/14 p. 1
Tops in Technology	3/28 p. 1
Awards and rewards	4/18 p. 6
'Highest Standards'	4/18 p. 2
EPG update	5/9 p. 6
National Champions	
FAA Honors Top Aviation Education Boosters	5/16 p. 3
EPG awards	5/16 p. 4
Top Headquarters Employee Participation	
Group Winners Named	6/27 p. 4
High Flying Legal Eagle (Steenland awarded)	7/25 p. 3
Helms Award (J. Lynn Helms gets Gilbert award)	8/1 p. 2
Golden Aim (Doody wins police competitions)	8/1 p. 2
'A Talented Team'	
Flight Standards Office In Maine Takes Top Honor	8/8 p. 1
Awards Payout	8/8 p. 2

CIVIL RIGHTS

Black pilots	1/24 p. 4
Women's History Month	3/7 p. 4
'Closed Doors'	
A Black Pilot Who Made It	3/7 p. 1
'Strength and Vision'	3/21 p. 4

CLUBS

Cheery Protals	
Top Holiday Doors Picked At FAA	1/17 p. 4
Winter ground school	2/7 p. 4
Winter ground school	2/14 p. 5
Speechmasters	2/14 p. 5
Fitness sign up	2/28 p. 6
Cleaning up	3/7 p. 4
Softball	3/7 p. 4
Helping Hands	
Students, Senior Citizens, Homeless Need You	3/14 p. 6
Hear the best	3/21 p. 4
Miami convention	4/4 p. 4
Volunteers wanted	4/4 p. 4
'Fun run'	4/11 p. 3
Runners	5/30 p. 4
Walkers	5/30 p. 4
Plan to ski	7/4 p. 3

Lots of Hot Air	7/18 p. 2	On the move	2/14 p. 5
Air traffic picnic	7/25 p. 8	Interested In Relocating?	2/14 p. 4
144 golfers wanted	8/1 p. 4	Relocation videos	2/28 p. 6
FAA golfers	8/8 p. 4	Time Running Out	2/28 p. 1
		Air Quality Test At Headquarters Building	3/14 p. 6
CORRECTIONS		EPG Update	
Doing the Honors	3/14 p. 4	Getting Employees' Message To Higher-Ups	3/14 p. 6
Oops, Wrong Letter (Lynda Deaton)	6/6 p. 6	Day care gets 10%	3/21 p. 4
Mode C Update (explaining the rule again)	7/18 p. 2	Most FAAers Like Their Jobs	
		Higher Work Satisfaction, Lower 'Burnout,'	
DRUG PROGRAMS/ALCOHOL		Employee Survey Finds	3/28 p. 1
Testing Update	2/21 p. 1	Have a Problem?	4/4 p. 1
Cocaine Blamed	2/28 p. 2	New 'facilitators'	4/11 p. 4
Deadly drug	3/28 p. 6	1989 Women's Executive Leadership Program	4/11 p. 3
Deadly drug	4/18 p. 5	CSRS Update	4/18 p. 4
Stiff Penalties		Employee Study	4/18 p. 3
FAA Cracks Down On Falsified Pilot Records	5/2 p. 1	Team Effort	
Averting Watery Disaster		New Training Guidelines in the Works	4/18 p. 1
Driving Boats and Drinking Alcohol: Deadly		Tiger Teams' On The Prowl	
Combination, Coast Guard Warns	5/9 p. 4	Controller Recruiting Blitz Targets	
Drunk Drivers		Women, Minorities	5/9 p. 1
Crack Down On Convicted Pilots	5/30 p. 1	Quick Response	5/9 p. 1
Anti-Drug Plans Approved	8/1 p. 2	More 'Focus Groups'	
		Meetings Continue To Solve Aviation Problems	5/9 p. 3
FAA ACADEMY		Managers forum	5/9 p. 6
Top Notch	3/14 p. 2	On the Move	5/30 p. 4
Academy Class Climbs To 307	3/28 p. 1	Quick Survey Action	6/16 p. 4
Breaking Records		The Big Squeeze	
Largest Class Enters, Graduates Academy	5/23 p. 1	Finding Solutions to the Pinch at Headquarters	6/27 p. 1
Getting Ready for a Quantum Leap in		Problem Solvers	
Technical Training High Tech Complex		Administrator's Hotline Marks 5th Anniversary	7/25 p. 1
Named for Astronaut Thomas P. Stafford	7/18 p. 1	Moving Hassles?	
20 Building Boosters Honored (for help w/ new		FAA Service Eases the Pain of Relocating	7/25 p. 1
training building)	7/18 p. 4	NAS Plan Focuses on Human Resources	
30,000 and Counting	8/8 p. 2	Project 70 Ready To Deal with Human Issues	8/1 p. 1
		Sharpening Skills	
HEALTH AND FITNESS		Labor Relations Topic of Video Training	8/1 p. 1
Cancer screening	1/3 p. 6	Human Factors Update (FAA looking for research)	8/1 p. 2
Trim down	1/3 p. 6	Why the Budget Office's Employee Participation	
Anti-smoking help	1/24 p. 4	Group Is Tops	8/1 p. 4
Diabetes facts and screening	1/31 p. 6	Lots and Lots of Pilots	8/8 p. 2
Fitness sign up	2/7 p. 4	'Torn Down and Put Together Again'	
Diabetes alert	2/7 p. 4	New, Improved Services from Human Resources	8/15 p. 4
Bloodmobile	2/7 p. 4		
Self examination	2/7 p. 4	MESSAGE FROM THE SECRETARY	
More on diabetes	2/7 p. 4	McArtor's Farewell Message 2/28 p. 3	
Wellness tips	2/7 p. 4	World's Best Air Traffic Control System	3/28 p. 3
Fitness Pros	2/14 p. 6	Aiming for a National Transportation Policy	5/23 p. 2
Fitness sign up	2/14 p. 5	A Commitment to 'World Class' Service	7/25 p. 2
Screening update	2/14 p. 5		
Diabetes facts	2/14 p. 5	MISCELLANEOUS	
More on Diabetes	2/14 p. 5	Employee store	1/3 p. 6
Weight watchers	3/14 p. 6	Aviation's pioneering days	1/3 p. 6
Cholesterol facts	3/28 p. 6	New Folders	1/3 p. 2
Focus on cholesterol	4/4 p. 4	Airport Expansion	1/3 p. 2
Cholesterol testing	4/4 p. 4	Predicting aviation's future	1/17 p. 4
Cholesterol testing	4/18 p. 6	Official FAA song?	1/17 p. 4
Federal Fitness Day'		New 'People' report	1/24 p. 4
Wanted: FAA Teams for April 28 Athletic Event	4/18 p. 6	Stopping computer viruses	1/24 p. 4
Trouble sleeping?	4/25 p. 4	International photos wanted	1/24 p. 4
Healthy heart	5/9 p. 5	Fun run pictures	1/24 p. 4
Weight control	5/9 p. 5	Forecast conference	1/31 p. 6
Family Problems? (seminar)	6/6 p. 6	Black History Month events	1/31 p. 6
Heart Information (lecture)	6/6 p. 6	House to share?	1/31 p. 6
Promote Health (blood tests)	6/6 p. 6	Fix It Office happenings	1/31 p. 6
Health testing (sponsored by aviation medicine)	6/13 p. 4	Missing Neighbor 100-Year-Old Tree To Be Replaced	1/31 p. 5
Angry, frustrated? (dealing w/ anger seminar)	6/20 p. 4	FOIA/Privacy Records Update	1/31 p. 4
Zapping On-The-Job Stress	7/18 p. 1	Black History Month	2/7 p. 4
Relax for Health: Try This Exercise (tips)	7/18 p. 5	25th Anniversary	2/7 p. 3
		General Aviation	
HUMAN RESOURCE MANAGEMENT		Sales Pull Out of Nosedive	2/7 p. 2
Too cold, too hot?	1/10 p. 4	Anyone Out There?	2/14 p. 4
Group facilitators	1/10 p. 4	Folder Delay	2/14 p. 4
Financial planning workshop	1/17 p. 4	Black History Month	2/14 p. 2
Relocation workshop	2/7 p. 4	Frosty Fountain	2/21 p. 4

Extra time to share?	2/21 p. 4	Biggest Exhibit	6/13 p. 1
Evaluation Study	2/21 p. 2	Classy Glass and Sleek Steel (new build. in NWM)	6/13 p. 1
Innovative Training		PAY & BENEFITS	
FAA Proposal Zeroes In On Airline Flightcrews	2/28 p. 5	More Money	1/3 p. 1
'Snapshot' Update	2/28 p. 2	Savings deadline	1/10 p. 4
New Quarters	3/7 p. 4	\$\$\$ deadline	1/17 p. 4
Weather Services	3/14 p. 4	Health Benefits Update	3/28 p. 2
Ups and Downs Of Airline Profits	3/14 p. 3	Promptness Pays	4/4 p. 2
FAA Adopts 'Air Bear'	3/14 p. 1	Pay Program Kicks Off	
Sign language	3/21 p. 4	Whittington Aims for Success	6/20 p. 1
50th anniversary	3/21 p. 4	'Lump Sum' Status	6/20 p. 2
Record Breaker	3/21 p. 2	Quick Results (pay raise for controllers)	7/4 p. 1
NAS Plan Review	3/21 p. 2	Insurance Update (Aetna ending work w/ FAA)	7/25 p. 2
New Number	3/21 p. 2	Up From Depression	8/15 p. 2
Sign language	3/28 p. 6		
Young Artists		PEOPLE	
'My Dream To Fly' Contest Deadline in June	4/4 p. 2	Surprise Visit	
'Help Is in the Air' (art contest)	4/4 p. 1	'Minding My Business'(FAA employee meets Skinner)	6/13 p.1
FAA shuttle	4/11 p. 3	FAAers come through, again	1/3 p. 6
Aerospace 89	4/18 p. 6	'Safety Top Priority'	
National convention	4/18 p. 6	Samuel Skinner Tapped as New DOT Secretary	1/3 p. 1
Art contest	4/18 p. 6	FAA's Blood Donor Honor Roll	1/10 p. 4
Automation Service	4/18 p. 6	43 Years Later	1/17 p. 2
New Booklet	4/18 p. 4	Moving On (Mireles award)	1/17 p. 2
New Mexican Routes	4/18 p. 3	Oklahoma Connection	
'Critical' Money		Controller's Aeronautical Center Stint Credited	
Congress Urged to OK Extra Funding in 1989	4/18 p. 3	With Rescuing 'Boat People'	1/17 p. 1
Savings bond kickoff	4/25 p. 4	Black general	2/7 p. 4
Commuter pickup	4/25 p. 4	Black airline pioneer	2/7 p. 4
'Wings' open house	4/25 p. 4	Coming soon (beginning of "People")	2/7 p. 4
Computer exhibit	4/25 p. 4	Skinner Priority: Fighting Air Terrorism	2/7 p. 2
Busy '89 For FAA's DC - 3	4/25 p. 2	Dutch treat?	2/14 p. 6
Phone Home	4/25 p. 1	Legendary plane ride	2/14 p. 6
Nostalgia	5/2 p. 1	Men in the 'House'	2/14 p. 5
New Handbook	5/2 p. 3	New arrival	2/14 p. 5
B-24 pilot remembers	5/2 p. 3	Missing Person	2/14 p. 4
Sweet Success	5/2 p. 4	McArton Farewell	2/14 p. 1
Emergency Etiquette	5/2 p. 4	Women in space	2/21 p. 4
Bond Team Gears Up For '89 Drive	5/2 p. 4	High class rider	2/21 p. 4
Monetary Mindbender	5/2 p. 4	FAA Firsts	2/21 p. 3
Secretary to Secretary	5/9 p. 2	Miracle Worker'	
Name Change	5/9 p. 2	'Wingman'Sam Skinner Sworn In As DOT Chief	2/21 p. 1
Planning a Transfer?	5/9 p. 2	Farewel (for McArton)	2/28 p. 6
Savings Bond 'All Stars' Kickoff Event Set		A tree for all seasons	2/28 p. 6
For May 15, Youngster's		Tokyo trio	2/28 p. 6
Poster Contest Planned	5/9 p. 5	Allan McArton's Farewell	
Coast Guard Auxiliary History of Helping		FAAers Lauded For 'Setting Speed Records	
Dates Back to June 23, 1939	6/6 p. 4	Despite Stiff Head Winds'	2/28 p. 1
Gift of Life (blood donations for Rittner)	6/6 p. 6	Back home.	3/7 p. 4
High-flying picnickers	5/23 p. 5	New Deputy	3/7 p. 1
Awards and Rewards	5/23 p. 6	'Closed Doors'	
Relocation Help	5/23 p. 6	A Black Pilot Who Made It	3/7 p. 1
Art contest	5/23 p. 6	Strong, Silent Type	
Controversial Law		Would-Be Crooks KO'd	3/14 p. 1
Congress Delays Procurement Rule Until Mid-July	5/30 p. 1	'Aviation Junkie'	
PMA Invitation	5/30 p. 4	Skinner Talks About FAA's Workforce,	
Slash the boss	5/30 p. 4	Strategic Planning and 'Tough Times'	3/21 p. 1
Extra Time	5/30 p. 4	Cut up cravat	3/28 p. 6
Big Orange	5/16 p. 2	Talented Executives	
Driver needed (carpool info)	6/13 p. 4	Five Named Deputy Regional Administrators	3/28 p. 2
High Tech Graphics	6/20 p. 2	X-29 aircraft	4/4 p. 4
Distribution difficulties?	6/27 p. 2	Problem solver	4/4 p. 4
Estra pennies? (sales tax increase)	6/27 p. 2	Familiar Face	4/4 p. 1
Airship First (1st certified)	7/4 p. 2	Combat-Decorated Navy Pilot	
Still Flying (DC-3)	7/4 p. 3	Admiral James B. Busey Tapped by President	
'Ask Mr. Foster'	7/4 p. 4	as FAA Administrator	4/4 p. 1
July at NASM (month's events)	7/4 p. 4	Key Position	4/11 p. 1
FAAers Show Off, Strut Their Stuff		'Federal Fitness Day'	
At 'Spectacular'	7/11 p. 3-4	Wanted: FAA Teams for April 28 Athletic Event	4/18 p. 6
'Ask Mr. Foster'	7/18 p. 6	Busey Update	4/18 p. 1
New Relationship (between DOT & FAA)	7/25 p. 2	Tomatoey Inauguration	5/9 p. 6
Millions and Billions (aviation econ. impact)	8/1 p. 2	Cool treats	5/9 p. 6
Up-to-Date NAS Info	8/8 p. 2	Weekday sundaes	5/9 p. 6
Travel Lighting Software	8/8 p. 3		
'Eagle Hangar' Dedicated (EAA air adven museum)	8/15 p. 2		
Evening concerts	8/15 p. 4		

Remembering an Aviation Pioneer	
Prince of a Guy' Helped Inaugurate Jet Age	5/23 p. 3
Help a fellow worker	5/23 p. 6
No Respect?	6/6 p. 6
FAA Remembers	
Airport planner Robert F. Bacon	6/13 p. 4
After 49 Years, 7 Days	
FAAer Bill Davis, Uncle Sam Say 'Goodbye'	6/20 p. 1
'Skating to the Puck'	
Secretary Skinner Shoots For National	
Transportation Policy	6/20 p. 1
Public Affairs Chief	6/20 p. 2
Soviet Symposium	6/20 p. 2
'Talented Managers'	
Key Transportation Officials Tapped by Skinner	6/20 p. 3
Helping hand	6/20 p. 4
Witnessing History in China	
Remembering 'Festive' Students Before Crackdown	6/27 p. 1
'People Person'	
Busey Praises FAA's 'Professionalism, Commitment	
to Safety'at Senate Hearing	7/4 p. 1
Co-op Students Visit Headquarters	7/4 p. 4
Top Banana	7/18 p. 2
A+ Performance	7/18 p. 2
Thanks (from Connie Triplett AND-20)	7/18 p. 6
'Big Challenge To Keep the Skies the Safest	
In the World' Retired Admiral James B. Busey	
Takes FAA's Helm as 11th Administrator	
(including Musical Debut for a New Agency Tune)	7/25 p. 1
FAAers Show Their Heritage	7/25 p. 8
Helping hand (Valerie Murray needs leave help)	7/25 p. 8
New Chairman	8/1 p. 2
Fighting Leukemia	
Campaign Launched To Help FAAer's Son	
(and A New Medical Breakthrough)	8/8 p. 1
On the Scene (Busey see accident reports)	8/8 p. 2
On the Road (Skinner quizzes public)	8/8 p. 3

PERSONNEL Programs and Policies

Pay Demo Project	
Plan On Track, Program To Begin This Summer	3/21 p. 2
Streamlining Promotions	
Helping FAAers Get Ready for Future Jobs	4/4 p. 2
Reaching for Aviation Careers	
16 FAAers Selected for Year-Long	
Leadership Program	4/11 p. 1
Madrid Beckoning	4/18 p. 2
Employee Appraisal Deadline Is May 12	4/25 p. 4
Foreign Assignment Available in Madrid	6/6 p. 4
McLure says thanks (for savings bond campaign)	6/13 p. 4
Headquarters Savings Bond Wrap Up	
'All Stars' Picked, 10% Boost in Bond Buying/AND	
Puzzlers Ponder Bond 'Mind Bender'	7/18 p. 6
New Personnel Policy To Review Records	8/15 p. 4

PUBLICATIONS

Airborne Brochure	1/31 p. 4
Evaluation Study	2/21 p. 2
Computer Timesharing	4/25 p. 2

RESEARCH & DEVELOPMENT

On the Move (2 ASR-9s installed)	6/13 p. 2
'Go' for 747-400	1/31 p. 4
AAS Update	2/7 p. 3
Traffic Lights	2/28 p. 2
Focus On L.A.	
Sophisticated Simulation Computer Analyzes	
Ways To Boost Capacity, Ease Congestion	3/21 p. 3
Better Communications	5/2 p. 3
Computer Upgrade	6/20 p. 2
Research Advisory Committee Cranks Up	7/4 p. 2
Block Grant Test (AIP functions shift to states?)	7/4 p. 3
TCAS Hearing	7/25 p. 2
Close Encounters (TCASII testing)	8/1 p. 2
Bursts of High-Powered 'Heavy Rain'	
Tests Aim To Improve Severe Weather Flying	8/8 p. 3

RETIREMENTS

Alaskan Legend	2/28 p. 2
Forty years	3/28 p. 6
Mother Nature Melts Good-bye Gift	5/2 p. 1
Retirement Update	5/23 p. 2
Richardson Salute	6/6 p. 6
Davis lunch	7/4 p. 4
Rubino Retires	7/18 p. 2



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom



Green Light For Airbus

FAA has issued the electronically sophisticated Airbus A320 a U.S. type certificate. The aircraft received its certification in Europe in February 1988 and has been operating there. The

continued on page 2



Cathode ray tube displays highlight A320's flight deck. Administrator Allan McArdor talks with Airbus official. He flew the airplane last summer. (top, left)

Cutting Red Tape

Quick Action Boosts Philippine Air Safety

When FAA officials recently talked about improving air safety with Philippine aviation experts, both sides must have packed some pretty sharp scissors. FAA and the Philippine government sliced through usual bureaucratic red tape to hammer out an agreement in a matter of hours.

It all happened in early December when Deputy Administrator Barbara McConnell Barrett and representatives of FAA's International Aviation Office were on a factfinding trip to several Asian and Pacific area nations.

When the contingent arrived in Manila, aviation discussions quickly focused on a dangerous situation caused by misalignment of navigational aids throughout the Philippine aviation system.

An FAA flight inspection aircraft, based in Japan, was dispatched to the Philippines a few days later to calibrate the nav aids

continued on page 3



Ninoy Aquino International Airport's tower cab was one of many stops on FAA's inspection tour. Photo by David Hobbs

'Safety Top Priority'

Samuel Skinner Tapped as New DOT Secretary

An instrument-rated pilot, regional transportation chief and partner in a prestigious Chicago law firm has been tapped by President-elect George Bush as Secretary of Transportation.

Samuel K. Skinner, 50, is in line for the job being vacated by DOT Secretary Jim Burnley who is stepping down to return to the private sector.

He said he was "challenged and humbled" by the nomination during a December news conference

with the Bush. "Safety must be our first priority," he said. "I'm here to" *continued on page 5*

Wrap Up

True Spirit. When an FAAer faced tragedy, fellow workers came through with flying colors. See "Feedback" on page 6 for details.

More Money. The 4.1% pay raise that went into effect January 1 for *continued on page 2*

Wrap Up *continued from page 1*

most FAA employees will show up in paychecks dated January 24. The pay boost is the largest since October 1981 when paychecks were fattened by 9.1% and double last January's 2% increase.

Airport Expansion. FAA is planning on spending \$100 million over eight years to help expand the Dallas-Fort Worth International Airport. The agency recently made a commitment to allocate the airport \$12.5 million annually from the Airport Improvement Program, beginning in the 1990 fiscal year. The grant money is earmarked for a major terminal complex on the airport's west side, which will result in a significant improvement in air traffic efficiency. The airport's total expansion plan is estimated at more than \$1 billion.

New Folders. The new year and the Office of Management Systems bring FAA new correspondence folders in three colors - red, blue and green. These new folders will be available by February and are an optional time management tool for arranging mail, correspondence and other informational items for agency managers.

The folders are constructed of heavy, colored pressboard and expand to 1 1/2 inches. Order them through the usual supply channels: FAA Depot, AAC-434, for regional offices, centers, field offices and facilities and from the DOT warehouse for headquarters organizations. Any questions? Contact Rita Ann Westerfeld, agency correspondence officer, AMS-410, FTS 267-9894.

Here's a chart to help you order the folders:

Title	National Stock Number	Quantity	Color
'Action'	NSN: 9075-00-108-6529	25 per Pkg.	Red
'Signature'	NSN: 9075-00-108-6530	25 per Pkg.	Blue
'Information'	NSN: 9075-00-108-6531	25 per Pkg.	Green

Airbus *continued from page 1*

first U.S. customer, Northwest Airlines, is scheduled to take delivery of the A320 in May.

The A320 is a short- to medium-range, twin turbofan transport with a seating capacity of 120 to 179 passengers. It has a maximum takeoff weight of 158,730 pounds and a maximum operating altitude of 39,000 feet. This aircraft is the first civilian transport to incorporate "fly-by-wire" controls for elevators, ailerons, spoilers, tailplane trim, slats, flaps, and speedbrakes.

FAA certification on December 15 marked an effort that began in February 1984, when Airbus initially applied for certification. It was followed by numerous meetings with FAA and the French

government, Airbus Industrie - the manufacturing consortium headquartered in Toulouse, France - and FAA's Northwest Mountain regional office. FAA issued an extensive set of special conditions for this airplane setting forth new regulatory requirements for its many novel design features. The cockpit design, performance and handling qualities of the airplane were evaluated by a team of FAA operations and certification pilots.

Stopping False Alarms

Another Takeoff Warning System Improvement Proposed By FAA

FAA is proposing another regulation to make takeoff warning systems safer and more accurate.

This time, an Airworthiness Directive would require changes in the systems on Boeing 727 and 737 aircraft to reduce the potential of nuisance alarms.

These warning systems have been under tough scrutiny by the agency since the August 16, 1987, crash of a Northwest Airlines DC-9-80, the nation's second worst aviation disaster. The plane crashed shortly after takeoff in Detroit, 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 take-off.

The latest FAA proposal would require that warning systems include engine pressure ratio information as part of the data that trigger the system. These modifications aim to correct a problem with nuisance alarms when the aircraft is taxiing with all engines operating and flaps intentionally retracted. Adding the engine pressure ratio data will decrease the warning system's sensitivity, making it less susceptible to false alarms.

Flightcrews have occasionally deactivated warning systems by pulling the circuit breakers to avoid false alarms. There is speculation that this could have happened in the Northwest accident since circuit breakers were found to have been unpowered.

An estimated 819 U.S.-registered B-727s and 189 U.S.-registered B-737s would be affected. Total industry cost for the modifications is about \$7.6 million - \$8,120 for each 727 and \$5,320 for each 737.

The false alarm AD follows two previous FAA warning system actions. In October, a final rule was issued requiring periodic maintenance checks of takeoff warning systems.

In November, FAA proposed a rule to require airlines to install a visual warning light that would

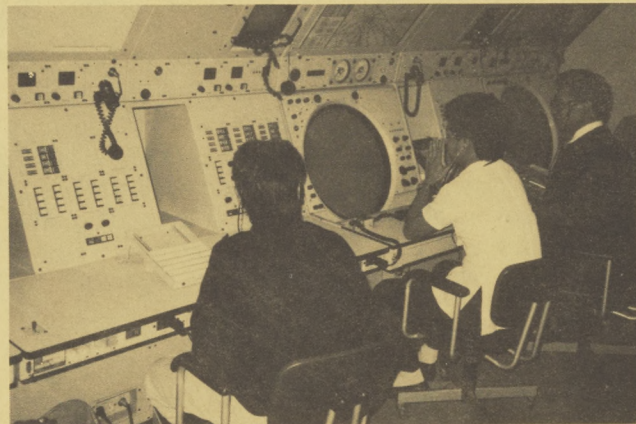
continued on page 4

Pacific Tour *continued from page 1*



Deputy Administrator Barbara McConnell Barrett meets Mr. Lim Hock San, Director General of Singapore's Civil Aviation Authority.

Photos by David Hobbs



These air traffic controllers direct traffic at Manila's air route center. FAA is working with the Philippine government on improving the air traffic system.

used by U.S. and other commercial operators.

During the meeting with FAA's international team, top Filipino aviation and transportation leaders agreed on the spot to fund as much as \$85,000 for an FAA flight inspection. On December 12 an agency King Air, stationed at Yokota Air Base north of Tokyo, was airborne and heading for the islands.

The U.S. Embassy in Manila praised the quick action.

In addition to Barrett, the FAA contingent included Tom Messier, Director of the International Aviation Office, and David Hobbs, an international aviation specialist.

Other trip highlights:

- FAA's contingent toured the Ninoy Aquino International Airport in Manila and several air traffic control facilities. An informal list of recom-

mendations was put together and sent to Philippine aviation authorities.

- In Singapore, the FAA team met with the director general of civil aviation and senior deputies. Discussions focused on conducting a joint airworthiness training course and FAA's service to the Asia-Pacific region.

- Replacing Kai Tak International Airport was the main focus of discussions in Hong Kong. Hong Kong officials told FAA that they expect to decide in late 1989 on one of several sites being considered for a new airport to replace Kai Tak which is rapidly reaching saturation.

- Stops in Guam and several Micronesian islands offered a close look at FAA facilities and airport security.

Tightening Up On 'Slots'

Controls Proposed For Busy Airports

FAA has proposed new controls on the use of "slots" at four busy airports covered by the high density rule - Chicago O' Hare International, New York's LaGuardia and Kennedy airports and Washington National - to increase airport efficiency and give other carriers a better chance to gain access or expand operations.

Under the proposed rule, it would be more difficult for airlines to retain underutilized slots now assigned to them by increasing the percentage of use requirements. FAA is also considering prohibiting commuter airlines from using slots assigned to large carriers.

Here's how it would work. Carriers would lose slots that are not used 90% of the time during a two-month period in cases where a carrier has 10 or more slots in a specific time period. The requirement would be 80% for carriers with five to nine slots and would remain at 65% for all others.

Current regulations have a "use or lose" provision that requires all carriers to use slots assigned to them

continued on page 4

Headquarters Intercom

January 3, 1989
No. 89-1

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

Published weekly by the Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

'Northeast Corridor'

Agency Launches Safety Review

FAA has launched a "system safety and efficiency review," similar to an accident investigation in the way it's conducted, of the "northeast corridor" airspace. A final report is scheduled for early spring.

A review was recommended by the National Transportation Safety Board following an October 12, 1988, incident when Air Force One and a small aircraft did not have the required airborne separation.

Three FAA teams, zeroing in on air traffic, airway facilities and flight standards, have been formed by appointing agency and industry representatives to conduct on-site factfinding.

The review will concentrate on several facilities including the New York, Washington and Boston enroute centers; New York terminal radar approach control; and Philadelphia air traffic control tower.

Special emphasis will be placed on indepth studies of facility management; inter- and intra-facility working relationships; other human factors; employee, supervisor and management attitudes; air traffic control operations; and training and air navigation facilities and equipment.

First on the agenda were several "listening sessions" with air carriers, general aviation and military airspace users. They were held in December in the New York area.

This is the Office of Aviation Safety's third major review in recent months. It previously examined Chicago's O'Hare International and San Diego's Lindbergh Field.

False Alarms *continued from page 2*

alert flightcrews to an electrical power loss to the takeoff warning system.

Though some aircraft are currently equipped with a visual warning 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."

Slots *continued from page 2*

at least 65% of the time during any two-month period.

In addition, the agency is considering prohibiting large carriers from holding onto slots for which they have no present need by leasing them to a commuter operator or using them for a commuter affiliate. FAA is asking for comments on the concept. If adopted, such an action could require carriers to

transfer or release slots they cannot use.

Adopted in 1969 to deal with airport congestion and delays, the high density rule limits operations during specific hours or half hours at the four airports to the number that can be handled in bad weather -- when instrument flight rules prevail. The number of IFR reservations, or slots, are divided among three classes of users: large carriers, commuter airlines and all others.

General Aviation

FAA Report: Hours Flown Drops 2.8%

The number of hours flown by general aviation operators dropped by 2.8% in 1987 from the previous year, according to a newly published study by the agency.

In a report entitled "General Aviation Activity and Avionics Survey," FAA found that the 217,183 active general aviation aircraft in the U.S. fleet logged an estimated total of 33.4 million flight hours during 1987. This compares with 34.4 million flight hours by 220,044 aircraft in 1986.

FAA uses the survey data to monitor general aviation activity so it can anticipate and meet the demand for services, assess the impact of regulatory changes and implement measures designed to assure continued system safety for all users. General aviation covers all civil, non-airline flying including private, business and corporate aviation, as well as various commercial activities such as pipeline patrol, aerial application and air taxis.

According to the survey, personal flying accounts for slightly more than 50% of general aviation use, followed by business use with 18%, instructional flying with 7%, and executive use with 6%.

Other findings were that 85% of general aviation aircraft had a two-way radio, 80% had some form of navigation equipment, 67% had transponders for signaling aircraft position, and 55% had at least one component of an instrument landing system.



General aviation flight hours decreased by one million in 1987 compared to the previous year.

Have an announcement? Send *Intercom* the information, or call us, x78521.

Skinner *continued from page 1*

"Roll up my sleeves and get to work with the Bush Administration."

Skinner faces confirmation hearings before the Senate which must approve all cabinet appointments before they become final.

A senior partner in the Chicago office of the international law firm of Sidley & Austin, Skinner since 1984 has been board chairman of the Regional Transportation Authority of Northeastern Illinois - the country's second largest public mass transit system. Previously, he had co-chaired Bush's 1980 Republican presidential nomination bid, and throughout 1988, he was Bush's state campaign director.

Skinner has three children. Thomas, a Chicago lawyer, is assistant for economic development to Illinois Governor James Thompson. Steven is a third-year law student at the University of Chicago, and Jane is a senior at Northwestern University.

Some highlights of Skinner's career:

- After receiving an undergraduate degree in accounting from the University of Illinois in 1960, Skinner served as an officer in the Army from 1960-61; he is an honor graduate of the armored officer's course at Ft. Knox, KY.

- From 1961 to 1968, he worked in the data processing division of IBM Corporation and was one of only three of the company's outstanding salesmen nationwide in 1967.

- In 1966, he received a law degree from DePaul University where he was a member of the law review.

- Skinner joined Sidley & Austin after serving nine years in the office of the U.S. Attorney for Northern Illinois. From 1968 to 1975 he held positions of assistant and first assistant to U.S. Attorney, later Governor, Thompson.

He received the Department of Justice's Outstanding Service Award twice and was appointed U.S. Attorney in 1975 by President Gerald Ford - the first time a career prosecutor had been named to the post in the Northern Illinois District.

- As U.S. Attorney, Skinner served on white collar crime and advisory committees and was named by President Ronald Reagan as vice chairman of the President's Commission on Organized Crime.

- Skinner's service on numerous boards and civic committees has included: chairman of the Illinois



Samuel K. Skinner

Capital Development Board, Governor's Fraud Prevention Commission, Governor's Task Force on Energy Conservation and Coal Conversion and the Lake Forest Hospital board of directors.

- He has also been named one of 10 outstanding young citizens by the Chicago Junior Chamber of Commerce and outstanding alumni at DePaul University.

January Aviation Milestones

✈ On January 1, 1914, the first scheduled air-passenger carrier employing airplanes, the St. Petersburg-Tampa Airboat Line, began operations.

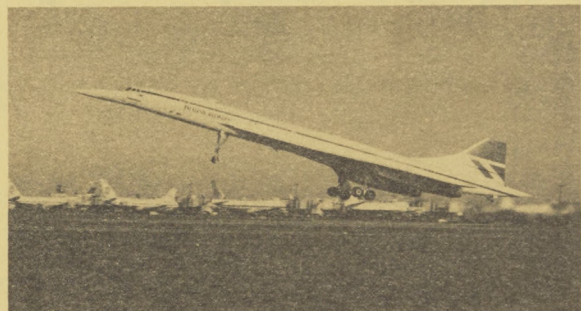
✈ Pan American World Airways, using Douglas DC-6As, inaugurated the first all-cargo air service across the North Atlantic on January 5, 1952.

✈ On January 7, 1785, Jean-Pierre Francois Blanchard and one passenger, John Jeffries - an American - made the first crossing of the English Channel by balloon, from Dover, England, to Calais, France. The balloon also carried a letter for Benjamin Franklin, who was then the American minister to the French Court. He became the first American to receive an airmail letter.

✈ Eight years later, on January 9, 1793, Blanchard also made the first untethered balloon flight in the United States at Philadelphia. President George Washington witnessed the manned ascent.

✈ On January 12, 1974, the Dallas-Fort Worth Regional Airport opened for scheduled airline service.

✈ British Airways and Air France inaugurated the world's first scheduled supersonic passenger service on January 21, 1976, when Concorde SSTs simultaneously took off from London - bound for Bahrain - and Paris - bound for Rio de Janeiro.



A Concorde supersonic transport takes off.

Feedback

FAAers come through, again. In the midst of the recent outpouring of generosity by many headquarters FAAers in the wake of tragedy, Patti Morris in the Office of the Associate Administrator for Airway Facilities has sincere words of thanks for her fellow workers.

"This has been the most heart-warming experience of my life," Patti says.

Shortly after an accidental house fire left Patti, her three-year-old daughter Stephanie and her mother Dolly homeless, they faced a bleak Christmas and uncertain future.

The word spread quickly throughout headquarters.

In the true spirit of the season, coworkers immediately dug deeply into their pockets for cash and collected clothing to meet the emergency.

More than \$5,000 for temporary shelter and other necessities flowed in along with donations of needed items.

The Morris family asked *Intercom* to express the most heartfelt thanks to the wonderful people who made Christmas a whole lot brighter.

Fun run photos. Remember the CFC Halloween "Fun Run" last year? There's still time for runners to get a copy of their team photograph taken that day. Call Denise Holbert, x79372.

Flightplan

Aviation's pioneering days. 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. Hear about his many adventures and accomplishments during the pioneering years of aviation, including the creation of the first commercial air routes in Iran.

Thermometer check. 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.

Employee store. The DOT Employee Recreation Association's employee store is 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. Hours are from 10 a.m. to 2 p.m.

Savings alert. 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 -- be sure to get the new ones -- and information, contact the Employee Relations and Career Development Branch, x78916. The effective date for new enrollments and changes will be no earlier than the first full pay period in January 1989.

Annual leave donations. FAAers can help fellow employees cope with personal and family emergencies 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.

Group facilitators wanted. Headquarters is on the lookout for 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. The application deadline is *Monday, January 16*.

Healthbeat

Cancer 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.

Trim down. Need to trim down after the holidays? FAA's weight watchers program may be right for you. Registration for the next eight-week session is *Tuesday, January 10*, from 11:30 a.m. - 12:30 p.m. in the FAA clinic, room 327. Cost is \$80.

Want to kick the habit? 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 info? To sign up for these health programs, call Sam Hart, x73406.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

Tougher Airport Security

High Tech Explosive Detectors On The Way

High tech machinery, capable of detecting explosives on airplane passengers and in baggage, is on the way after years of intense research and development.

The devices use chemical and electronic techniques.

Last summer, the agency awarded an \$8.4 million contract for five operational models of a new "thermal neutron analysis" detection system. The first of the machines, manufactured by San Diego based Science Applications International Corp., will be delivered in mid-

continued on page 3

A prototype "thermal neutron analysis" machine like this one has undergone extensive testing. More than 40,000 pieces of luggage were examined before the agency inked a contract to buy and install five machines.



100% Baggage Checks In Europe, Mid-East

More stringent security measures are in effect at more than 70 airports in Western Europe following the pre-Christmas bombing of a Pan Am 747.

Administrator Allan McArtor announced the tighter measures on December 29. "The tragedy of Pan Am flight 103 is a global reminder that civil aviation - despite detailed and sophisticated security practices - can still be vulnerable to criminal or terrorist acts," he said.

The mandatory measures significantly tighten U.S. air carrier security at foreign airports, and they went into effect within 48 hours of McArtor's announcement.

Although the stricter security may result in additional passenger delays and inconveniences at some foreign airports, McArtor is confident of public support for the beefed up security.

continued on page 3

Whirlybirds

New Safety Guidelines For Medical Helicopters

New FAA guidelines - aimed at improving the safety of helicopters used to transport patients during medical emergencies, a rapidly growing segment of the aviation industry - have been published.

The guidelines, contained in an advisory circular, focus on certification of emergency medical service (EMS) helicopters; training of pilots and other personnel; maintenance, flight and duty time limitations; weight and balance; and recommended equipment.

The new guidelines stem from a special 1987 FAA survey of EMS helicopter operators following 13 fatalities involving these operators in 1986.

There were 10 EMS helicopter fatalities in 1987 and five in 1988.

Here are some of the recommendations:

- EMS helicopter operators should have dispatch systems including a means for obtaining all available pertinent weather information before flight departure.

- Visual flight rule weather minimums should be specified for

continued on page 2



'Champions'

Aviation Education Boosters To Be Honored With Special FAA Awards

FAA is looking for top aviation education boosters in and out of government and industry who have made major contributions to aviation education.

The agency will bestow honors on individuals, groups and organizations who have made outstanding efforts to foster aviation education of students, educators, parents and the general public.

Called the "FAA Administrator's Championship Awards for Excellence in Aviation Education," they will be given in several categories with both regional and national winners.

Nomination forms may be obtained from aviation education officers at FAA's nine regions. Entries must be submitted by February 15. The award categories include:

- State aviation officials.
- State education officials. Any state official may be recognized for his or her program of conducting a successful, statewide aviation education program.
 - Communities.
 - Industry associations.
 - Business entities. An aviation industry association or a private sector business entity may be considered for this award.
 - Educators. Any educator for a public, private or parochial school or college who either teaches aviation education as a discipline or uses it to enhance the teaching of traditional subjects. There are eight awards in this category for the following levels: grades K-3, grades 4-6, grades 7-9, grades 10-12, vocational-technical schools, community colleges, undergraduate colleges or universities and graduate colleges or universities.
 - Individuals. Any individual may be considered for a "Championship" award.
 - Youth organizations or programs.

Helicopters *continued from page 1*

both day and night local flights and day and night cross-country flights.

- Since EMS helicopters frequently are dispatched in less than ideal weather conditions, pilots should be trained to recover from inadvertent encounters with instrument meteorological conditions. Such training would include basic instrument flying skills.

- Operators should maintain records that distinctly show the difference of flight time, rest time and off-duty and unassigned time. The AC points out that different rest requirements apply for different aspects of helicopter medical service operations, which underscores the need for accurate record keeping.

- Operators should set up safety programs and

appoint safety officers to administer them. The programs would include safety in and around helicopters, landing site evaluation and preparation, weather analysis and communications equipment and procedures.

Wanted: International Photos

An opportunity for international stardom may have arrived. The Office of International Aviation is looking for a few good photographs of FAAers on international duty working "hands on" with foreign aviation systems, equipment, and personnel.

The photos - negatives would be better - will be used at upcoming international air shows and in agency publications. Appropriate subjects include foreign aircraft certification programs, airway facilities assistance, foreign repair station checks, overseas airport inspections, etc.

If you have an interesting international shot, contact David Hobbs, 267-8124.

General Aviation Quiz

Survey Going To 30,000 Aircraft Owners

The agency's annual "General Aviation Activity and Avionics Survey" will be mailed out next month.

The survey is one of the FAA's primary sources of information on general aviation activity. The higher the response rate, the more dependable the data - so FAA is urging all those who receive the survey to fill it out accurately and return it promptly.

Survey results are used to help assess the safety of general aviation flying, determine the impact of proposed changes in agency regulations and forecast FAA's future workforce and new facility requirements.

For example, the activity data compiled from the survey will be measured against accident information to determine accident rates for this segment of aviation.

Questionnaires will be mailed in February to 30,000 aircraft owners, about 10% of the number of U.S.-registered aircraft at the end of 1988.

The one-page questionnaire asks general aviation aircraft owners to provide information on hours of use under both visual flight rules and instrument flight rules, fuel consumption grade and cost, and the number of local and cross-country landings during 1988. Questions about airframe hours, the aircraft's home airport and the kinds of avionics onboard are also included.

Security *continued from page 1*

In addition to increasing the agency's security inspection workforce by 35% over the next 20 months, here are the additional measures required of airlines to tighten security by:

- Completing 100% x-ray or physical inspection of all checked baggage.
- Denying passengers access to checked baggage following the more stringent inspections.
- Performing a "positive match" of each passenger and baggage to make sure that unaccompanied bags do not get onboard aircraft.
- Taking additional measures to prevent unauthorized access to baggage.
- Selecting more passengers at random for additional screening. Checked baggage of persons identified for the extra screening will be emptied of all contents and physically examined. The empty bag will then be x-rayed.
- X-raying or physically examining small packages and parcels that are shipped through passenger ticket counters prior to shipment.
- Accelerating the delivery of bomb-detecting thermal neutron analysis units. *See related story on page 1 for more on this machinery.*

McArtor emphasized that the FAA is continuing its aggressive inspection program of domestic airports and air carriers and is working closely with the FBI and foreign authorities on the investigation into the bombing of the Pan Am 747. Just before Christmas on a flight from London to New York, it plunged to earth at Lockerbie, Scotland, killing all 259 passengers and crew and 11 townspeople.

Bomb Detectors *continued from page 1*

1989. They will be placed at five airports around the country.

The new system is the result of more than three years of FAA-sponsored research and development. Extensive airport testing has shown that it can quickly and effectively screen checked baggage and air cargo for all types of explosives.

The thermal neutron analysis system -- called TNA for short -- emits a continuous flow of low-energy neutrons that pass through the luggage or air cargo and interact with chemical elements in explosives. The device measures the gamma rays produced by this process and then triggers an alarm.

All functions are performed automatically, helping to eliminate human error -- a primary goal of the agency's civil aviation security research and development program.

Two TNA prototypes have examined more than 40,000 pieces of luggage at airports. With continuing improvements to the system, it achieved a 95% detection rate with only a 4% false alarm rate.

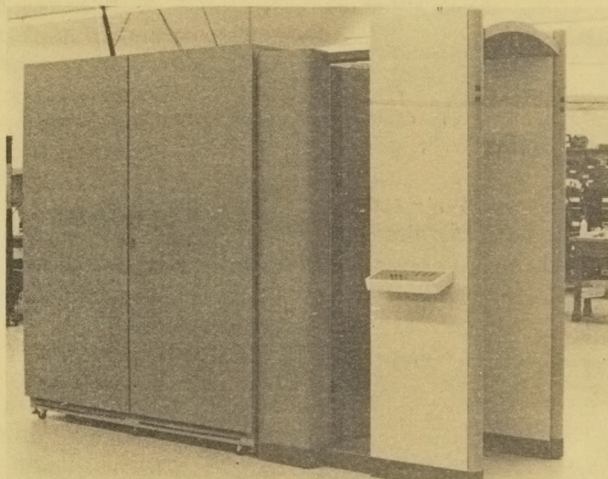
The TNA equipment can scan one piece of luggage every six seconds, leaving no detectable residual radiation in the luggage or its contents.

FAA also completed a week-long test in mid-October of another explosive detecting device at Boston's Logan International Airport.

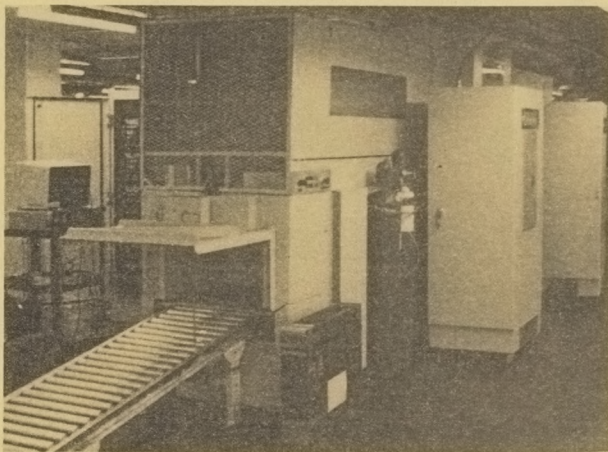
Several thousand passengers walked through the device which "sniffs" the air for explosives. Test results show the machinery performed reliably.

Here's how it works: A passenger steps into a booth while a vapor analyzer takes an air sample, analyzes it, determines the type and amount of explosive material and displays the information on an operator panel.

Using a variety of technologies, the machine has the ability to determine chemical properties in the air. It is designed to detect a full range of explosives and was developed under an agency contract totalling about \$4 million over the past few years.



Several thousand passengers at Boston's Logan Airport were screened with this explosives "sniffing" device last fall.



The "thermal neutron analysis" device was extensively tested at Los Angeles and San Francisco International Airports for almost a year.



Twenty-five FAAers were honored recently during a ceremony in the MacCracken Conference Room for their lifelong donations of blood to the American Red Cross. They received special certificates, T-shirts, other items and praise for their lifegiving accomplishment. Pictured with the top donors is Irma "Sam" Hart (center), headquarters Office of Aviation Medicine. See the chart at the left for the list of top FAA donors.

Priceless Gifts

FAA's Blood Donor Honor Roll

16 Gallons
Bonnie J. Embry

15 Gallons
James E. Martin (retired)

12 Gallons
Charles O. Ensor

11 Gallons
Stephen A. Badger
Walter Goody

10 Gallons
Curtis B. Maloy
Berry Gamblin

9 Gallons
David K. Custis
Andrew F. DeChat
Jean M. Hetsko

8 Gallons
James C. Link
Allen H. Kann

7 Gallons
Clement Richardson
Donald E. Glasco, Jr.
David L. Henderson

6 Gallons
Marvin L. Olson
George Barboza

5 Gallons
Raymond E. Morris
John M. Walsh
Barbara A. White
Richard L. Angle
Clarence O. Baron
Robert E. Bartanowicz
Richard E. Cullen
Louise C. Dille

Have an announcement? Send Intercom the information, or call us, x78521.

Healthbeat

Want to kick the habit? If quitting smoking is one of your New Year's resolutions, here's a chance to stick to it. 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. Call Sam Hart, x73406.

Flightplan

Group facilitators. Headquarters is on the lookout for 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 by *Monday, January 16* to get an application package for the headquarters Facilitator Intern Training Program.

Too cold, too hot? FAA's "Fix It" office will help to get the temperature in your office 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 - on PRIDE (x77433) - to report heating and cooling problems and the temperature will be checked within an hour.

Savings deadline. The Thrift Savings Plan open season ends on *Tuesday, 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 - be sure to get the new ones - and information, contact the Employee Relations and Career Development Branch, x78916. The effective date for new enrollments and changes will be no earlier than the first full pay period this month.

Headquarters Intercom

January 10, 1989
No. 89-2

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

Published weekly
by the Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Oklahoma Connection

Controller's Aeronautical Center Stint Credited With Rescuing 'Boat People'

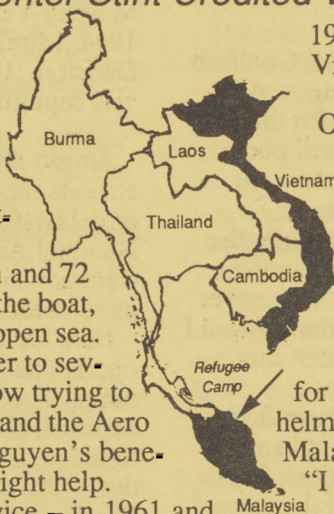
When Nguyen Dam Thanh yelled for help from a shabby wooden boat off the Malaysian coast, the last thing on his mind was air traffic control training at Oklahoma City's Aeronautical Center.

But his FAA experience helped save his life and the lives of dozens of other Vietnamese "boat people."

The saga started last fall when Nguyen and 72 refugees slipped away from Vietnam in the boat, past guards who had been bribed, to the open sea.

Nguyen recently told his story in a letter to several Oklahoma City residents who are now trying to help him immigrate to the United States, and the Aero Center's Public Affairs staff supplied Nguyen's benefactors with Academy documents that might help.

Nguyen, 53, attended the academy twice - in 1961 and



1971 - as part of his training as a South Vietnamese air traffic controller.

In a letter to Dr. and Mrs. Alvin Rix of Oklahoma City, Nguyen detailed the fears of being recaptured after losing the boat's water supply in rough seas and the chase when they escaped pirates.

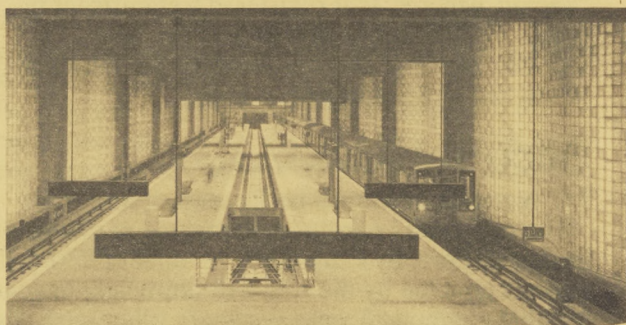
Their luck changed dramatically when they spotted a friendly "Sooner" on an oil rig.

Here's how Nguyen tells it:

"I climbed to the forward bow, shouting for help. Some Malaysian workers in yellow helmets waved me off. 'Get going, get going, Malaysia is right ahead.'

"I kept insisting for help when a tall figure

continued on page 3



Airport Gem

Turning Travel Into Award Winning Art

Riding mass transit is an art - at least in Chicago where the rapid transit line to O'Hare International and its innovative airport station have won another major national design award.

In a January 11 ceremony, the National Endowment

continued on page 3

Stricter Security

New Airport Employee Regulations

A new federal rule, announced in early January, will require U.S. airports to install stricter security measures to tighten control over airport and airline employee identification cards and keep unauthorized people out of secured airport areas.

This is the latest in a series of beefed-up security measures DOT and FAA have taken in the past year and underscores the need for greater safety vigilance in the wake of the Pan American Airways

continued on page 2

Wrap Up

Aerospace Laurels. FAA aircraft certification specialists have been singled out by *Aviation Week & Space Technology* magazine as recipients of "Aerospace Laurels" for their 1988 accomplishments. Tom McSweeney, Deputy Director of the Aircraft Certification Service, was cited "for or

continued on page 2

Wrap Up *continued from page 1*

ganizing the timely and valuable aging-fleet symposium in 12 days and carrying it off with an openness to the many issues involving aging aircraft."

Also cited was the FAA team that worked with Beech Aircraft in the design, testing and certification of the model 2000 Starship.

The magazine hands out "laurels" every January to honor individuals and teams who made major aerospace contributions during the preceding 12 months. Last year's winners included Administrator Allan McArtor for his "hands-on" leadership of FAA and Joe Del Balzo and Glen Bales - both from the Eastern Region at the time - for implementing the Expanded East Coast Plan.

Moving On. FAA Chief of Staff Michael Goldfarb leaves the agency January 27 after serving as Administrator Allan McArtor's top advisor for the past 18 months. Next month, Goldfarb, 38, will open a Washington, DC, consulting firm specializing in aviation, space and government relations.

"Working at the FAA, which I consider to be the best civilian agency in government, has been the highlight of my career," Goldfarb said. "I've never found a more dedicated group of professionals, and I consider it a privilege to have been a part of this organization."

Michael received a BA in political science from George Washington University in 1972 and an MA in planning and administration from Antioch College in 1976. He has been with the federal government for the past 12 years.

Top Five. The latest FAA statistics also show the number of operations - takeoffs and landings - for the nation's largest airports for the first 11 months of 1988. Here are the top five: Chicago O'Hare - 734,817; Atlanta Hartsfield - 711,780; Dallas/Fort Worth - 620,074; Los Angeles International - 563,934; and Denver Stapleton - 461,464.

FAA Firefighters. Alaska Region air traffic controllers were honored recently for helping fight forest fires last summer. Letters of commendation and plaques were presented to air traffic manager Charles A. Hallett, Jr., and controller Thomas H. Risdal, both of the Fairbanks ATCT, and five U.S. Army controllers. Within 24 hours of the request for help from the Bureau of Land Management, FAA and the Army commissioned an active and working tower along the 3,600-foot-long gravel runway in Beaver, Alaska. Firefighting aircraft were directed by the staff of the temporary tower through unusually heavy air traffic congestion, poor

visibility due to drifting smoke and heavy winds.

There was no running water at the site, and during the tower's nine-day existence, controllers and firefighters lived in Army tents, ate combat rations and directed more than 735 operations without a mishap.

43 Years Later. Edmundo Mireles was freed from a German prisoner-of-war camp on April 16, 1945. Forty-three years later he was awarded a special gold medal - a recognition authorized by the last Congress to honor former POWs. Mireles, a supervisor of the San Antonio Airway Facilities Sector's environmental support unit, was given the award during a recent military ceremony at the Audie Murphy Veterans' Hospital in San Antonio. In 1944, Mireles was a member of the 3rd Army, 42nd Division. He fought in the Battle of the Bulge and was captured in January 1945.

Airport Delays Down. Many of the nation's largest airports reported significant decreases in the number of delays for the first 11 months of 1988. The National Airspace System Analysis Branch's latest statistics show the continuing downward delay trend nationwide.

Here are the 11-month delay results per 1,000 operations for several airports: Los Angeles International, a drop of 21.7%; Atlanta Hartsfield International, down 21.4%; Boston's Logan International, a decrease of 19%; New York's Kennedy, down 15.2%; Philadelphia, a decrease of 10.9%; and Washington National Airport, down 10.3%. Chicago's O'Hare was the only one of FAA's 22 "pacing airports" that registered a significant increase - 29.9% - in delays over the past 11 months. Much of the rise is due to the FAA imposed cap of 85 landings an hour.

Security *continued from page 1*

747 bombing and crash on December 21.

The rule must be fully implemented at the nation's busiest airports by early 1991. A total of 270 U.S. airports covered by the rule will ultimately have to install a computer access system or other methods and procedures that provide an equivalent level of security.

Computer controlled access systems for employee identification are already in use at some airports and have proved to be highly effective and workable.

These electronic card systems - which are likely to be used at the nation's larger airports - can be programmed to keep a record of employees who try to enter unauthorized areas. They also can reject

continued on next page

O'Hare Transit *continued from page 1*

for the Arts officially presented the DOT, the Urban Mass Transportation Administration and the city of Chicago with a Presidential Award for Design Excellence - the government's highest design tribute.

The National Endowment had nothing but praise for the 7.6 mile O'Hare rapid transit extension.

"This superb facility shows how well the public can be served when skillful and imaginative design is joined with enlightened transportation planning. Its clear comprehensibility as a system and its skillfully handled stations encourage use," the panel of judges said.

"The terminal at O'Hare, with its undulating, luminous glass-block walls, is especially commendable for its lively and imaginative design. This room is an all-too-rare achievement: a subway station that is at the same time a worthy gateway to the great city of Chicago it serves."

Located under the airport parking lot, the O'Hare terminal also won a national design award from the American Institute of Architects. It's one of four stations on the line and features long people-movers, a grand train hall and its now-famous backlit serpentine walls.

Boat People *continued from page 1*

in yellow overalls shouted down in perfect English: 'Hey, you there, how come you speak good English?'

Nguyen recalls yelling back: "Oh, sir I went to school in the States in Oklahoma City. For God's sake, please help us. We just can't go any farther, all exhausted, no more water. Please help!"

"Oh, I'm from nearby Tulsa!" exclaimed the surprised American platform worker. "Now you just hold tight to this line."

Nguyen grabbed the rescue rope, held tight and remembers "closing my two eyes only to open them again when all of a sudden my feet rested steady on the hard metallic floor of the platform.

"I briefly explained the dangerous situation to my Good Samaritan, and he hurriedly ordered two baskets sent down."

The baskets plucked everyone from the boat - children first, then women and men.

Could things have been different without Nguyen's Oklahoma connection? He thinks so. "My going to school in Oklahoma City did me a good thing...all 73 of us would have gone to the bottom of the sea if I had said to the gentleman I went to school somewhere else..."

The former air traffic controller and the other refugees were given food, water, and baths. They soon boarded a larger boat and were sent to a refu-

gee camp on the hilly island of Pulau Bidong, off the coast of Malaysia.

Nguyen describes his life in the camp as "all right. We are well taken care of by the good-hearted government of Malaysia and the United Nations High Commission on Refugees."

Nguyen's next journey, he hopes, will end when he joins relatives in California.

Special thanks to Roland Herwig of the Aeronautical Center for this report.

Security *continued from page 2*

cards that have been reported lost or stolen or which have not been turned in by former airport and airline employees.

The rule, which becomes effective in February, will be phased in based on the volume of people who are checked by airport screening systems.

Phase 1 airports screen 25 million or more people annually or are specially designated for this category because of other considerations. Phase 2 airports screen more than two million annually; phase 3, check 500,000 to two million annually; and phase 4, less than 500,000.

Phase 1 airports will have to submit plans to comply with the new rule for FAA approval within six months of the effective date of the regulation. Implementation must be complete within 18 months of FAA approval.

Phase 2 airports will have six months to submit a plan for approval and 24 months after approval to implement it. Phase 3 and 4 airports will have longer compliance periods. They must submit plans within 12 months and implement them within 30 months after approval.

Earlier tightening of airport security included that of December 1987, when FAA ordered airport and airline employees - including pilots and flight attendants - who pass through public areas to undergo the same screening for weapons as airline passengers before boarding flights.

Headquarters

Intercom

January 17, 1989
No. 89-3

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

*Published weekly by the Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521*

Feedback

Official FAA song? There's no such thing, but some FAAers came up with a few recommendations recently when Al Mendez posed the question to historian Nick Komons.

Al, who put together the recent Excellence in Equal Employment Opportunity awards ceremony, asked if the agency had an official song. It doesn't, but these high-flying themes were suggested: "Airborne Symphony," "Star Dust," "Racing With the Moon," "The Blue Tail Fly," "Wild Blue Yonder," and "Come Josephine in My Flying Machine."

And then there are "Up, Up and Away (In My Beautiful Balloon)," "Flying Down to Rio," "Fly Me to the Moon," "Over the Rainbow," "Blue Skies (Smiling at Me)," "Theme from Star Wars," and anything from the old Jefferson Airplane or newer Jefferson Starship group.

Patting ourselves on the back. Won any interesting awards, tied the knot or added a member to your family lately? Your co-workers would like to know.

That's why *Intercom* is cranking up a new section for headquarters FAAers. We'll simply call it "People." But we need your help. Why not become your own "newshound"? Sorry, we can't use videotape like one of the cable networks.

Seriously, we're looking for unique items about the people who work in this building. We'll be glad to take the information over the phone, or you

can drop us a note. We're in room 908.

Items don't necessarily have to be work-related. You may be a top cornbread baker and have a prize to prove it. Or you may have heard, or seen, an offbeat aviation item -- like the one the editor of this publication ran across recently. Two side-by-side restrooms in a Philadelphia restaurant had these identical signs: "Just Like An Airplane."

Don't forget, send us your newsy items!

Healthbeat



Anti-smoking help. If quitting smoking is one of your New Year's resolutions, here's a chance to stick to it. 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 info? Call Sam Hart, x73406.

Flightplan

Financial planning workshop. The Employee Relations and Career Development Branch, AHR-140, is sponsoring a workshop on financial planning and investments on *Thursday, January 19*, from 10 to 11:30 a.m. in the auditorium.

This first in a series of AHR-140's 1989 Wellness Program Calendar features Karl Seiler from the Airway Facilities Engineering staff. He will discuss insurance, retirement, real estate, financial investments and common financial mistakes. All interested FAAers are encouraged to attend. Call Diane Ables, x73880, for more information.

Predicting aviation's future. The 14th Annual FAA Aviation Forecast Conference is scheduled for *Friday, March 3*, at the Mayflower Hotel in Washington. For info, call Lorraine Iritano, x73323.

\$\$\$ deadline. The Thrift Savings Plan open season ends on *Tuesday, 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 -- be sure to get the new ones -- and information, contact the Employee Relations and Career Development Branch, x78916. The effective date for new enrollments and changes will be no earlier than the first full pay period this month.

Spare an hour or two? FAAers can help fellow employees cope with personal and family emergencies 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.

Cheery Portals

Top Holiday Doors Picked At FAA

If you ambled through the doors of headquarters rooms 700W, 1021, and 800W during the recent holidays, you got a first-hand look at some real winners.

They took top honors in the DOT Employee Recreation Association's annual Christmas door decorating contest. And the winners are:

1st Prize

Room 700W

Office of Associate Administrator for NAS Development
Chief decorator: Pat Buckler

2nd Prize

Room 1021

Office of Executive Director for System Development
Chief decorator: Margaret Volk

3rd Prize

Room 800W

Office of Associate Administrator for Advanced Design
and Management Control
Chief decorators: Evelyn Chaney and Pennie Ronnie



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Fighting Fatigue

Inspections, New Rivets For Older 727s

It will cost airlines \$35.7 million to meet 727 regulations.



The agency has issued a proposed airworthiness directive requiring repetitive visual and "eddy current" - electronic - inspections of older Boeing 727 aircraft for fuselage cracks similar to those found previously on older Boeing 737s.

The directive is similar to those issued last October for 737s and is part of FAA's ongoing scrutiny of aging aircraft. It also proposes a major structural *continued on page 3*

Earlier 'Eddy' Checks For Aging DC-9s



DC-9 "eddy current" checks to begin at 45,000 landings.

Stricter inspection procedures to detect cracks in older McDonnell Douglas DC-9s will be required by FAA.

Previously announced airworthiness directives have been tightened. One directive, effective January 27, calls for repetitive external "eddy current" inspections of the fuselage skin and longerons in the area over the wings when a DC-9 has logged 45,000 landings. These checks must be repeated at intervals not to *continued on page 3*

Nineteen FAAers from across the country were honored recently with Administrator's Awards for Excellence in the Equal Employment Opportunity Program for superior achievements in 1988.

'People Who Make Things Happen'

19 FAAers Win Equal Employment Opportunity Awards

Administrator Alan McArtor, who presented the awards during a 12th annual ceremony at a packed headquarters auditorium January 10, praised these FAAers for their "true commitment."

"These are the folks who make things happen and have excelled in contributing actively to FAA's Equal Employment Opportunity goals. They have achieved outstanding results through

See page 2 for the award winners.

unusually effective leadership, skill, imagination, innovation and perseverance," McArtor said.

continued on page 2

1990 Funding Request

\$1 Billion In Added FAA Money 2,146 More Jobs At The Agency

FAA is asking Congress for an extra \$1 billion and 2,146 more jobs - including 695 new air traffic controller slots - in FY 1990 to keep skies safe and make major technical improvements in the National Airspace System.

The agency 1990 fiscal year monetary request was submitted to the Congress on January 9. It reflects a 15.7% increase over the amount okayed for the current 1989 fiscal year.

If approved, FAA's 1990 budget would increase to \$7.393 billion. That's up from the current \$6.389 billion - a boost of more than

continued on page 3

Administrator's Awards for Excellence in Equal Employment Opportunity

Nina D. Adams

Manager
Human Resource Operations Branch
Western-Pacific Region
"Outstanding managerial leadership in hiring and promoting minorities and women."

Rosalyn A. Asbury

Air Traffic Staff Specialist
Washington Headquarters
"Leadership and success in affirmative action recruitment, retention, and promotion."

James R. Clinton

Manager, National Enroute Field Support and Maintenance Branch
Technical Center
"Outstanding leadership in the recruitment, promotion, retention and recognition of women, minority and handicapped employees."

Larry L. Craig

Air Traffic Division Manager
Southwest Region
"Leadership in increasing promotions, recruitment, and employment of women and minorities in the Southwest Region Air Traffic Division."

Marilyn R. Dickey

Administrative Officer
Southwest Region
"Outstanding leadership in establishing a systematic recruiting program for minority and women air traffic controllers."

Johnnie Terry-Flemming

Manager, Management Systems Planning & Evaluation Branch
Central Region
"Leadership, personal commitment, and dedication in developing and promoting minority and women employees."

Luther C. McClellan

Supervisory Computer Systems Analyst
Technical Center
"Personal commitment and leadership in employment programs for minority students at the Technical Center."

Oliver Murdock

Airport Planner
Great Lakes Region
"Establishing productive outreach and recruitment to minority and community organizations in the Detroit area."

Gerald Shipman

Manager, Employment and Staffing Branch
Eastern Region
"Outstanding leadership and achievement in support of Equal Employment Opportunity policies and programs in the Eastern Region."

Samuel Strler

Manager, Logistics Division
New England Region
"Extensive support and success in affirmative action in FAA employment and procurement activities."

James D. Swanson

Air Traffic Control Specialist
Western-Pacific Region
"Outstanding service in the recruitment of women and minorities in the air traffic control profession in the Western-Pacific Region."

William Youngblood

Aviation Safety Inspector
Great Lakes Region
"Establishing aviation career opportunities at major air carriers for students of the Chicago Vocational High School."

Michael P. Goldfarb

Chief of Staff
Washington Headquarters
"Leadership and personal commitment to the recruitment and promotion of women and minorities."

Bobbye L. Gorden

Equal Employment Specialist
Mike Monroney Aeronautical Center
"Accomplishments in recruiting minority candidates for air traffic pre-test briefings."

Nancy L. Green

Program Analyst
Alaskan Region
"Outstanding leadership as chairperson of the Federal Women's Program in the Alaskan Region."

Edward T. Harris

Director
Technical Center
"Leadership and commitment on furthering the Equal Employment Opportunity Program at the Technical Center."

William R. Hendricks

Director of Accident Investigation
Washington Headquarters
"Outstanding success in recruitment and employment of women and minorities in the Office of Accident Investigation."

Dominic Johnson

Quality Assurance and Training Specialist
Eastern Region
"Dedication and success in recruiting minority students for careers in aviation."

Naite "Tina" R. Mallory

Consumer Hotline Manager
Washington Headquarters
"Success in taking on special and voluntary assignments in support of FAA's Equal Employment Opportunity Program."

Awards continued from page 1

The FAA Chorale added a rousing performance to the ceremony, and the U.S. Coast Guard Honor Guard presented the national, U.S.C.G., DOT and FAA "colors."

McArtor emphasized the agency's commitment to equal opportunity, outlined past progress and talked about goals for the future. Here are some of his comments:

- At FAA, women hold 12% of the positions in key occupational areas - an increase of 5.5% since 1983.
- More than 900 Department of Transportation women are in new or different careers as a result of

upward mobility, graduate cooperative education, air traffic controller cooperative education and pre-developmental programs.

• McArtor emphasized, "But substantial progress is still needed in the FAA's mainstream, technical operations. We have much work to do, and we'll do it better and faster if we work together. FAA is committed and dedicated to continue efforts to move forward in equal employment opportunity and civil rights."

• FAA's goal for the next fiscal year is to bring headquarters in line with the civilian labor force in female and minority representation in key technical job categories.

more on the next page

EEO Awards *continued from page 2*

- The Human Resource Management Division, AHR-100, which developed the recruitment plan, will meet with key managers whose organizations are accountable for moving toward the recruitment goals.

"I recognize the need for an aggressive affirmative action effort and have endorsed AHR's action as a step in the right direction," McArtor said. "I want our people to live affirmative action, not because we order them to do it, not because we pressure them to do it, but because it is, in fact, the right thing to do."

- Managers must exercise personal leadership in day-to-day activities to ensure that a positive, continuing program is maintained, identifying, cultivating and providing a climate that fosters and supports the career growth and development of women and minority employees.

- Managers must counsel all subordinates regarding their self-development responsibilities and make duty and training assignments available that will contribute to their career enhancement and attain the organization's EEO objectives.

1990 Budget *continued from page 1*

1.003 billion. The number of authorized full-time jobs would rise to 52,480.

The budget calls for a 14% increase in agency operations funds and a 41% rise to pay for new and improved facilities and equipment.

Here are some 1990 budget request highlights:

- \$ An increase of 870 air traffic program positions, including 695 more controllers. That would boost the controller workforce from a minimum of 16,800 at the end of fiscal 1989 to a minimum of 17,495 at the end of fiscal 1990.

- \$ An additional 80 logistics jobs. These positions are involved with acquisition, exchange, repair and parts replacement for NAS equipment.

- \$ Another 727 jobs for aviation standards and safety enforcement programs. This includes 300 more safety inspectors, 100 enforcement attorneys, 120 extra civil aviation security workers and support personnel.

- \$ An increase of 191 instructors, course development specialists, simulation specialists and support personnel for the agency's new training initiatives.

- \$ \$17 million for the special pay demonstration project - the proposal to give retention allowances of 20% to about 2,000 controllers, inspectors and technicians who work in hard-to-staff facilities.

- \$ \$571 million, a 41.2% increase, for facilities and equipment will help modernize and improve air traffic control and airway facilities systems. Funds are also requested for improvements to facilities and

equipment supporting operations at the Dallas/Ft. Worth, Los Angeles, and new Denver airports.

- \$ \$1.35 billion to pay for airport improvements grants, with emphasis on expanding capacity, safety and security.

- \$ \$165 million, a 3.1% rise, for research, engineering and development. That includes research into noise control, aircraft safety, aging aircraft, weapons and explosives detection, fire safety, human factors affecting controllers and flight crewmembers, along with technological advances in air traffic control automation.

- \$ A 1989 supplemental budget request in agency operations funds - \$40.7 million - is also being requested to meet unbudgeted costs such as health benefits, new drug and training programs and the pay demonstration project.

727s *continued from page 1*

change by removing from 3,300 to 4,150 countersunk rivets and replacing them with button-head rivets, depending on the model and age of the 727.

Generally, rivets would have to be replaced within four years.

The agency says 623 B-727s would be affected by the inspection and rivet replacement directives at a cost to the airlines of about \$35.7 million. Comment deadline is March 15.

The development of cracks has been traced to a cold bonding process, since discontinued, that was used in early models of both the 737 and 727. Cold bonding was used to bind sheets of fuselage skin together where they overlap to prevent lateral shifting. Over time, cold bonding material disintegrates and leads to small cracks in the edges of countersunk rivet holes that can join to make a larger crack.

DC-9s *continued from page 1*

exceed 5,800 landings.

Another change would require internal aided visual inspections of DC-9 overwing longerons when an aircraft reaches 45,000 landings and repeated inspections at least every 5,800 landings. Comment period closes February 2.

These inspections were previously scheduled to begin at 55,000 landings.

The DC-9 actions were prompted by the discovery of cracks on more than 20 aircraft during supplemental structural inspections. The airplanes had between 45,000 and 52,000 landings each.

The two proposed airworthiness directives affect 476 U.S.-registered DC-9s. The total cost of the initial eddy current check is estimated at \$913,920, and initial visual inspections would run \$304,640.

Best Year Ever

CFC Contributions Break FAA Record

During the recent Combined Federal Campaign that wrapped up last month, FAA turned in a stellar performance.

The agency's headquarters raised \$197,000 -- the highest contribution in its history.

With 70% of employees donating to the annual event, FAA has received the CFC's "Honor Award."

Accepting for headquarters at a January 17 ceremony was CFC co-chairman Monte Belger.

Flightplan

Stopping computer viruses. A special satellite broadcast is scheduled for *Wednesday, January 25*, from 11:30 a.m. to 4 p.m. focusing on computer viruses. The program will be shown in the third-floor auditorium and be broadcast simultaneously to 33 FAA locations throughout the country.

The program, *Computer Viruses: A Pending Epidemic*, includes information on how computer viruses start, how they infiltrate government and private networks, how to secure systems and networks against viruses and what to do if a virus penetrates an organization's defenses. There will be an opportunity for participants to talk directly with top experts, make comments, pose questions and discuss issues.

International photos wanted. The Office of International Aviation is looking for a few good photographs of FAAers on international duty working "hands on" with foreign aviation systems, equipment, and personnel.

The photos -- negatives would be better -- will be used at upcoming international air shows and in agency publications. Appropriate subjects include foreign aircraft certification programs, airway facilities assistance, foreign repair station checks, overseas airport inspections, etc. If you have an interesting international shot, contact David Hobbs, x78124.

Fun run pictures. Remember the CFC Halloween "Fun Run" last year? There's still time for runners to get a copy of their team photograph taken that day. Call Denise Holbert, x79372.

Anti-smoking help. If quitting smoking is one of your New Year's resolutions, here's a chance to stick to it. A four-day session on how to kick the habit will be *January 23, 25, 30 and February 1* from 11 a.m. to 12 noon in the FAA clinic, room 327. Need more info? Call Sam Hart, x73406.

Black pilots. The National Air and Space Museum hosts two lectures in February to commemorate

Black History Month. Both are scheduled for the Samuel P. Langley Theatre.

• On *Thursday, February 16*, at 7:30 p.m., Marine Corps Lt. Gen. Frank Petersen, Jr., will talk about his military successes. At the time he retired last June, Petersen was the highest ranking active duty aviator in the U.S. Armed Forces. In 1952, he became the first black person to be designated an aviator in the Marine Corps. He was also the first black officer to command a fighter squadron, fighter air group, air wing and major base. He is the only black to attain the rank of general in the corps.

• On *Tuesday, February 21*, at 7:30 p.m., David Harris will reflect on his career as a black airline pilot. In 1964, Harris became one of the first black pilots to be hired by a major scheduled airline, American. He now holds the prestigious title of captain and flies the new Boeing 767 on transatlantic routes.

But Harris' story is far from typical. Of the approximately 50,000 pilots presently employed by major airlines, fewer than 150 are black. Harris will give a first-person view of the opportunities and problems facing black commercial pilots today.

Feedback

New 'People' report. Won any interesting awards, tied the knot or added a member to your family lately? Your co-workers would like to know.

Now *Intercom* has a new section for you called "People," soon to appear on this back page. But we need your help.

Seriously, we're looking for unique items about the people who work in this building. We'll be glad to take the information over the phone, or you can drop us a note. We're in room 908.

Items don't necessarily have to be work-related. You may be a prize-winning flapjack flipper and have an award to prove it. Or you may have heard, or seen, an offbeat aviation item. Don't forget, send us your newsy items!

Headquarters

Intercom

January 24, 1989
No. 89-4

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



US Department
of Transportation
**Federal Aviation
Administration**

Headquarters Intercom

737 Update. An FAA required inspection of the engine fire warning system and vibration monitoring circuitry installed on Boeing 737-300 and Boeing 737-400 aircraft has turned up no evidence of miswiring. The action follows a recommendation issued by the British Air Accidents Investigations Branch, which is investigating the January 8 crash of a British Midland's Airways 737-400 at Kegworth, England.

Wrap Up

The airworthiness directive applied to 292 of the 737-300s and eight 737-400s operated by U.S. airlines. The airlines made the inspection within three days of the January 11 directive and found no problems.

February Aviation Firsts. On February 12, 1935, the U.S. Navy's rigid airship Macon crashed into the sea off the California coast, marking the end of the U.S.

continued on page 4

Agreement

FAA and NATCA See Eye to Eye

FAA and the National Air Traffic Controllers Association (NATCA) have done something that many people considered impossible or, at least, highly improbable just a few years ago. They have negotiated a tentative contract that produced smiles and congratulations on both sides of the bargaining table.

Moreover, they completed the job in three weeks of actual negotiations spread out over a period of two and one-half months.

The next step is to put the contract to a vote by the approximately 7,000 controllers who are NATCA members. Copies will be mailed in mid-February. If approved, the contract could go into effect in early April for a three-year period.

NATCA President Steve Bell said the contract was positive proof that FAA and the union can work

continued on page 2

Remembering Lockerbie

FAAers Recall 'Unbelievably Friendly' People, Well Organized Search Effort

For five FAA safety inspectors and security experts the two-week assignment in Lockerbie, Scotland, is indelibly etched in their minds.

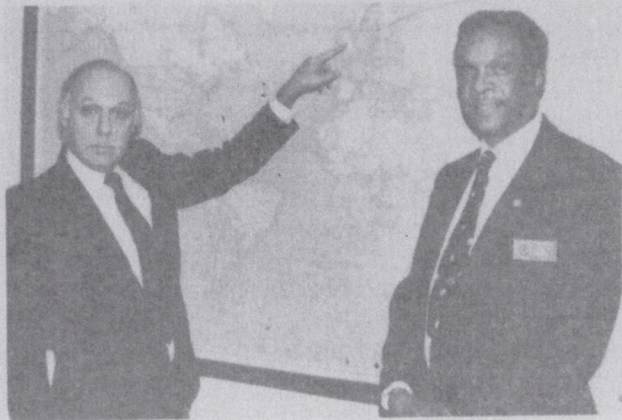
Despite the tragedy of the pre-Christmas Pan American flight 103 bombing, Lockerbie tempered its grief with friendliness toward the thousands of outsiders who crowded the town and efficiency in organizing an around-the-clock support network for investigators and search teams.

That's the way Walt Korsgaard remembers it. A bomb expert with the Office of Civil Aviation Security, he says townspeople were "unbelievably friendly."

It wasn't unusual for area residents to invite mud-drenched searchers into their homes for afternoon tea. It happened to Walt.

While scouring the soggy, heather-laden hills for

continued on page 2



Bob Mosca, left, and Bill Bumpus were part of FAA's investigating team at Lockerbie for two weeks.

Lockerbie

continued from page 1

debris, Walt and a contingent of searchers and dogs caught the eye of a farm family. A woman called them over to an old stone home ~ layers of mud on their boots and all. "It was a miserable, rainy day," Walt recalls, "but this young lady put on a couple pots of tea."

Soon the group was told they were sipping tea and munching cookies in a 300-year-old section of the farmstead. Walt, always interested in browsing around interesting homes, made a deal. If he took off his boots, could he take the tour of the rest of the home? No problem, although the woman "apologized for the living room" since "it was only 150 years old."

Bob Mosca, a safety inspector from the New York FSDO, had the same impression. "The people of Lockerbie were truly magnificent. They welcomed us and reached out to us, even though they had lost some of their own neighbors. Townspeople cooked and served food 24 hours a day for as many as 1,500 persons involved in the investigation."

Ditto for Bill Bumpus, another New York FSDO safety inspector. "Never before have I seen such goodwill by local citizens at the crash site. Usually local people appear offended. Farmers throughout the countryside pointed out bits of wreckage and helped any way they could."

FAA's team also included Don Elam, from the Office of Accident Investigation, and Cal Walbert, from the Office of Civil Aviation Security.

The outpouring took on gigantic proportions. Companies donated truckloads of food. Hundreds of women from the area's volunteer corps served hot meals around the clock. They took over the Lockerbie Acad-

emy, a well equipped technical school, giving the town's children an extended, but somber holiday vacation. The school's ovens and kitchens went full blast churning out enough meals to feed the investigators and searchers—everyone from local citizens and police to members of Britain's marines, army and air force and the five FAAers.

"They must have washed a million dishes a day," Korsgaard says, emphasizing the size of the undertaking. And in the morning chow line, it wasn't unusual to have 100 people in line ahead of you.

Then there were the sandwich lunches brought to the fields by other volunteers and the Salvation Army and the scores of vehicles, commandeered by every nearby municipality, to transport people around the crash site.

Honesty is apparently a common Lockerbie trait. Farmers dutifully collected luggage and other belongings - including sacks with bundles of money and checks, undamaged cameras and other valuable items - and turned them over to investigators and police.

The FAA team had high praise for the precision of the search effort. "They were very thorough. They picked the fields clean, picking up everything up to fragments the size of a half dollar," Korsgaard says.

He knows their nit-picking technique first hand. Walt, who wears a hearing aid in each ear, lost one in a rain-soaked field. He figured it was long gone and jokingly remarked to fellow investigators later that evening: "If you find a sheep hearing better in its right ear, let me know."

Three days later, Walt went back to the site to look. By then, small pieces of the plane had been packed in bags. After

dumping one of the bags, his tiny hearing aid fell out. Talk about being thorough? The device was almost impossible to spot since it was the same color as the weathered heather, and yet it was picked out of the brush.

NATCA

continued from page 1

together in a constructive manner. He added that "controllers are now closer than ever before to becoming full partners in increasing the efficiency and safety of the system...."

FAA's Deputy Director of Labor and Employee Relations, Ray Thoman, agreed that the pact marks a significant advance in participatory management. "It institutionalizes controllers' ability to provide input in the policy and program areas," he said.

The contract contains 77 articles covering such issues as union participation in facility advisory boards and the national Employee Assistance Plan, establishment of a national Equal Opportunity Committee and Occupational Safety and Health Committee, controller immunity, vacation scheduling, maternity leave, and part-time employment.

It also provides for the establishment of professional councils composed of FAA and NATCA representatives to investigate areas outside the purview of the collective bargaining agreement and make recommendations for possible changes.

The contract would be the first for controllers since the old Professional Air Traffic Controllers Organization was decertified in 1981 for calling an illegal strike against the government. NATCA was certified in June 1987 after winning a national election among controllers.

'Training is Safety'

Ambitious, Multi-Year Plan Officially Launched To Improve FAA Training

FAA Administrator Allan McArtor has officially approved an ambitious agency plan to make major improvements in its training programs over the next few years.

During a signing ceremony at FAA headquarters on January 11, McArtor gave the green light to a 58-page implementation plan, "Flight Plan for Training."

These new training initiatives were announced last August in what McArtor calls FAA's goal to become a "world class, premiere training outfit."

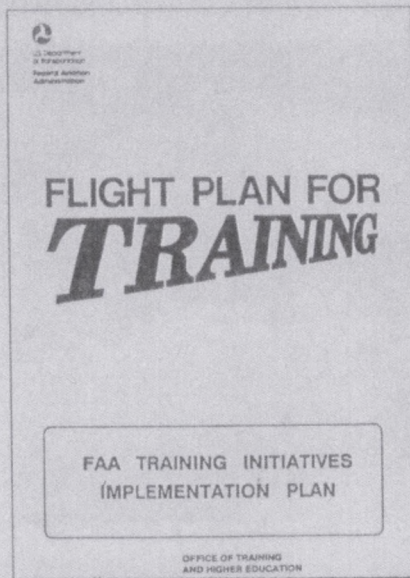
The eight-pronged plan aims to establish the agency as an "international model of excellence in aviation training" by the mid-1990s.

One goal has already been reached. The new Office of Training and Higher Education, under the directorship of Joseph Kisicki, went into operation last year. It is charged with leading training to "new levels of effectiveness and efficiency."

The other plan initiatives include:

- Recruitment. A professionally planned and staffed recruitment effort will be mounted to attract the best applicants. We also have developed a new streamlined process that will slash hiring time by 50% to 90%.

- Strengthening academic and industrial ties. The agency will forge a new partnership with the academic and industrial communities to support its new education and training model and ensure it reaches "cutting edge" capability. This will permit these institutions to offer pre-hire training and let the FAA focus on training after candidates are on board. Academic and industry



This booklet outlines FAA's training program into the mid-1990s.

liaisons will keep FAA abreast of the latest in advanced training technology.

- Air traffic control screening. Under the new education and training model, screening and training will be separated. Only those who can be trained will be hired. The new system will use the latest technology, reducing the length of the screening process from 42 to about 5 days.

- Improving on-the-job train-

ing. The process and courses for on-the-job training will be streamlined, standardized and highly focused with emphasis on quality not quantity. On-the-job training will be provided by cream-of-the-crop instructors who are selected and trained to be the best.

- Improving training courses. Training courses for all safety-related occupations will receive an A to Z overhaul. The redesign will be based on scientific analysis. Training will be delivered using state-of-the-art methods and equipment.

- Enhancing the FAA Academy. The FAA Academy will be the focal point for the upgraded training efforts. It will be infused with the talent, technology and facilities to place it at the leading edge of advanced training system design and delivery. Academy courses will be supported with the latest in training technology and existing equipment and facilities will be significantly upgraded.

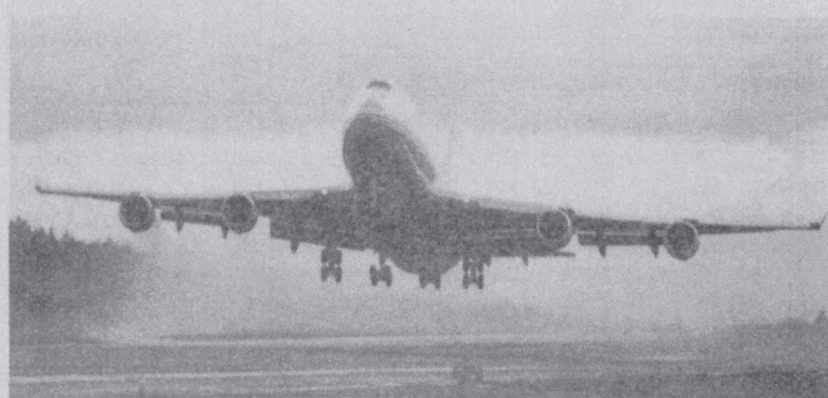
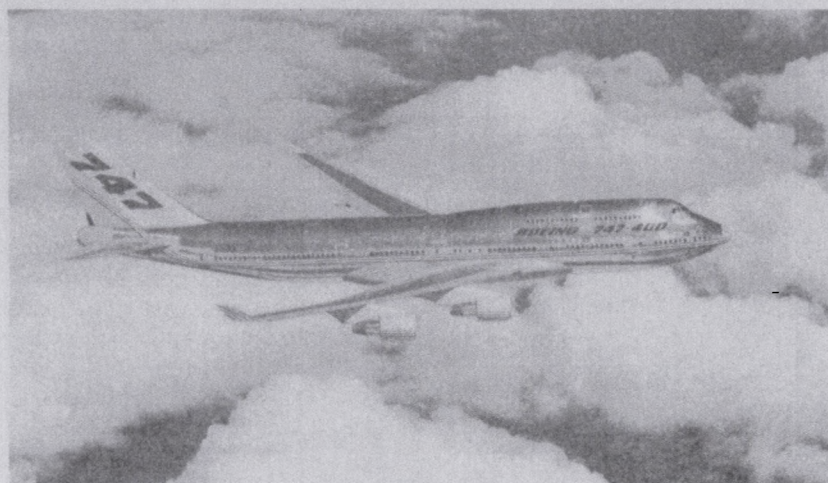
- Expanding the Center for Management Development. The mission, courses and capabilities of the Center for Management

continued on page 4



Looking on while Administrator McArtor signs the plan are (from the left) Associate Administrator for Human Resource Management Herb McLure; Executive Director for Policy, Plans and Resource Management Bob Whittington; and Aeronautical Center Director Mac McClure.

Photo by Dennis Hughes



'Go' for 747-400

The new Boeing 747-400, featuring "fly-by-wire" engines and a cockpit crew of two, received the "go" signal from FAA January 12.

The agency issued the aircraft a U.S. type certificate for use with Pratt & Whitney engines. The long-range jet, which seats about 420 passengers depending on the configuration, is expected to win FAA certification this spring for use with General Electric and Rolls-Royce engines.

The 400 model looks like the 747-300 with a stretched upper deck but has small fins at the end of the wings, called "winglets," to increase fuel efficiency; other differences include a digital flight deck and avionic system.

Boeing says the flight test program required 2,600 hours of intensive testing, half of that in the air.

Wrap Up

continued from page 1

interest in rigid airship development. On February 9, 1969, the Boeing 747, the world's first wide-body jet airliner, first flew.

Airborne Brochure. The General Aviation Manufacturers Association (GAMA) has published a "Learn To Fly" brochure designed to answer questions most often asked by potential pilots. Single copies are free. Individuals or groups interested in promoting aviation education may order as many as 50 copies free. There is a charge for larger quantities. Contact the GAMA Education Office, 1400 K Street,

NW, Suite 801, Washington, DC 20005, (202) 393-1500.

FOIA/Privacy Records Update. During the past few years, there has been confusion over which subject classification series to use for Freedom of Information Act (FOIA) and Privacy Act records. To resolve the confusion, new subject classification codes have been set up, effective December 23, to specifically identify and separate the program areas in question. They are:

Freedom of Information Act Program - 1270
Privacy Act Program - 1280

Questions? Call Rita Ann Westerfeld, AMS-410, (202) 267-9894.

Training

continued from page 3

Development will be expanded and enhanced.

Liaisons with others interested in management development will be established and the latest in management training technology will be employed.

CMD changes are aimed at making FAA managers better prepared and supported since the new training initiatives coupled with new National Airspace System technologies pose considerable management challenge.

Have an announcement? Send *Intercom* the information, call us, x78521, or stop by headquarters room 908.

Missing Neighbor

100-Year-Old Tree To Be Replaced

Tender care and an altered construction project failed to help a 100-year-old "grapeleaf linden" tree avoid Mother Nature's final wrath - a fierce winter wind that felled the "friend" of many FAAers.

Anyone who has been around headquarters for any length of time knows the tree. It dominated the new Enid A. Haupt Garden across the street and saw scores of changes in its surroundings over the past century.

No one was injured when the 80-foot tree fell at 3:15 p.m. on Wednesday, January 4, during a violent windstorm. It even spared the antique cast iron benches and chairs around it.

It was finally hauled away in mid-January. Smithsonian officials say it will be replaced with another large shade tree.

The linden tree had become something of a legend. It was planted by Smithsonian staff members in the late 1800s when the "front yard" of the museum complex was the site of several wooden buildings, a greenhouse and - prior to 1890 - a grazing area for buffalo.

From 1983 to 1986, the tree witnessed major construction on the three-level underground complex in the quadrangle bordered by the "castle."

For protection, the tree was enclosed by a fence to keep trucks and construction equipment from compacting the surrounding soil and disturbing its drainage.

A special sprinkler system was installed to keep construction dust and dirt from the leaves, steel cables were placed along the trunk to ease strain on the large branches and a lightning rod was placed on top. About \$9,000

was spent to save the linden.

Then there were changes in the underground museum design to accommodate the oldster. The floor plan was scaled back to allow space for the tree and its root system, and the building was not extended beneath the tree.

Linden trees have been used throughout the United States and Europe for shade and to line streets. They have long lives, sometimes lasting 100 years or more, and grow as tall as 120 feet. The tree was officially called *Tilia platyphyllos vitifolia*.



Here is a photograph of the linden tree just before it was recently hauled away. The FAA building is in the background.

Photo courtesy of The Smithsonian

1988: One of Aviation's Safest Years

Despite the December 21 bombing of Pan American flight 103 in Great Britain, the aviation safety record in 1988 was one of the best.

Here are a few statistics from the National Transportation Safety Board's (NTSB) year-end report.

→ U.S. airlines experienced three fatal accidents, the fourth lowest total in the 11 years since 1977. Of the 285 fatalities, 270 died in the Pan Am tragedy.

→ The fatal accident rate per 100,000 departures was the third lowest since 1977. The NTSB does not include acts of sabotage, like the Pan Am bombing, in computing accident rates.

→ Charter operators had only one non-fatal accident, their best showing since 1981 when they also recorded one non-fatal accident.

→ Commuter operators had two fatal accidents and 21 fatalities in 1988, bouncing back from a bad year in 1987 when they had 12 fatal accidents and 61 deaths.

→ The safety record of on-demand air taxis also improved for the fourth year in a row. The 28 fatal accidents were one less than in 1987, and 57 fatalities were seven under the previous year.

→ General aviation had the lowest number of total accidents - 2,322 - since the NTSB began keeping such statistics. The number of fatalities dipped to a record low of 782, down from 830 in 1987.

Feedback

Headquarters people. Earned an award, tied the knot or added a member to your family lately? Your co-workers would like to know.

That's why *Intercom* is starting a new "People" section, soon to appear on this back page. We're looking for unique items about headquarters FAAers.

Items don't necessarily have to be work-related. You may have been a prize-winning squash grower or have heard, or seen, an offbeat aviation item. Call us at x78521, or stop by room 908.

Fix It Office happenings. Statistics from the Fix It Office (xPRIDE) show that the hard work of a number of people has paid off. Of the 1,819 calls and requests for service because of problems with building temperature, lights, fixtures, cleaning, restrooms, elevators, and the like, 1,639 cases have been resolved.

House to share? In response to the recent relocation questionnaire, several headquarters FAAers have expressed interest in providing temporary housing for relocating employees. And some are looking for FAA roommates. This may be a nice service for those looking for temporary housing or new recruits who otherwise would be unable to start a career at headquarters due to the problems with affordable housing.

Want to be included on an FAA employee housing resource list? Contact Malcolm Carter in AHR-150, x73885, or Marcia Corey, x73886.

Healthbeat

Diabetes facts and screening. On *Wednesday, February 1*, Dr. Donald Watkin, manager of the FAA employee health clinic, will give the facts on diabetes from 12 noon to 1 p.m. in the third-floor auditorium.

On *February 7-10 and 21-24*, screening for diabetes will be held at the health clinic, room 327. There is no charge for the screening, but appointments must be made with Sam Hart, x73406.

Flightplan

Black History Month events. This year's national theme for the February month-long observance is "The Role of Afro-American Churches in Economic, Political and Social Development at Home and Abroad."

The kick off is *Wednesday, February 1*, with remarks from the Reverend Ernest Gibson, Washington Council of Churches, at 10 a.m. in room 2230, DOT Nassif Building.

In addition to a Black History Month exhibit in FAA's lobby, here are other events planned for the month:

- Dr. Lawrence Jones, Dean of Howard University's School of Divinity, is the guest speaker on *Wednesday, February 15*, at 10:30 a.m. in FAA's third-floor auditorium.

- A National Air and Space Museum lecture is scheduled for the Samuel P. Langley Theatre on *Thursday, February 16*, at 7:30 p.m. Marine Corps Lt. Gen. Frank Petersen, Jr., will talk about his military successes. At the time he retired last June, Petersen was the highest ranking active duty aviator in the U.S. Armed Forces. In 1952, he became the first black person to be designated an aviator in the Marine Corps. He was also the first black officer to command a fighter squadron, fighter air group, air wing and major base. He is the only black to attain the rank of general in the corps.

- On *Tuesday, February 21*, at 7:30 p.m., David Harris will conduct another lecture hosted by the National Air and Space Museum in the Samuel P. Langley Theatre. In 1964, Harris became one of the first black pilots to be hired by a major scheduled airline, American. He now holds the prestigious title of captain and flies the new Boeing 767 on transatlantic routes.

But Harris' story is far from typical. Of the approximately 50,000 pilots presently employed by major airlines, fewer than 150 are black. Harris will give a first-person view of the opportunities and problems facing black commercial pilots today.

Forecast conference. The 14th Annual FAA Aviation Forecast Conference is scheduled for *Friday, March 3*, at the Mayflower Hotel in Washington. For information, call Lorraine Iritano, x73323.

Spare an hour or two? FAAers can help fellow employees cope with personal and family emergencies 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.

Headquarters Intercom

January 31, 1989
No. 89-5

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



U.S. Department of Transportation
Federal Aviation Administration

Headquarters Intercom

Safety Upswing

Controller Errors, Near Midairs, Pilot Deviations Drop

Last year saw a significant boost in aviation safety as the FAA reported major drops in the numbers of near midair collisions, air traffic controller errors and pilot deviations.

The improving safety record is credited to increased educational measures, tougher enforcement and regulations and more sophisticated air-space equipment.

The totals for near midair collisions hit a four-year low. Controller errors were the lowest in five years. And the actual number of inflight collisions last year - 16 - was the



Controller errors decreased 13% from last year.

second best record since 1964. The 13 fatalities in these collisions was the lowest number in the past 24 years.

continued on page 2

International Honor. FAA's Award for Distinguished Service, one of the highest honors the agency bestows on individuals not employed by FAA, was recently presented to Horst Flentje, Director General of EUROCONTROL.

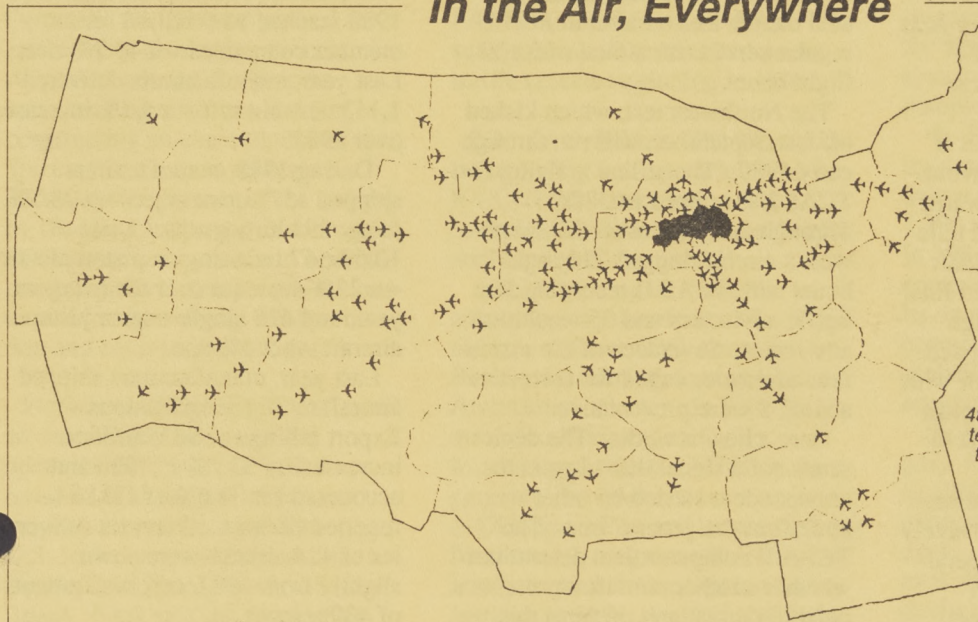
FAA's Lonnie D. Parrish, Acting Director Europe, Africa and the Middle

Wrap Up

East, lauded Flentje during a Brussels ceremony for his "substantial contributions to international aviation" and "significant and lasting contributions to air transportation systems safety..." He was credited with "devoted dynamic leadership" which led to fulfilling aviation safety and efficiency goals.

continued on page 3

In the Air, Everywhere



It's shortly before 1 p.m. on an average weekday, and Central Flow Control's computers zero in on Chicago's O'Hare Airport. This is what the Aircraft Situation Display recently showed. Nearly 200 air carriers are converging on the airport and leaving for other parts of the country. This snapshot, taken at 12:47 p.m., isolates only air traffic in and out of O'Hare. The boundary lines indicate areas controlled by the 20 "lower 48" enroute centers. The traffic pattern was displayed on monitors and then printed on paper for a permanent record. Tiny airplane images designate each aircraft. So many aircraft icons are needed to pinpoint traffic in the immediate O'Hare area that they form a solid mass.

Skinner Priority: Fighting Air Terrorism

Combatting airborne terrorism is a major priority of Samuel K. Skinner, the man President George Bush has tapped as the new DOT Secretary.

Skinner told a panel of senators during his confirmation hearing on Capitol Hill January 25 that the U.S. must meet "head-on the gruesome threat of international terrorism with all the resources we can muster."

The 50-year-old former board chairman of Chicago's regional transit authority and instrument-rated pilot echoed his continuing support of many ongoing FAA and DOT programs. Although he said the nation has "the safest transportation system in the world," he emphasized several points:

- Transportation workers must be tested for illegal drugs.
- There must be adequate staffing and effective management of the air traffic control system.
- Today's challenge is to see that both safety and service excellence are preserved in an era of airline deregulation.
- The issue of aging aircraft demands attention. "We have to gather the facts and deal with this issue in an expeditious and decisive manner, so the American people can have complete confidence in the safety of our aviation system," Skinner told senators.
- There is an immediate need for additional air traffic controllers to improve safety and on-time performance.

"And as a pilot, let me say air traffic controllers have one of the most difficult and high-pressure jobs in government." Skinner also added that ways of "providing flexibility and support for the men and women" within the air traffic system needed to be studied.

Collision Warnings

Safety Systems To Cost Airlines \$800 Million

Sophisticated anti-collision systems, estimated to cost airlines more than \$800 million into the next century, must be installed and operating in large aircraft in less than three years.

The hardware - called TCAS II for traffic alert and collision avoidance system - automatically warns pilots of potential conflict and tells them what to do to avoid a midair crash. The recently announced final FAA rule also applies to foreign carriers on flights in U.S. airspace.

Air carriers operating aircraft with more than 30 passenger seats must equip their fleets with TCAS II by December 30, 1991.

Since the early 1980s and before, TCAS II has been tested extensively on FAA and airline aircraft operating in revenue service. And during the past two years, three

airlines - Piedmont, United and Northwest - have used and evaluated the devices on aircraft in regular service for a total of 3,100 flight hours.

The Northwest test, which kicked off last September, will run through early 1989. The airline is flying two TCAS II-equipped MD80s. Through last November 28, Northwest's aircraft logged 726 flight hours with TCAS II recording 561 traffic advisories and 25 resolution advisories. Seventeen of the resolution advisories called for corrective action; 8 were preventative.

Here's how it works. The device sends out a signal that triggers the transponders carried by other aircraft in the general area. The TCAS II computer then determines whether another aircraft represents a potential threat and presents this

information on a cockpit display. If the threat intensifies and a collision appears likely, the system will provide the pilot with an appropriate vertical avoidance maneuver, such as "climb" or "descend."

TCAS II can only issue avoidance instructions if the other aircraft is equipped with a "Mode C," or the new "Mode S," transponder that provides information on altitude along with position data. In cases where both aircraft are equipped with TCAS II, the two units will coordinate with each other in providing avoidance maneuvers.

The rule will affect 3,364 existing U.S. commercial airplanes and an additional 3,100 aircraft that are expected to be added to airline fleets by the year 2003. The cost of equipping these aircraft with TCAS II into the next century is estimated at \$806.3 million in 1987 dollars.

General Aviation

Sales Pull Out of Nosedive

For the first time since 1978, U.S. general aviation aircraft manufacturers reported increases in sales of airplanes delivered over the previous year.

According to a survey by the General Aviation Manufacturers Association (GAMA), billings in 1988 reached \$1.9 billion for its member companies - a 40.7% rise. Last year, manufacturers delivered 1,143 new aircraft - a 5.3% increase over 1987.

During 1988, manufacturers shipped 157 business jets - a 28.7% jump; 291 turboprops - a rise of 10.6%; 67 twin-engine piston planes - a 23% decrease over the previous year; and 628 single-engine piston aircraft - a 2.4% rise.

Last year, manufacturers shipped aircraft to 30 foreign nations. Export billings of \$625 million increased by 33.2% in 1988 and accounted for 32.6% of GAMA-reported billings. Overseas deliveries of 424 aircraft were down slightly from 1987 export shipments of 439 aircraft.

Wrap Up

continued from page 1

Flentje, who recently retired, has an aviation career spanning 32 years. Members of EUROCONTROL, the European Organisation for the Safety of Air Navigation, include Belgium, West Germany, France, Luxembourg, The Netherlands, United Kingdom, Ireland, Portugal and Greece.



Horst Flentje, left, who recently retired as EUROCONTROL's director general, accepts FAA medal from Lonnie Parrish.

Outstanding Service. The DOT recently announced its biennial Awards for Outstanding Public Service to Transportation and Historic Preservation. Winning the aviation honor is Paul Poberezny, founder and president of the Experimental Aircraft Association, Oshkosh, WI. He was praised for establishing Oshkosh's Pioneer Airport as a home for historic barnstorming airplanes and for constructing an exact replica of the *Spirit of St. Louis* to recreate the 50th anniversary tour of the country by Charles Lindbergh. Nationwide, 16 winners were chosen in several categories for "exemplary solutions to problems involving transportation and historic preservation."

Violations Cited. FAA has issued an order of revocation of the operating certificate of U.S. Jet, based at Washington National Airport, for numerous violations. U.S. Jet has appealed the action to the National Transportation Safety Board. FAA said the carrier has

failed to exercise proper care, judgment and responsibility. U.S. Jet was charged with a long list of violations including operating a Lear 35 in a "careless and reckless manner." FAA said that on a flight from National to Ocean City, MD, the pilot intentionally took off with the aircraft overweight for landing purposes, jettisoned fuel prior to landing and falsified the load manifest and records to indicate a different weight. Other violations cited were falsifying company records, operating aircraft in a non-airworthy condition and not following crew rest period regulations.

AAS Update. IBM's Systems Integration Division/Federal Systems has awarded an \$18 million-plus subcontract to develop a key component of the Advanced Automation System (AAS). The subcontract, awarded to Formation, Inc., Mt. Laurel, NJ, calls for the design, development, and manufacturing of the Peripheral Adapter Module Replacement Item (PAMRI). It deals directly with the problem of linking various devices, including input from radars and flight plan communications, and converting them to a format compatible with IBM's computers. A total of 25 PAMRIs, the first major AAS subsystem, will be installed in air traffic centers beginning in 1990.

25th Anniversary. The Transportation Safety Institute celebrated the FAA/NTSB Aircraft Accident Investigation Training School's 25th anniversary on January 25.

In its beginning in 1963, the school was a joint effort of FAA and the now defunct Civil Aeronautics Board with training conducted at the Aeronautical Center. In 1966 it moved to Washington Dulles International with the NTSB as its partner. The FAA school remained in Oklahoma City and became the first training program offered by the newly formed Transportation Safety Institute in 1971. In 1985, NTSB's

Aircraft Accident Investigation School was moved to TSI, which currently hosts training programs representing all transportation modes for 16 different agencies.

TPX-42 Replacement. Three more Automated Radar Terminal System (ARTS) IIA systems have been commissioned replacing TPX-42s. Joining the first site at Erie, PA, are Midland, TX, Peoria, IL, and Lexington, KY.

Crossed Wires. FAA has ordered airlines to check and correct possible faulty wiring in Boeing 757 and 767 aircraft after several 757s were found to have crossed wiring in the cargo compartment fire protection system. Crossed wires could cause flightcrews to discharge fire-suppressing chemicals into the wrong cargo area and lead to severe aircraft damage.

Errors Down

continued from page 1

Here are some highlights:

➔ The 706 near midair collision reports last year were 33% below the 1,058 received in 1987 and the lowest total since 1984. Last year's figures represent the first downturn in near midair collision figures since the agency upgraded its reporting system in 1985 to ensure more complete data collection.

➔ The 1,047 operational errors by controllers in 1988 were 13% below the previous year's figure of 1,200 and the lowest since 1983. In 1984, FAA began installing a computer software program in all of its domestic air route traffic control centers that automatically recorded violations of aircraft separation standards.

➔ In the pilot deviations category, FAA recorded 2,817 incidents in 1988. Although that number is expected to increase slightly because of reporting delays, the final total should be well below 1987's deviations of 3,650.

Feedback

Coming soon. *Intercom's* new "People" section appears soon on this back page. We're looking for unique items about headquarters FAAers.

Items don't necessarily have to be work-related. Call us at x78521, or stop by room 908 with your item.

Flightplan

Fitness sign up. During the week of *February 6*, FAAers interested in joining the FAA Exercise Facility Club or renewing memberships can sign up from 11 a.m. to 1 p.m. at the facility on the first floor. If you miss the sign up, call Kent Meier, x79914, or Theresa Greco, x73447. Dues are \$30 a year for FAAers, \$45 for all others.

Relocation workshop. A two-day workshop for FAAers involved in preparing permanent change of station (PCS) paperwork — travel orders and other relocation documents — and administrative personnel who coordinate PCSs is scheduled for *Tuesday, March 7*, and *Wednesday, March 8*, in the third-floor auditorium from 8:30 a.m. to noon each day.

Please sign up for the workshop by *Monday, February 13*, by submitting FAA Form 3000-13 to Marcia Corey, AHR-150.

The workshop will give a review of the total PCS process, focus on common problems, and give tips from professional relocation counselors.

Black History Month. Dr. Lawrence Jones, Dean of Howard University's School of Divinity, is the guest speaker on *Wednesday, February 15*, at 10:30 a.m. in FAA's third-floor auditorium. His topic focuses on this year's Black History Month theme: "The Role of Afro-American Churches in Economic, Political and Social Development at Home and Abroad."

Black general. A National Air and Space Museum lecture is scheduled for the Samuel P. Langley Theatre on *Thursday, February 16*, at 7:30 p.m. Marine Corps Lt. Gen. Frank Petersen, Jr., will talk about his military successes. He is the only black to attain the rank of general in the corps.

Black airline pioneer. On *Tuesday, February 21*, at 7:30 p.m., David Harris will conduct another lecture hosted by the National Air and Space Museum in the Samuel P. Langley Theatre. In 1964, Harris became one of the first black pilots to be hired by a major scheduled airline, American. He now holds the prestigious title of captain and flies the new Boeing 767 on transatlantic routes.

Winter ground school. FAA's Flying Club holds registration and the first class for its winter ground school on *Tuesday, February 21*, in FAA headquarters rooms 5A&B starting at 6:30 p.m.

The cost is \$100, which includes tuition, books and supplies. Classes are scheduled for Tuesdays and Thursdays from 6:30 to 9:30 p.m., also in rooms 5A&B. Classes end on April 11 with the private pilot examination.

Students will also be invited to go on a field trip to Washington Executive Airport for airplane rides. The ground school is open to

everyone. For more information, contact H. Shahidi, 646-5544.

Extra time? FAAers can help fellow employees cope with personal and family emergencies 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,

Healthbeat

Diabetes alert. On *February 7-10 and 21-24*, screening for diabetes will be held at the FAA health clinic, room 327. There is no charge, but appointments must be made with Sam Hart, x73406.

Bloodmobile. The next Red Cross blood drive is set for *Wednesday, February 15*, from 9:30 a.m. to 2:30 p.m., in conference rooms 5 AB&C.

Self examination. A lecture on general breast health and breast self-examination is scheduled for *Thursday, February 16*, from 12 noon to 1 p.m. in the third-floor auditorium.

More on diabetes. A doctor of podiatric medicine, Dr. Barry Saffran, will talk about diabetes and the foot on *Friday, February 17*, from 12 noon to 1 p.m. in the third-floor auditorium.

Wellness tips. It's been said a million times or more, but exercise is good for physical and mental health. Here are a few health facts from the Employee Counseling Service Program:

- Exercise releases neurotransmitters that make people feel good.
- Exercise burns calories while you do it.
- Your body burns more calories than usual for hours after you work out.
- Exercise suppresses your appetite.
- Activity builds and preserves muscle while burning fat.
- Exercise fights obesity, high blood pressure, PMS, depression and stress.

Headquarters Intercom

February 7, 1989
No. 89-6

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

McArtor Farewell. A farewell tribute to outgoing FAA Administrator Allan McArtor is scheduled for Wednesday, March 8, at Fort Myer in Arlington. The special event in Patton Hall features a reception at 6 p.m., followed by dinner at 7 p.m.

Wrap Up

It's open to all FAAers, but seating is limited. Cost is \$35 a person. Contact Rochelle Claypoole, x73111.

Scotland Revisited. Two FAAers recently returned from their second *continued on page 2*

Top Calculators

1988's Best Budgeters

Western-Pacific Region's Budget and Systems staff are sharp calculators. To prove it, they were selected as FAA's fiscal 1988 Budget Office of the Year. FAA budget chief Nick Stoer presented the region with the top honor on January 31.

Western-Pacific's budget office was lauded for its overall program accomplishments including 100% obligation of fiscal 1988 available operation appropriations funds and the development of fiscal enhancements to avoid program deficiencies.

The regional budget staff was also commended for its "continued excellent communications" between individual staff members and the various program offices within the Western-Pacific Region.

Security Report

Weapons Screening At Airports Nets 679 Arrests

Some 679 people were arrested for trying to slip weapons and explosives through airport security checkpoints in the United States in the first six months of last year, according to an FAA report.

The agency compiles security statistics twice a year for Congress on the effectiveness of the civil aviation security program.

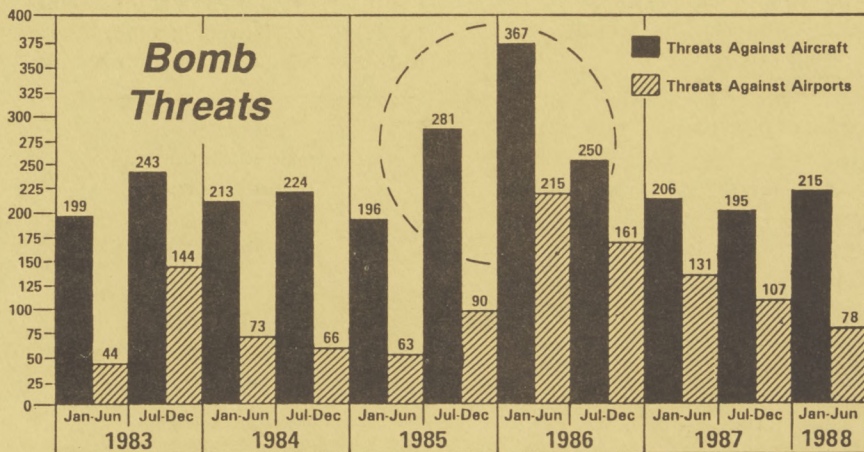
The most recent survey covers January 1 through June 30, 1988. During that

time, more than 531 million people were processed through passenger checkpoints at 409 airports in the United States, detecting 1,291 firearms and eight bombs and leading to the arrest of 679 people.

Since mandatory security screening *see page 2*



A K-9 explosives detection team in action.



This chart shows the number of bomb threats reported against U.S. air carriers and U.S. airports from January 1983 through June 1988. The broken circle area shows a period - June 1, 1985 through April 30, 1986 - when there was a surge in threats. An analysis of this statistical "spike" suggests it may be partly attributed to extensive publicity given aviation incidents involving explosives.

Security

continued from page 1

went into effect in 1973, more than 9 billion people have been screened, and more than 9.9 billion carry-on items have been inspected. Some 40,200 firearms have been detected, with nearly 19,000 related arrests since 1973.

Other highlights from the six-month period:

➤ There were 293 bomb threats against U.S. carriers and U.S. airports with the majority – 215 – against aircraft. See page 1 chart.

➤ Thirty-two local law enforcement organizations participated in FAA's K-9 explosives detection team program during the reporting period. The program continues to be a major defense against the threat of explosives and improvised explosive devices.

➤ Worldwide, 8 scheduled air carriers were hijacked. None involved were U.S. airlines.

➤ A total of 2,453 cases of alleged security violations by air carriers, airports and individuals were investigated and completed. In 516 of the investigations, civil penalties totaled \$333,493.

➤ Ninety-five assessments of the effectiveness of security measures at foreign airports were completed.

➤ Federal air marshal teams flew 4.25 million nautical miles in sensitive areas of the world.

Wrap Up

continued from page 1

trip to Lockerbie, Scotland.

At the request of the British government, Don Elam, FAA's chief accident investigator, and Walt Korsgaard, an FAA explosives expert, made another trip across the Atlantic to help in the ongoing investigation of the pre-Christmas bombing of Pan Am flight 103.

Elam, who headed up the five-person team that spent two weeks in the small Scottish town earlier, is no stranger to tough, catastrophic investigations.

He has 43 major worldwide accident investigations under his belt. He was the FAA investigator in charge when an Air-India 747 plunged into the Irish Sea in June 1985. The crash, blamed on sabotage and a chemical explosion, destroyed the Montreal to London flight in midair. All 329 passengers and crew were killed.

Elam has also been the agency's top investigator delving into the August 1985 crash of a Japan Airlines 747. An aft pressure bulkhead failure was blamed for the disaster in which the aircraft slammed into mountains on a domestic flight from Tokyo to Osaka, killing 520.

More recently and closer to home, Elam was FAA's chief on-site investigator of a Delta Air Lines 727 that crashed on takeoff from Dallas/Fort Worth International Airport August 30, 1988, killing 14.

Black History Month. February is Black History Month, a time for FAAers and all Americans to focus on gaining mutual respect for each other by better understanding the history and culture of others. Six decades ago, the "Black History" remembrance was a one-week celebration centered around the birthdays of Frederick Douglass, February 14, and Abraham Lincoln, February 12. Now it is a month-long observance that recognizes the

achievements of blacks in and out of government.

Nationwide Drop. Delays in the nation's airspace in 1988 dropped 5.1% from the previous year to their lowest level since 1985. Last year there were 337,661 delays nationwide, down from 355,718 in 1987 and far better than the 417,644 recorded in 1986.

Weather remains the biggest culprit accounting for 65.2% of all delays in 1988. Airport terminal volume caused 14.1% of the delays, enroute center volume accounted for 13.1%, and closed runways and taxiways, 4.6%. Delays caused by National Airspace System equipment interruptions continued their downward spiral. Machinery outages accounted for only 1.9% of 1988's delays. In each of the last three months of the year, equipment interruptions caused less than 1% of all delays.

Airport Delays Down. The overall performance of FAA's 22 pacing airports showed major improvements last year. Los Angeles International posted the biggest drop in delays per 1,000 operations – down 21.9% – followed closely by Atlanta Hartsfield International – a decrease of 21.8%. Delays were down 19.8% at Boston's Logan International; 13.9% lower at New York's JFK; 10.9% fewer at Philadelphia International; down 10.1% at Washington National; 9.4% lower at San Francisco International; and 9% less at New York's LaGuardia. Chicago's O'Hare posted a 31.7% increase in delays, mainly attributed to the aircraft operations limit imposed by FAA last year and severe year-end weather.

O'Hare Busiest. Chicago's O'Hare International was the nation's busiest airport in 1988 posting 806,278 takeoffs and

more on page 4

Headquarters Intercom

February 14, 1989
No. 89-7

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Coming Full Circle

McArtor: Better Pilot Performance Will Pay Aviation Safety Dividends

In one of his last major speeches as FAA Administrator, Allan McArtor hit on a theme he brought to the forefront when he took the reigns of the agency in the summer of 1987 - better pilot training and performance.

McArtor, who spoke last month at an Air Force Academy aerospace education symposium, zeroed in on pilot performance and outlined proposed changes.

"The FAA is laying the foundation for a series of far-reaching improvements in the way we train pilots initially and in the way we keep them proficient throughout their flying careers," he said.

One of McArtor's first actions as Administrator was to call a special meeting of airline pilots to talk about pilot training and performance. He then ordered a top-to-bottom review of pilot training, certification and requirements calling it "the first major revision in pilot regulations since the dawn of the jet age."

The review, he said at his old alma mater, was necessary because pilot training and testing have "lagged far behind the advance in technology."

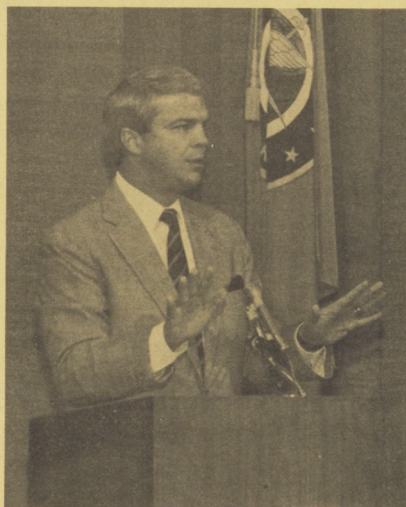
McArtor, a pilot himself, was a member of the Air Force's precision flying team, the "Thunderbirds."

Here are some highlights of his Air Force Academy speech:

- We're still training pilots the way we did back when the DC-3 ruled the airways - concentrating on stick, rudder, and throttle; still using highly inflexible test and check rides; still requiring a set number of hours and virtually the same set of 50-year-old fixed maneuvers.

- Compared to today's planes and equipment, the pilot is engineered less, designed less, tested and checked less and is far less reliable and predictable.

- If we could ever design, build



McArtor: 'Increase professionalism.'

and test pilots the way we do our avionics, we could come close to eliminating human error.

- We can't build better people the

way we build planes. But we can improve their performance, train them better, check them better and hold them to higher standards of excellence.

- We should focus on how to increase the level of professionalism, instill discipline, improve crew coordination, get rid of bad judgment and practice better cockpit resource management.

- We're going to bring our pilot training and currency rules in line with modern demands. We've started with the most thorough analysis of the job of flying that has ever been done by putting each phase of flying under a microscope - preflight, take off, cruise, approach, landing and all the rest.

- The whole pilot regulatory review process will have several

continued on page 4

Crossed Circuits?

Engine, Fire Warning System Wiring Inspections Ordered By FAA In Comprehensive Boeing Directive

FAA has ordered airlines to inspect all Boeing 737, 747, 757, and 767 aircraft built since the end of 1980 for possible cross wiring of engine and cargo compartment fire warning and extinguishing systems.

Approximately 741 aircraft owned by U.S. carriers are affected by the airworthiness directive. Inspections are expected to cost about \$222,000 and must be completed by the end of February. All wiring problems must be reported to the agency.

These precautionary measures follow the discovery of wiring problems in some airplanes and replace earlier emergency directives.

The recently discovered problems were cross wiring of a 757 that would result in an overheat indication for the wrong engine, cross wiring on another 757 that would cause the fire extinguisher for the

wrong engine to activate, an incomplete circuit in another 757 that would prevent the fire extinguisher from activating, and cross wiring on a 737 that would cause the fire extinguisher for the wrong engine to activate.

This comprehensive order requires functional testing of the engine and cargo compartment fire detection, warning, and extinguishing systems, both electrical and plumbing, to insure that cross wiring or plumbing defects do not exist.

The directive applies to all airplanes delivered since December 31, 1980. All cross wiring and plumbing defects that have been discovered were found on airplanes delivered after that date.

Meanwhile, Boeing Airplane Company is studying the design,

continued on page 4

Wrap Up

continued from page 2

landings. Atlanta Hartsfield was second with 775,998 operations; Dallas/Fort Worth, third, 678,247; Los Angeles International, fourth, 616,858; and Denver's Stapleton, fifth, 501,991.

Missing Person. A mammoth reservoir of will power helped make a 141-pound "person" disappear from the airport tower in Portland, OR. At least that's the way area supervisor Robert McClary feels about his accomplishment last year. Back in March 1988, Bob decided to shed some unwanted pounds. With the help of a diet plan and motivation, he reached his goal late last year -- a 141-pound loss.

Engine Mount Checks. FAA has ordered more frequent inspections of engine mounts of older 737 aircraft. The new requirement calls for ultrasonic inspection for cracks in the engine mount every 300 landings and requires a torque check to insure proper installation of the cone bolt nut. These inspections were previously required every 600 landings.

Folder Delay. Spiffy, new color-coded folders to help arrange mail, correspondence and other information for managers won't be available until the end of April. *Intercom* previously reported (January 3 issue) that the red, blue and green folders could be ordered through regular supply channels this month. A glitch in the manufacturing process has pushed delivery into April.

Interested In Relocating? Three relocation videotapes are available for employee viewing. The first, "A House, Not A Home," is an overview of the home equity appraisal program. It is recommended viewing for FAAers who may be using the relocation program for

guaranteed home purchase, as well as for others who are having a house appraised.

The other two videos are orientation films produced by the Southern Region on living and working in the Virgin Islands and San Juan, Puerto Rico.

All films are approximately 30 minutes long. For individual or group viewing, contact Malcolm Carter, AHR-150, x73885, or Marcia Corey, x73886.

Anyone Out There? A new planetarium show at the National Air and Space Museum, "Calling All Stars," attempts to answer that question. The multi-media presentation, which begins Friday, March 10, in the Albert Einstein Planetarium, takes viewers on a journey through the universe to search for life on other worlds. It will be shown every 40 minutes, seven days a week, starting at 10:50 a.m., except on Tuesdays and Thursdays when the first show will be 12:50 p.m. Admission is \$2.25 for adults; \$1.25 for children, students and senior citizens.

Extra Time To Share? FAAers can help fellow employees cope with personal and family emergencies 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.

McArtor

continued from page 3

phases. The first, focusing on "immediate action items," has just been completed with specific rule changes to be proposed in the next two or three months.

- Some of these recommendations may include giving student pilots more ground training in spins and spin recovery and more flight training in stall awareness and prevention; strengthening regulations concerning spin training for flight instructors; and requiring

biennial flight review in each category and class of aircraft in which an individual wants to fly as pilot in command.

- Another phase of the regulatory review -- involving an in-depth analysis of the whole job of flying -- won't be finished for another year.

- General aviation is a "national asset." With the decline in the number of military pilots leaving the Armed Services, it has become our primary training ground for the men and women who will fly the airliners of the future.

- We need to know more about what is the right number of hours for initial pilot training -- 200 to 250 hours may not be enough, even if it is high quality time.

- We're taking a long look at the arbitrary requirements left over from the days when planes carried 28 passengers and cruised at 180 miles an hour. This may not be what we need with 500-passenger planes flying 500 miles an hour.

- We're sponsoring cooperative efforts with the aviation industry, especially the industry-government task force that studied airline flightcrew performance in three critical areas -- crew training, the way people interact with automated flight systems, and the operating environment on the flight deck.

- FAA's recommended cockpit resource management training CRM for short -- has already produced a significant improvement in performance, and the task force recommended that we now require CRM training for all airline pilots.

Wires

continued from page 3

production procedures, and functional testing of the affected systems to see if design or production changes are needed. Any such changes could be the subject of future regulatory action.

Have an announcement? Send *Intercom* the information, or call us, x78521.

Healthbeat

Screening update. Women who recently signed up for the mammogram screening program will soon be contacted by the FAA clinic to set up March appointments. Screening will be performed in a mobile clinic outside the building.

Diabetes facts. A doctor of podiatric medicine, Dr. Barry Saffran, will talk about diabetes and the foot on *Friday, February 17*, from 12 noon to 1 p.m. in the third-floor auditorium.

More on diabetes. From *February 21 to 24*, screening for diabetes will be held at the FAA health clinic, room 327. There is no charge. Please make appointments with Sam Hart, x73406.

Flightplan

On the move. Headquarters new kid on the block, the recently formed Office of Training and Higher Education (AHT), is on the move. Not only is it revamping FAA's training, it has a new "temporary" home. The office, which started out in room 522, moved February 6 to the Nassif Building, Northwest Plaza, room PL-300. The office is expected to be in the DOT headquarters building for about two years.

Speechmasters. FAA headquarters Speechmasters Toastmasters Club No. 2996 has new club officers: Jim Barrett, president; Pat Reed, educational vice president; Bill O'Brien, administrative vice president; Thelma Bagley, secretary; Ray Kelly, treasurer; and Eleanor Rafferty, sergeant-at-arms.

The group's next meeting is *Tuesday, February 21*, at noon in room 5A. Curious about Toastmasters? Bill O'Brien, x73804, can give you information.

Winter ground school. FAA's Flying Club holds registration and the first class for its winter ground school on *Tuesday, February 21*, in

FAA headquarters rooms 5A&B starting at 6:30 p.m.

The cost is \$100, which includes tuition, books and supplies. Classes are scheduled for *Tuesdays and Thursdays* from 6:30 to 9:30 p.m., also in rooms 5A&B. Classes end on April 11 with the private pilot examination.

Students will also be invited to go on a field trip to Washington Executive Airport for airplane rides. The ground school is open to everyone. For more information, contact H. Shahidi, 646-5544.

People continued from back page

become somewhat of a professional imposter. In the space of two months he's masqueraded as Santa Claus and Elvis Presley -- guitar included -- during FAA's annual holiday show.

Then he turned up as George Washington in proper silk stockings and powdered wig. Hanks, with the Public Affairs Office, portrayed the first President during a January inaugural children's festival, "From George to George," in honor of President George Bush. Hanks was in good company on the Constitution Hall stage. Others portrayed Abraham Lincoln, Teddy Roosevelt and Thomas Jefferson.

Some celebrities at the event played themselves -- Big Bird and Maria from "Sesame Street," the First Lady, Marilyn Quayle and former ambassador and child star Shirley Temple Black.

New arrival. Gerrie Cappello, Human Resource Management Division, AHR-100, is the proud mother of a new son. John Joseph arrived at 12:27 p.m. on Thursday, January 19, weighing in at 7 pounds, 2.5 ounces.

Men in the 'House'. Ken Byram tried his hand at "house" work for nine months and liked it. He didn't do cleaning and washing chores or scuttle his FAA job to become a homebody. Ken was on a Capitol Hill assignment working for the U.S. House of Representatives Science, Space and Technology Committee.

He was in the thick of legislative things when Congress debated and passed the Aviation Safety Act of 1988, which requires specific aviation research and development spending each year.

"It was a fascinating assignment," Ken says, who is now back at 800 Independence Avenue, SW, as a technical assistant to the Executive Director for System Development.

While up the street, he worked closely with both the Democratic and Republican leaders of the committee and the Subcommittee on Transportation, Aviation and Materials.

"Although improving, there's considerable misunderstanding of FAA on the Hill. From that vantage point, I can see instances when FAA misreads the Congress," Ken says of his experience. "I hope my time there promoted a better relationship. There's really no difference in the overall objective."

Ken finished his stint at the end of the 100th Congress. Now FAA has a new man in the House. Steve Alvania, of the Advanced System Design Service, is trying his hand at "house" work, too.

Legendary plane ride. When two headquarters FAAers hopped into a Cessna and took a half-hour tour around Tuskegee, it was a lot more than a joy ride. It was a trip back into history for *Jo Officer* and *Spann Watson*.

The duo spent two days in the Alabama town in November with an aviation legend - Charles Alfred "Chief" Anderson. Anderson, 82, piloted the plane as he explained the history of Tuskegee, pointed out landmarks and talked about the impact of Tuskegee Institute's aviation program.

The "Chief" tore down numerous race barriers throughout his career helping to lead the way for black aviators. Beginning as a flying instructor at Washington's Howard University, he was tapped in 1940 as the chief civilian flight instructor for advanced training at Tuskegee.

The visit was a thrill for all three. Spann, an air traffic specialist, is a close friend of Anderson and was one of his students.

To help celebrate Black History Month, Jo, a personnel management specialist, and Spann chronicle the life and times of Anderson beginning with his childhood in Virginia's Blue Ridge and his dream of flying. Read about his legacy of inspiration to hundreds of black aviators - then and now - in the February issue of *FAA World*.

True spirit. Coworkers in the *Flight Standards Service* haven't sent each other Christmas and holiday greeting cards for years. No, they don't have Scrooge reputations. Instead of spending money on greetings, they annually pitch in cash for worthy causes. Their 1988 card collection raised \$788 in donations - \$606 for Children's

People



Jo Officer, top photo, and the "Chief" cemented a close friendship during Tuskegee visit.



Spann Watson and "Chief" Anderson, right, talk about the early days when blacks first broke the aviation race barrier.

Photos by Walter Scott, Tuskegee Institute

Hospital and \$182 for the Salvation Army. Remembering both of these organizations has been an AFS tradition since 1972.

Dutch treat? When a television crew for a Dutch network showed up recently at FAA to ask some hard questions about possible crossed

wires in aircraft, they apparently had a few misplaced circuits themselves.

The crew, shooting a segment for a show similar to "60 Minutes," camped out for an hour and a half in *Tony Broderick's* office trying to work out their technical kinks.

Each time they were ready to roll, their power pack fizzled. After several different power packs and two trips to a Rosslyn office to get fresh power supplies, the crew finagled some working equipment and the juice flowed.

Tony, Associate Administrator for Regulation and Certification, took it all in stride as the news team finally wrapped up their interview.

Broderick also recently won kudos for his concise, clear explanations of FAA's aging aircraft program on a "Nightline" telecast.

Three-time imposter. Sometimes you just don't know *John Hanks* when you see him. He's

continued on page 5

Fitness Pros

DOT Headquarters employee fitness program is one of four nationwide to win the 1988 Director's Awards for Outstanding Health and Fitness Programs from the Office of Personnel Management. DOT was lauded as a fitness "leader and model for numerous other agencies." As one of



his last official acts, then-Secretary Jim Burnley accepted the award with Health and Fitness Center manager Hy Levasseur, left, and co-manager Rick Bradley.



U.S. Department of Transportation
Federal Aviation Administration

Headquarters Intercom

'Miracle Worker'

'Wingman' Sam Skinner Sworn In As DOT Chief

Sam Skinner officially took the DOT helm as Transportation Secretary on February 6 as President George Bush heaped praise on the 50-year-old instrument rated pilot, calling him a "miracle worker" and a "visionary who thinks big."

Skinner's swearing-in ceremony in the auditorium brought the President and First Lady Barbara Bush from the White House a few blocks away to FAA headquarters.

"As they say in the railroad business, welcome aboard. It's great to have you on the team," Bush said after Skinner took the oath of office.

At the ceremony, Bush said, "Sam comes here having made a name for himself as a miracle worker of sorts in transportation," referring to the days when Skinner was



Sam Skinner takes oath of office from Judge Joel M. Flynn. Skinner's daughter, Jane, holds Bible. Photo by Bob Laughlin

tapped by Governor James Thompson to straighten out the trouble-plagued Chicago area transit system.

"Some said that Sam was inheriting an impossible job. But he rolled up his sleeves, set to work and in short order
continued on page 3

'Unsung Heroes'

Air Traffic Controller Meets The Boss

February 6 was a day Don Simons will remember for a long time - possibly the rest of his life.

Don, a 31-year-old controller at Washington National Airport's tower, was one of nine DOT employees honored at the swearing-in ceremony of DOT Secretary Sam Skinner.



Don Simons was one of nine DOT employees who chatted with President Bush during the ceremony.

He got a chance to meet President George Bush up close and personal.

During the ceremony, Skinner asked the President to
continued on page 3

How Safe Is Air Travel? Mathematicians at the Massachusetts Institute of Technology have a reassuring answer. After calculating aviation accident rates, MIT says that a person could take a flight every day for more than 29,000 years before being involved in a fatal crash.

Testing Update. As of the end of January some 42,400 FAA employees have been tested for illegal drug use during their periodic medical examinations, resulting in 49 positives. Another 8,451 applicants for FAA jobs have been tested, resulting in 55 positives. The testing program began February 1987.

Wrap Up

Old Pros. Four Western-Pacific controllers were recently honored for "uncommon valor" for coordinating emergency rescue operations. The controllers at Gillespie Field, El Cajon, CA, received plaques and praise from regional air traffic manager Jacqueline Smith who called
continued on page 2

Wrap Up

continued from page 1

their actions courageous. "Those of us who consider ourselves old pros would like to believe that we could handle this kind of emergency in the way these young people did," Smith said. Their action "reinforces our confidence in the personnel in our air traffic system."

Last September 12, a pilotless Navy F-14 nearly hit the control tower just seconds before crashing in flames at Gillespie Airport. Shaking off the emotional trauma of their near brush with disaster, controllers Rita Carstens, Ben Johnson, Gary Wentz, and Del Kestner remained at their posts and coordinated complex air traffic and emergency rescue operations.

Extended Range. The FAA says it's safe and reliable to operate two-engine airplanes for longer periods over water and desolate land areas, allowing U.S. carriers to fly between the U.S. mainland and Hawaii for the first time with these newer jets. The change increases the maximum diversion time for a two-engine aircraft from an alternate airport from 138 to 180 minutes.

The modification reflects the accumulated operating experience of U.S. and foreign carriers flying two-engine airplanes over the North Atlantic and other over-water and desolate land routes that take them as much as 138 minutes from an alternate airport.

Through September of last year, five U.S. airlines and 21 foreign carriers had logged 45,000 extended range operations with only 10 diversions during the extended range portion of the flight. All landed safely.

The new criteria also allows North Atlantic flights to fly more southerly routes that are shorter and more fuel efficient than those presently being flown. In mid-January American Airlines conducted the first extended range validation flight under

the 180-minute provisions between the west coast and Hawaii.

This non-revenue flight was evaluated by FAA maintenance and operations inspectors. The flight was routed between Dallas/Fort Worth and Honolulu with FAA finding the airline fully capable of safely conducting 180-minute operations.

Airport Improvements. FAA has approved \$218.2 million under the Airport Improvement Program during the first quarter of the 1989 fiscal year for 98 planning and development projects in 27 states and American Samoa. Of the funds, \$188.4 million went for 24 projects at primary airports; \$21.8 million was allocated for 57 projects at general aviation airports; and \$3.7 million was approved for nine projects at reliever airports. Smaller commercial service airports received \$3.6 million for five projects. Airports in this category generate at least 2,500 passenger departures a year. Also approved were three airport system plan studies costing more than \$650,000.

Final Phase. The agency has awarded an \$8.6 million contract to Denro, Inc., of Gaithersburg, MD, to buy digital voice switching equipment for 16 facilities in the Automated Flight Service Station network.

The new Integrated Communications Switching System (ICSS) handles all intra- and inter-facility communications as well as radio contacts with pilots. The contract represents the final purchase in the ICSS program. Currently, 208 systems are operational in airport traffic control towers, terminal radar control rooms and automated flight service stations around the country.

The ICSS is much faster than the electromechanical equipment it is replacing since message switching can now be handled electronically. Higher capacity is another benefit because the system carries thou-

sands of messages over a single coaxial cable, and state-of-the-art technology means lower maintenance costs. The new systems include an automatic call distributor, call transfer, pilot automatic telephone weather answering service, fast file recorders and a management information system display.

Evaluation Study. The Deputy Associate Administrator for Appraisal has begun a "comprehensive review of the agency's existing evaluation/appraisal activities." This review, to be led by the new appraisal staff in AAD-2, was requested by Administrator McArtor and is to be completed by April 15, 1989. It will examine all evaluation programs both in headquarters and the regions and will assess: How evaluation results help managers make decisions about the content and direction of agency programs, and whether adequate resources are allocated to perform appraisal missions. Any questions? Contact Theron Gray at headquarters, 267-7203.

Alaskan Accidents Down. Last year was the safest aviation year in more than a decade for the Alaskan Region. The region's 1988 figures show a total of 176 aviation accidents, down by 10 from 1987. Regional Administrator Frank Cunningham, who called the region's performance last year a "humdinger," ticked off a long list of accomplishments including a 50% reduction in operational errors and a 37% decline in near midair collision reports.

General Aviation Booklet. *General Aviation - A National Resource* is the title of a new booklet published by the General Aviation Manufacturers Association.

Single copies are available, free of charge, from the GAMA Communications Office, 1400 K Street, NW, Suite 801, Washington, DC 20005, (202) 393-1500.

Air Traffic Controller *continued from page 1*

shake hands with representatives of DOT's modal agencies -- employees selected for their outstanding performance from all parts of the country. He called them some of the department's "unsung heroes" who work hard for the American people.

Simons, who joined FAA in 1979, said he was excited about his selection and the chance to be part of Skinner's ceremony.

"I was extremely elated about it. It was a real privilege," Simons said of the event he likened to being "king for a day."

He recalls the President thanking him and the others for doing a "fine job" and urging them to "keep up the good work." During his moment in the spotlight, Don remembers that he was so excited that everything seemed to become a blur and those few seconds with the President seem like an eternity.

Don doesn't always hobnob with Presidents, but he frequently does some down-to-earth talking with youngsters -- many of them underprivileged. And that's one reason he was picked to represent FAA.

Simons, who lives in Centreville, VA, with his wife Kendolyn and two-year-old daughter Donielle, volunteers his time by visiting students at area high schools, telling them about careers as controllers and talking about the FAA.

It's something he's been doing for the past four years, and he says it's rewarding work. "I just love my job, and the best reward for me is getting people interested and involved in the agency," he said.

Swearing-in Ceremony *continued from page 1*

put the RTA on a sound financial footing for the first time in years," Bush said.

Then the President got a few intended chuckles when he zeroed in on Skinner's aviation experience.

"He's an instrument pilot who has flown in and out of Chicago's O'Hare more times than he can count ... and here he is!" the President joked.

Then on a serious note: "When it comes to air travel he brings a pilot's perspective to the highest levels of our government, and that means a perspective that puts safety first."

"The United States is the safest place in the world to fly, and it is getting safer. We won't rest until every possible step has been taken to make air travel in America as safe as it possibly can be," Bush said, adding that the new DOT Secretary "has my mandate to do all he can to hasten the day when the international community puts an end to terrorism in the skies."

Bush praised federal workers.

"It would be hard to find a more dedicated group of people in the entire government than the men and women of the Department of Transportation. Thanks to their efforts, America's transportation is the best system in the world."

Others have called Skinner "a visionary who thinks big," and Bush agreed. He also observed to Skinner, "I expect that you'll find that your new colleagues are visionaries who think big as well."

Bush called Skinner's experience as an Illinois prosecutor coupled with transit know-how an "outstanding combination" for the country's war on drugs.

Skinner will be working closely with newly picked anti-drug "czar" and former Education Secretary William Bennett, Bush said.

In response, Skinner vowed to be in the forefront of the fight against terrorism; do everything possible to stop the flow of drugs into the country; keep aviation safe and competitive; and work with Congress to develop a visionary and

comprehensive transportation policy for the 21st century

Skinner said the DOT's "team players" are ready for the challenge. "This team is ready, willing and able to do this important job. You have asked me to be your wingman. I am humbled by your offer. I accept, and I'm ready to roll up my sleeves to get the job done," the new DOT chief said.

Skinner, a Bush friend and confidant during several political campaigns, was a senior partner in the Chicago office of the international law firm of Sidley & Austin.

Since 1984, he had been board chairman of the Regional Transportation Authority of Northeastern Illinois -- the country's second largest public mass transit system.

Previously, he had co-chaired Bush's 1980 Republican presidential nomination bid, and throughout 1988, he was Bush's state campaign director.

FAA Firsts

Sam Skinner's swearing-in ceremony at FAA chalked up a few historical firsts.

- President Bush is the first chief executive to attend a swearing-in ceremony at FAA headquarters. In the past, DOT secretaries have traditionally taken the oath of office at the White House.

- This was the first time a President has addressed all government employees of an agency on a nationwide government-owned video system. Using the FAA Satellite Video-conference Network, the event was beamed to 34 FAA locations, including Alaska, and to news media nationwide.

Have An Announcement?

Send *Intercom* the information, or call us, x78521.

Intercom is published weekly. Please submit items no later than noon on *Wednesdays*.

High class rider. A K-9 squad just completed a final sniff around the FAA garage when a sleek, black \$600,000 limousine pulled up.

Ed Neff was ready. The FAA headquarters building manager for the past seven years, Ed is no stranger to DOT Secretaries. He's escorted many into the building, but this was bigger -- a lot bigger.

Ed's guests this time for the 20-second ride from the basement to the third floor were President George Bush and First Lady Barbara Bush.

The President, who was here for the swearing-in of DOT Secretary Sam Skinner in the auditorium, bounced onto elevator No. 8 at the building's west end after his wife and followed by Secret Service agents and a high ranking military man carrying a satchel of sophisticated communications gear.

There wasn't much time for chitchat during the two quick

rides up and down, but Ed recalls a "firm" presidential handshake, several "thank yous" and words of appreciation for doing a "fine job" from the Bushes.

Standing shoulder-to-shoulder in the elevator, it's the closest Ed has ever gotten to a President. He recalls Bush looking bigger and more athletic than his television image.

What would have happened if the elevator stuck between floors? It didn't happen, of course. If it had, Ed said he would have taken the chance to ask the President a few golf questions.

Women in space. Would you believe that back in the early days of America's space race, many media chauvinists dubbed women in the program "Astrodolls," "Spacegals," and "Astronettes"?

It's true. But a lot of things have changed since then as *Debra Plymate* found out. Debra, an air traffic controller, delved into the history of American women and the space program for a course at George Mason University. Her paper, which chronicles women and NASA, caught the eye of Debra's instructor who sent it along to *Space World* magazine. It also caught the eye of the publication's publishers who ran Debra's article, "A Woman's Place in Space," in the November issue.

Debra, who joined FAA in 1976, moved to headquarters three years ago. She is a configuration management coordinator in Air Traffic's System Plans and Programs Division. Another of her articles on "Women in Air Traffic Control" will appear in an upcoming issue of *FAA World*.

Newsy item? Know of an interesting item for this "People" section of the *Intercom*? Let us know, so we can pass along the information to other FAAers. Call us at x78521 or stop by room 908.

People

Frosty Fountain

A winter cold snap caught this fountain off guard earlier this winter causing chunks of ice to dangle from its tiers. Many FAAers, with sharp eyes and an office facing Independence Avenue, may have had a glimpse of this cold weather sight sandwiched between the Hirshhorn Museum and the Arts and Industries Building. For those who missed it, DOT photographer Dennis Hughes captured the crystals at their peak.



Flightplan

Fitness sign up. Interested in joining the FAA Exercise Facility or renewing your membership? Call Kent Meier, x79914. Dues are \$30 a year for FAAers, \$45 for all others.

Extra time to share? FAAers can help fellow employees cope with personal and family emergencies 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.

Headquarters Intercom

February 21, 1989
No. 89-8

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

'Miracle Worker'

'Wingman' Sam Skinner Sworn In As DOT Chief

Sam Skinner officially took the DOT helm as Transportation Secretary on February 6 as President George Bush heaped praise on the 50-year-old instrument rated pilot, calling him a "miracle worker" and a "visionary who thinks big."

Skinner's swearing-in ceremony in the auditorium brought the President and First Lady Barbara Bush from the White House a few blocks away to FAA headquarters.

"As they say in the railroad business, welcome aboard. It's great to have you on the team," Bush said after Skinner took the oath of office.

At the ceremony, Bush said, "Sam comes here having made a name for himself as a miracle worker of sorts in transportation," referring to the days when Skinner was



Sam Skinner takes oath of office from Judge Joel M. Flynn. Skinner's daughter, Jane, holds Bible.
Photo by Bob Laughlin

tapped by Governor James Thompson to straighten out the trouble-plagued Chicago area transit system.

"Some said that Sam was inheriting an impossible job. But he rolled up his sleeves, set to work and in short order
continued on page 3

'Unsung Heroes'

Air Traffic Controller Meets The Boss

February 6 was a day Don Simons will remember for a long time – possibly the rest of his life.

Don, a 31-year-old controller at Washington National Airport's tower, was one of nine DOT employees honored at the swearing-in ceremony of DOT Secretary Sam Skinner.

He got a chance to meet President George Bush up close and personal.

During the ceremony, Skinner asked the President to
continued on page 3



Don Simons was one of nine DOT employees who chatted with President Bush during the ceremony.

How Safe Is Air Travel? Mathematicians at the Massachusetts Institute of Technology have a reassuring answer. After calculating aviation accident rates, MIT says that a person could take a flight every day for more than 29,000 years before being involved in a fatal crash.

Testing Update. As of the end of January some 42,400 FAA employees have been tested for illegal drug use during their periodic medical examinations, resulting in 49 positives. Another 8,451 applicants for FAA jobs have been tested, resulting in 55 positives. The testing program began February 1987.

Wrap Up

Old Pros. Four Western-Pacific controllers were recently honored for "uncommon valor" for coordinating emergency rescue operations. The controllers at Gillespie Field, El Cajon, CA, received plaques and praise from regional air traffic manager Jacqueline Smith who called
continued on page 2

Wrap Up

continued from page 1

their actions courageous. "Those of us who consider ourselves old pros would like to believe that we could handle this kind of emergency in the way these young people did," Smith said. Their action "reinforces our confidence in the personnel in our air traffic system."

Last September 12, a pilotless Navy F-14 nearly hit the control tower just seconds before crashing in flames at Gillespie Airport. Shaking off the emotional trauma of their near brush with disaster, controllers Rita Carstens, Ben Johnson, Gary Wentz, and Del Kestner remained at their posts and coordinated complex air traffic and emergency rescue operations.

Extended Range. The FAA says it's safe and reliable to operate two-engine airplanes for longer periods over water and desolate land areas, allowing U.S. carriers to fly between the U.S. mainland and Hawaii for the first time with these newer jets. The change increases the maximum diversion time for a two-engine aircraft from an alternate airport from 138 to 180 minutes.

The modification reflects the accumulated operating experience of U.S. and foreign carriers flying two-engine airplanes over the North Atlantic and other over-water and desolate land routes that take them as much as 138 minutes from an alternate airport.

Through September of last year, five U.S. airlines and 21 foreign carriers had logged 45,000 extended range operations with only 10 diversions during the extended range portion of the flight. All landed safely.

The new criteria also allows North Atlantic flights to fly more southerly routes that are shorter and more fuel efficient than those presently being flown. In mid-January American Airlines conducted the first extended range validation flight under

the 180-minute provisions between the west coast and Hawaii.

This non-revenue flight was evaluated by FAA maintenance and operations inspectors. The flight was routed between Dallas/Fort Worth and Honolulu with FAA finding the airline fully capable of safely conducting 180-minute operations.

Airport Improvements. FAA has approved \$218.2 million under the Airport Improvement Program during the first quarter of the 1989 fiscal year for 98 planning and development projects in 27 states and American Samoa. Of the funds, \$188.4 million went for 24 projects at primary airports; \$21.8 million was allocated for 57 projects at general aviation airports; and \$3.7 million was approved for nine projects at reliever airports. Smaller commercial service airports received \$3.6 million for five projects. Airports in this category generate at least 2,500 passenger departures a year. Also approved were three airport system plan studies costing more than \$650,000.

Final Phase. The agency has awarded an \$8.6 million contract to Denro, Inc., of Gaithersburg, MD, to buy digital voice switching equipment for 16 facilities in the Automated Flight Service Station network.

The new Integrated Communications Switching System (ICSS) handles all intra- and inter-facility communications as well as radio contacts with pilots. The contract represents the final purchase in the ICSS program. Currently, 208 systems are operational in airport traffic control towers, terminal radar control rooms and automated flight service stations around the country.

The ICSS is much faster than the electromechanical equipment it is replacing since message switching can now be handled electronically. Higher capacity is another benefit because the system carries thou-

sands of messages over a single coaxial cable, and state-of-the-art technology means lower maintenance costs. The new systems include an automatic call distributor, call transfer, pilot automatic telephone weather answering service, fast file recorders and a management information system display.

Evaluation Study. The Deputy Associate Administrator for Appraisal has begun a "comprehensive review of the agency's existing evaluation/appraisal activities." This review, to be led by the new appraisal staff in AAD-2, was requested by Administrator McArtor and is to be completed by April 15, 1989. It will examine all evaluation programs both in headquarters and the regions and will assess: How evaluation results help managers make decisions about the content and direction of agency programs, and whether adequate resources are allocated to perform appraisal missions. Any questions? Contact Theron Gray at headquarters, 267-7203.

Alaskan Accidents Down. Last year was the safest aviation year in more than a decade for the Alaskan Region. The region's 1988 figures show a total of 176 aviation accidents, down by 10 from 1987. Regional Administrator Frank Cunningham, who called the region's performance last year a "humdinger," ticked off a long list of accomplishments including a 50% reduction in operational errors and a 37% decline in near midair collision reports.

General Aviation Booklet. *General Aviation - A National Resource* is the title of a new booklet published by the General Aviation Manufacturers Association.

Single copies are available, free of charge, from the GAMA Communications Office, 1400 K Street, NW, Suite 801, Washington, DC 20005, (202) 393-1500.

Air Traffic Controller *continued from page 1*

shake hands with representatives of DOT's modal agencies - employees selected for their outstanding performance from all parts of the country. He called them some of the department's "unsung heroes" who work hard for the American people.

Simons, who joined FAA in 1979, said he was excited about his selection and the chance to be part of Skinner's ceremony.

"I was extremely elated about it. It was a real privilege," Simons said of the event he likened to being "king for a day."

He recalls the President thanking him and the others for doing a "fine job" and urging them to "keep up the good work." During his moment in the spotlight, Don remembers that he was so excited that everything seemed to become a blur and those few seconds with the President seem like an eternity.

Don doesn't always hobnob with Presidents, but he frequently does some down-to-earth talking with youngsters - many of them underprivileged. And that's one reason he was picked to represent FAA.

Simons, who lives in Centreville, VA, with his wife Kendolyn and two-year-old daughter Donielle, volunteers his time by visiting students at area high schools, telling them about careers as controllers and talking about the FAA.

It's something he's been doing for the past four years, and he says it's rewarding work. "I just love my job, and the best reward for me is getting people interested and involved in the agency," he said.

Swearing-in Ceremony *continued from page 1*

put the RTA on a sound financial footing for the first time in years," Bush said.

Then the President got a few intended chuckles when he zeroed in on Skinner's aviation experience.

"He's an instrument pilot who has flown in and out of Chicago's O'Hare more times than he can count ... and here he is!" the President joked.

Then on a serious note: "When it comes to air travel he brings a pilot's perspective to the highest levels of our government, and that means a perspective that puts safety first."

"The United States is the safest place in the world to fly, and it is getting safer. We won't rest until every possible step has been taken to make air travel in America as safe as it possibly can be," Bush said, adding that the new DOT Secretary "has my mandate to do all he can to hasten the day when the international community puts an end to terrorism in the skies."

Bush praised federal workers.

"It would be hard to find a more dedicated group of people in the entire government than the men and women of the Department of Transportation. Thanks to their efforts, America's transportation is the best system in the world."

Others have called Skinner "a visionary who thinks big," and Bush agreed. He also observed to Skinner, "I expect that you'll find that your new colleagues are visionaries who think big as well."

Bush called Skinner's experience as an Illinois prosecutor coupled with transit know-how an "outstanding combination" for the country's war on drugs.

Skinner will be working closely with newly picked anti-drug "czar" and former Education Secretary William Bennett, Bush said.

In response, Skinner vowed to be in the forefront of the fight against terrorism; do everything possible to stop the flow of drugs into the country; keep aviation safe and competitive; and work with Congress to develop a visionary and

comprehensive transportation policy for the 21st century

Skinner said the DOT's "team players" are ready for the challenge. "This team is ready, willing and able to do this important job. You have asked me to be your wingman. I am humbled by your offer. I accept, and I'm ready to roll up my sleeves to get the job done," the new DOT chief said.

Skinner, a Bush friend and confidant during several political campaigns, was a senior partner in the Chicago office of the international law firm of Sidley & Austin.

Since 1984, he had been board chairman of the Regional Transportation Authority of Northeastern Illinois - the country's second largest public mass transit system.

Previously, he had co-chaired Bush's 1980 Republican presidential nomination bid, and throughout 1988, he was Bush's state campaign director.

FAA Firsts

Sam Skinner's swearing-in ceremony at FAA chalked up a few historical firsts.

- President Bush is the first chief executive to attend a swearing-in ceremony at FAA headquarters. In the past, DOT secretaries have traditionally taken the oath of office at the White House.

- This was the first time a President has addressed all government employees of an agency on a nationwide government-owned video system. Using the FAA Satellite Video-conference Network, the event was beamed to 34 FAA locations, including Alaska, and to news media nationwide.

Have An Announcement?

Send *Intercom* the information, or call us, x78521.

Intercom is published weekly. Please submit items no later than noon on *Wednesdays*.

High class rider. A K-9 squad just completed a final sniff around the FAA garage when a sleek, black \$600,000 limousine pulled up.

Ed Neff was ready. The FAA headquarters building manager for the past seven years, Ed is no stranger to DOT Secretaries. He's escorted many into the building, but this was bigger -- a lot bigger.

Ed's guests this time for the 20-second ride from the basement to the third floor were President George Bush and First Lady Barbara Bush.

The President, who was here for the swearing-in of DOT Secretary Sam Skinner in the auditorium, bounced onto elevator No. 8 at the building's west end after his wife and followed by Secret Service agents and a high ranking military man carrying a satchel of sophisticated communications

gear.

There wasn't much time for chitchat during the two quick

rides up and down, but Ed recalls a "firm" presidential handshake, several "thank yous" and words of appreciation for doing a "fine job" from the Bushes.

Standing shoulder-to-shoulder in the elevator, it's the closest Ed has ever gotten to a President. He recalls Bush looking bigger and more athletic than his television image.

What would have happened if the elevator stuck between floors? It didn't happen, of course. If it had, Ed said he would have taken the chance to ask the President a few golf questions.

Women in space. Would you believe that back in the early days of America's space race, many media chauvinists dubbed women in the program "Astrodolls," "Spacegals," and "Astronettes"?

It's true. But a lot of things have changed since then as Debra Plymate found out. Debra, an air traffic controller, delved into the history of American women and the space program for a course at George Mason University. Her paper, which chronicles women and NASA, caught the eye of Debra's instructor who sent it along to *Space World* magazine. It also caught the eye of the publication's publishers who ran Debra's article, "A Woman's Place in Space," in the November issue.

Debra, who joined FAA in 1976, moved to headquarters three years ago. She is a configuration management coordinator in Air Traffic's System Plans and Programs Division. Another of her articles on "Women in Air Traffic Control" will appear in an upcoming issue of *FAA World*.

Newsy item? Know of an interesting item for this "People" section of the *Intercom*? Let us know, so we can pass along the information to other FAAers. Call us at x78521 or stop by room 908.

People

Frosty Fountain

A winter cold snap caught this fountain off guard earlier this winter causing chunks of ice to dangle from its tiers. Many FAAers, with sharp eyes and an office facing Independence Avenue, may have had a glimpse of this cold weather sight sandwiched between the Hirshhorn Museum and the Arts and Industries Building. For those who missed it, DOT photographer Dennis Hughes captured the crystals at their peak.



Flightplan

Fitness sign up. Interested in joining the FAA Exercise Facility or renewing your membership? Call Kent Meier, x79914. Dues are \$30 a year for FAAers, \$45 for all others.

Extra time to share? FAAers can help fellow employees cope with personal and family emergencies 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.

Headquarters Intercom

February 21, 1989
No. 89-8

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Allan McArtor's Farewell

FAAers Lauded For 'Setting Speed Records Despite Stiff Head Winds'

In a farewell address to FAAers across the country, Administrator Allan McArtor gave the agency top marks during the past 20 months, but he cautioned that more challenges loom ahead.

McArtor, who took the agency's helm in July 1987, spoke to employees on February 13 via the FAA Satellite Videoconference Network.

McArtor's brief, to-the-point remarks were beamed to 33 agency locations nationwide.

He ticked off the agency's accomplish-



"Improved harmony."

ments emphasizing FAA's ability to "recapture" public confidence in aviation and "accelerate" the modernization of the air transportation system.

McArtor praised the agency for setting "speed records" in getting things done, despite "pretty stiff head winds." He said it didn't take the "bureaucratic equivalent of a cattle prod to get" FAAers going.

Turn to page 3 for the complete text of McArtor's remarks.

Star Videos

Celebrities Zoom In On Security



Actor Louis Gossett, Jr.'s wife, Cyndi James Gossett, accepts award from Civil Aviation Security Director Ray Salazar.

When Louis Gossett, Jr., looks people squarely in the eye and warns them that they'll get caught if they try to sneak weapons through airport security, people sit up and listen.

That's exactly what he and fellow actor Patrick MacNee of "The Avengers" fame did so effectively for the agency.

They "star" in TV public service announcements

continued on page 5

Time Running Out. By now, most FAAers have received the Survey-Feedback-Action (SFA) questionnaire. Don't forget to fill it out and return it as soon as possible. The deadline for receipt by the contractor is March 10, so it's a good idea to mail it by March 3. This year's shorter survey gives employees a chance to answer questions about their immediate supervisor and the head of their organization.

Survey results will be mailed back to managers and supervisors in mid-April. Then the real work begins - feedback and action planning at the work group

continued on page 2

Wrap Up

Focus On Safety

FAA's New Human Factors Expert

A senior scientist with the National Aeronautics and Space Administration, Dr. H. Clayton Foushee, Jr., has been named chairman of FAA's new Human Factors Committee.

The job is a challenging one that carries the agency's strong commitment to step up research into the critical area of human factors and increase safety by improving human performance in aviation.

continued on page 4

Wrap Up

continued from page 1

level to make improvements in operations and supervisor-employee relationships. Don't miss this opportunity to give your input.

Fire Safety Award. Dick Hill, a Tech Center expert in fire research, has received the Admiral Luis DeFlorez Award from the Flight Safety Foundation. Hill, who has been with FAA's Fire Safety Branch for almost 20 years, was honored for his aircraft fire safety research. Hill is a supervisory aerospace engineer. "It was a great feeling to receive such a prestigious award," Hill said. "You do a good job because you want to, not to receive an award, but it makes the end result that much better."

Hill was presented the award at the Flight Safety Foundation's 41st International Air Safety Seminar in Sydney, Australia.

Hill and other Atlantic City Fire Safety Branch experts conducted fire safety tests that have resulted in significantly improved standards for seat cushion blocking layers, low heat release cabin interior panels, more burn-resistant cargo liners and hand-held fire extinguishers.

Cocaine Blamed. The National Transportation Safety Board has blamed the deficient performance of a Trans-Colorado Airlines Metro III aircraft on the crew's failure to stabilize its approach to the Durango, CO, airport and the captain's preflight use of cocaine. The aircraft was operating as a Continental Express flight.

The aircraft had leveled off after rapid descent, when it clipped the top of a hill, pitched up, impacted the ground on the opposite side of the hill and slid about 300 feet through a four-foot ground cover of snow. The first officer was flying the plane. Of the 17 persons on board, 7 passengers and both crewmen died; 8 passengers sur-

vived. The aircraft was destroyed.

The accident demonstrates that cocaine use by pilots poses a "threat to the safety of the flying public," the NTSB said. The board said evidence showed that the captain "was not a novice cocaine user," has used it 10 to 18 hours before the accident, probably experienced fatigue from cocaine use that affected his perceptual abilities, and that the captain's performance was degraded so he could not "monitor effectively the first officer's flying" of the approach to Durango.

The NTSB also said the captain's record as a pilot demonstrated a "cavalier attitude to rules and procedures." He has a relatively large number of traffic convictions, and he falsified both a state driver's license application and an FAA airman medical certificate application.

The board also said it believes that if the aircraft had been equipped with a ground proximity warning device, the crew would have been alerted about 23 seconds before impact.

'Snapshot' Update. FAA's "Operation Snapshot" - an in-depth inspection of aircraft manufacturing facilities - wrapped up ahead of schedule in January, and there are already changes in the works. A new division was recently set up in the Aircraft Certification Service to manage audits of production approval holders and to analyze audit data for safety-related trends.

Headquarters Intercom

February 28, 1989
No. 89-9

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Initiated in September 1987, the program took a fresh look at aviation manufacturers and focused on public concern over safety, rapid changes in technology, the industry's new global scope, and new marketing concepts.

Traffic Lights. The first red-and-green traffic light system for runways and taxiways in the United States began a year-long evaluation last month at New York's JFK International.

Called the Stop Bar System, it features red lights at 15 major runway intersections which flash to green when selected individually by tower controllers.

During the evaluation, however, pilots must comply with verbal clearances and have been advised to tell controllers when a visual red or green signal is in conflict with a verbal clearance. The \$600,000 system was installed after five years of planning and is linked to the air traffic control computer in the tower. It aims to avoid ground collisions and near collisions. The worst ground collision on record was in 1977 between Pan Am and KLM jumbo jets in Tenerife, Canary Islands, killing 583. The new system will be featured in an upcoming issue of *FAA World*.

Alaskan Legend. When the staff of the South Alaska Airway Facilities Sector hosted a retirement party for Carl Edward Fundeen earlier this month, they said good-bye to a frozen North legend.

Carl retired after 46 years and will be remembered for his unique management style - one he developed long before management schools became the rage.

He started each day with an employee workplan and ended with a 10-minute report of accomplishments. His workers always knew where they stood with the boss. Their production and efficiency

continued on page 5

McArtor's Farewell Message

It's hard to believe that 20 months have passed since I was sworn in as the Administrator of the FAA. It's been one of the busiest and most challenging times of my life. It's been remarkably rewarding and, yes, a little frustrating.

But when I look back to the summer of '87 and think about the events and accomplishments that have occurred, I think to myself, 'Friends, we have hit a lick!'

I likened my job as Administrator to an orchestra leader—not to play every instrument but to set the tempo and pick the music, to blend and coordinate the bass and the brass.

And to carry the analogy a step further, I think we made some pretty good music together! We quickened the beat, raised the volume a little, but most important, the 'harmony' improved.

I guess I'm most proud of that—the improved harmony—harmony internal to the FAA, within air traffic, senior management, the Congress, the press, our public and our industry.

We listened more, through focus groups, pilot listening sessions, community townhall meetings. We taught more, persuaded rather than ordered, explained rather than denied.

I guess it all boils down to communications, cooperation, coordination, commitment and courage.

Thanks to your efforts, the themes and objectives of the Impact '88 program did just that. They made an impact in 1988. I know it, and you know it and, more importantly, the public knows it.

Recall that we set out with two major objectives—recapture public confidence in aviation, which we did, and accelerate the modernization of the national air transportation system and our own agency. And we did that too.

I'll tell you something else. I'm not only proud of what you've ac-

complished but also proud of the maturing of the FAA: To be able to accept errors and mistakes, to learn from them, but to move on quickly. Not to dwell on 'what's wrong,' but concentrate on 'what's right.' We recognized that good policy, complete manuals, and thorough training are the key to a consistent FAA and a professional FAA.

How did we recognize that together?

You told us ... we listened ... and you told us.

The National Airspace System



Administrator Allan McArtor's farewell speech recalls the folksy, yet polished speaking style he used effectively during his term as the agency's chief. This photo, taken last year at a "brown bag" lunch for managers, was another example of how he spelled out the FAA's philosophy in plain English.

Plan took giant strides this year making major, major accomplishments—the Host computer (dynamite!), the advanced automation system, the new 'transition chapter.' We organized ourselves to accept the new challenges of the NAS Plan and to manage our research and development better.

But as cosmic as our new technologies are, we also recognized that the real measure of merit of the FAA for the 1990s and the next century will be 'not how well we equip ourselves, but how well we train ourselves!'

The new 'Flight Plan for Training' is a dynamite document, but it's more than just a document. It is a commitment that deserves to maintain momentum. I know you'll keep that ball rolling.

I think we set some new speed records getting things done, often against some pretty stiff head winds. And, no, it doesn't take a bureau-

cratic equivalent of a cattle prod to get you going. Just a plan, a sense of direction, the necessary resources. Then it's either lead, follow, or get out of the way! There is no more responsive agency in government than the FAA.

I have truly enjoyed working with you, working as a team. It has been a personal honor to be able to be a part of such a proud aviation heritage.

You have a good Secretary in Sam Skinner. Remember two summers ago I told you all to 'tie your

sneakers on real tight and buckle up your chin straps' because we were going to get a lot of things done. Well, you did.

And I think you can safely assume that with Secretary Skinner you'd better keep those sneakers tied and chin straps buckled!

The Secretary and the President didn't pick the FAA headquarters for the formal swearing-in ceremony just because we had a tiny auditorium. They were sending a message, and you don't have to be a rocket scientist to get it. The FAA and the smooth working relationship with DOT is a priority with Sam, and with us too.

Gracie and I hope to see all of you as our careers progress, and we move across this great aviation system.

And if you're ever in the neighborhood, 'y'all come see us now y'hear?'

Flightplan

continued from page 6

relocation program for guaranteed home purchase, as well as for others who are having a house appraised.

The other two videos are orientation films produced by the Southern Region on living and working in the Virgin Islands and San Juan, Puerto Rico.

All films are approximately 30 minutes long. For individual or group viewing, contact Malcolm Carter, AHR-150, x73885, or Marcia Corey, x73886.

Foushee

continued from page 1

Aviation accident rates have been reduced over the years, but a major share of those dwindling number of accidents — some 60% to 80% — are blamed on human performance problems.

Foushee, a private pilot, has earned an international reputation as an authority on crew performance in aerospace environments.

At NASA, he was the team leader of a major multi-disciplinary research effort to identify the factors that are influential in aerospace team performance and well being.

Foushee says pinpointing human factors problems and finding solutions is a relatively new aviation development.

At NASA, he recalls, the space agency convened an industry-wide workshop in 1979 and revealed the results of a simulation study looking into flightcrew performance. The results "surprised us a great deal," Foushee says.

NASA went into the study looking for the effects of workload on stress and how people perform technical functions. What it found, however, was significantly different. Problems were related to human, interpersonal areas — communications problems and difficulties coordinating activities between the various levels of authority in the cockpit.

Foushee's challenge is to provide FAA with fresh insights into on-

Getting Personally Involved

Top Executives Urged To Monitor Safety, Security

The FAA wants top airline executives to get up close and personal when it comes to complying with safety and security regulations.

The agency is urging airline chief executive officers to set up internal evaluation programs immediately.

In one of his last official acts, McArtor wrote to top airline officials on February 15 asking each for "personal participation in a program to ensure that the safety and security practices, procedures and performance of your airline are directly supervised by your top management, including you and your chief operating officer."

He added, "I am certain you will agree with me that the public deserves the assurance that the technical and operational aspects of air carrier management, which are critical to safety and security, receive sufficient attention of high level management."

These internal evaluation programs will not replace or result in a reduction of the FAA's exercise of its statutory responsibilities to

continued on page 5

going programs in several areas — cockpit resource management, pilot training and medical certification, maintenance training and procedures and air traffic control operations.

There's a lot of research ahead and few on-the-spot solutions.

"Rarely does science produce a miracle cure overnight. It's a result of a lot of trench work, hard systematic work that takes place over a long period of time," Foushee says.

The challenge is a tough one in aviation as the industry becomes more electronically sophisticated.

A new generation of aircraft is coming on line and causing the traditional role of the pilot to change fairly substantially.

As Foushee puts it: "The role is evolving from one as an active controller to a systems monitor. Psychological research shows that people don't tend to perform as well when they're not actively engaged in the process. We're beginning to see some evidence that people are hesitant to question an automated system or overrule a computer even when there is compelling evidence that the computer is making a mistake.

"We're going to have to expand our efforts in this area to allow us to

understand the appropriate roles of man and machine. It's a difficult area into which to achieve balance. On the one hand, automation and computer technology are very effective at doing the boring, repetitive things people hate to do. On the other hand if you take away too much of the responsibility, some people become cognitively disconnected," he says.

A North Carolina native, the 35-year-old Foushee earned a BA degree in psychology from Duke University. He holds a PhD in social psychology from the University of Texas, joined NASA in 1981 after two years with the National Research Council, and has authored or co-authored dozens of articles, papers and book chapters.

Recently, Foushee chaired a subcommittee of the Joint Government-Industry Task Force on Flight Crew Performance, which was established by former FAA Administrator Allan McArtor to take a comprehensive look at ways to improve teamwork in airline cockpits. Foushee's subcommittee produced a draft advisory circular on cockpit resource management training. Its recommendations are expected to lead to regulatory changes.

Videos

continued from page 1

that warn passengers against taking firearms through airport security and remind law enforcement officers and antique gun collectors that they're required to notify airlines in advance if they're transporting weapons.

The short videos recently won first-place Mercury Awards in the public service announcement category at the National Media Conference and Public Relations Forum in New York City.

The FAA videos, produced by the Office of Civil Aviation Security, competed against entries from the United States and Canada.

Both announcements have also been nominated for the Gold Screen Award and the Cleo Award. Those winners will be announced this May.

To thank the actors for their help, FAA presented them with Office of Civil Aviation Security Director's Awards during a Los Angeles ceremony.

Wrap Up

continued from page 2

records were among the best in the FAA year after year.

Born in 1919 in Kennicott, Alaska, Carl accepted his first official job with the then Civil Aeronautics Administration in 1941 as an airways technician in Cordova, Alaska. For a brief six-month period he left the agency, but soon returned and moved up the aviation career ladder. Then in 1964, Carl and his wife, Pat, headed for a new assignment as station manager at King Salmon - a place they called home until his retirement in late 1988.

Now in Anchorage, Carl looks back on an award winning career. In 1983, Carl and his crew won the National General (NAS) Sector of the Year Award - the first and only time this honor was bestowed on a sector in the Alaskan Region.

Innovative Training

FAA Proposal Zeroes In On Airline Flightcrews

The FAA is proposing a regulation that would authorize airlines to adopt innovative training programs for flightcrews with emphasis on crew coordination and cockpit resource management.

At the same time, the agency issued a draft advisory circular that the airlines can use as guidance in establishing cockpit resource management (CRM) training programs that will qualify for FAA approval. The objective of CRM training is to get crewmembers to work together as a team and utilize all available resources to achieve safe and efficient flight operations. These include the skills and judgment of each of the crewmembers as well as the systems, instruments, and performance of the aircraft.

Traditionally, airline training and checking has been oriented toward the pilot in command with less stringent requirements for other crewmembers. This has led to training and checking of pilots on an individual basis in an environment that is not crew oriented. Also, training has focused on flying skills and systems knowledge while neglecting factors such as communication skills, coordination and decisionmaking.

While he was sector manager at King Salmon, he and his staff were also three-time recipients of the Alaskan Sector of the Year Award.

Complaints Up. Complaints against major U.S. airlines rose in January to 1,086 compared to 724 in December, according to the DOT's monthly "Air Travel Consumer Report." The January total, however, showed a 70% improvement over January 1988 when complaints reached 3,674.

Top Execs

continued from page 4

monitor and inspect the carrier's compliance with safety regulations. The FAA programs include periodic in-depth inspections by teams of inspectors in addition to day-to-day surveillance.

As an incentive to the airlines to establish evaluation programs, the agency has adopted a "reporting and correction enforcement policy" that recognizes the value of internal efforts to identify deficiencies and promptly correct them. The policy allows for "substantial mitigation of any civil penalty arising from inadvertent operations or maintenance violations, where the violations are

discovered by the carrier and promptly disclosed and corrected to the satisfaction of the FAA."

Airlines without an effective internal evaluation policy may be less likely to uncover problems and, thus, less likely to benefit from this enforcement policy. "Indeed," McArtor added, "companies that do not act responsibly in the face of apparent violations will henceforth be exposed to even more substantial civil penalties."

To assist the airlines in establishing internal audit systems, FAA has worked with individual airlines and the Air Transport Association to develop a prototype program. It outlines items that should be reported to chief operating officers and to other top management on which to base judgments about an airline's operations, maintenance, and security.

Airline management has been asked to begin such a program immediately and report on their progress as soon as possible. Thereafter, reports would be submitted on a semiannual basis.

Have An Announcement?

Send *Intercom* the information, or call us, x78521.

Tokyo trio. More than 17 years ago, three FAA air traffic control experts visited Japan to give some technical advice at the request of the island nation's transport ministry.

They recently made a return visit. But the trip this time featured several social events and tours of Japan's air traffic system.

It was all to honor *William M. Flener*, then Associate Administrator for Air Traffic and Airway Facilities; *Hugh G. McEvoy*, former Terminal Automation Branch chief; and *Haden E. Rogers*, former Pacific Region military coordination officer.

They were originally called into action after what was then Japan's worst aviation disaster -- a midair

People

collision in July 1971. A 727 collided with a military fighter, killing 162 people.

The Japanese recently returned the favor, thanks to the hospitality of Japan's Air Traffic Control Association, the Japan Civil Aviation Bureau and the Air Traffic Controller's Association.

The trip was highlighted by toasts of appreciation, meetings, receptions, and visits to several facilities including the Tokyo Area Control Center and towers at Tokyo and Osaka international airports.

A tree for all seasons. When it comes to changing with the times -- and seasons -- AHR-1's front office is up to date. Led by *Carole McDonnell*, secretary to Dorothy Berry, room 500E is sporting a sort of permanent holiday tree.

In mid-February a two-foot artificial Christmas tree was emblazoned with red hearts, love birds and bows for Valentine's Day. Next the tree will be dressed up with shamrocks for St. Patrick's Day, colored eggs for Easter and small American flags to commemorate Memorial Day.

Carole got the idea back in 1983 when her new grandson couldn't take his eyes off the family's Christmas tree. To keep the toddler smiling, the tree stayed up through spring. First it became a Superbowl tree with Redskins' paraphernalia. Then Carole kept on going, redecorating it for other holidays. The grandson finally lost interest, but Carole held on to the tradition and brought the idea to her office this year.

Carole says it brings smiles and comments from office visitors. How many transformations will the tree on the office coffee table go through? "I'll do it all year long, until they get mad at me," Carole joked.

Newsy item? Know of an interesting item for this "People" section of the *Intercom*? Let us know, so we can pass along the information to other FAAers. Call us at x78521 or stop by room 908.

Flightplan

Farewell. A farewell tribute for former Administrator Allan McArthur is scheduled for *Wednesday, March 8*, at Fort Myer in Arlington. The event in Patton Hall features a reception at 6 p.m., followed by dinner at 7 p.m. It's open to all FAAers, but seating is limited. Cost is \$35 a person. Contact Rochelle Claypoole, x73111.

Shining up the Hill. The DOT Volunteer Committee is joining with the Capitol Hill Association of Merchants and Professionals (CHAMPS) in a "clean-up" on *Saturday, March 18*. DOT volunteers participated in the effort last year. The activity is sponsored by the new PRIDE -- National Parents' Resource Institute for Drug Education Incorporated -- chapter at Hine Junior High School.

Interested in participating? Contact Mary Couch, x79535, or Margaret Powell, x73884.

Coming soon. March is National Women's History Month, and the FAA Federal Women's Program Committee and the Office of Civil Rights are sponsoring a musical event.

On *Wednesday, March 29*, at 10:30 a.m., a concert will be held in the FAA auditorium by the Anacostia Senior High School Choir directed by Wesley A. Boyd.

The theme for this year's National Women's History Month is "Heritage of Strength and Vision."

Fitness sign up. Interested in joining the FAA Exercise Facility or renewing your membership? Call Kent Meier, x79914. Dues are \$30 a year for FAAers, \$45 for others.

Relocation videos. Three relocation videotapes are available for employee viewing. The first, "A House, Not a Home," is an overview of the home equity appraisal program. It is recommended viewing for FAAers who may be using the

continued on page 4



Reminiscing about FAA's partnership with the Japanese air traffic control system, are Bill Flener, seated, Haden Rogers, standing above, and Hugh McEvoy, to the right of Rogers. They were honored by the Japanese and other FAA officials at a reception



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

'Closed Doors'

A Black Pilot Who Made It

David Harris pulled no punches when he walked into an American Airlines personnel office and applied for a job as a pilot in the mid-1960s.

Major airlines were searching for experienced pilots, and Harris' military buddies were getting hired fast.

But Harris hit barriers in his quest to do what he loves - flying.

One major carrier's advertisements boasted it was an "equal opportunity employer." Harris couldn't get them to send him an application after he penned a letter outlining his qualifications and mentioning that he was a "Negro" in the last paragraph.

Another airline gave Harris several
continued on page 3



David Harris, a captain with American Airlines, has held numerous positions at the carrier in the past 25 years including duties as a check airman. The former Air Force pilot now flies 767s, like this one, between Dallas/Fort Worth and Paris. Harris, who says he's one of the 'lucky ones,' was the first black pilot hired by American.



Calling air terrorism a "global menace" that must be eradicated, DOT Secretary Sam Skinner urged the International Civil Aviation Organization (ICAO) to take additional steps to beef up worldwide airport and airline security.

International Security:

'No One Should Have To Stand Alone'

Skinner, who outlined a seven point plan for tougher security at a special ICAO meeting in Montreal on February 15, said the session was "very successful."

He said he was pleased with the progress and cited several important ICAO actions:

→ ICAO's condemnation of unlawful interference against civil aviation.

→ The unanimous agreement of all member states to expedite the review and implementation of stricter worldwide security standards.

→ Recognition of the need to impose more stringent security checks in areas of increased threats.

continued on page 2

New Deputy. Elaine L. Chao has been nominated by President George Bush as DOT Deputy Secretary, replacing Mimi Dawson.



Elaine Chao

Chao has been Chairman of the Federal Maritime

Wrap Up

Commission since 1988 and was previously Deputy Administrator of DOT's Maritime Administration. She also served as vice president of syndications for BankAmerica Capital Markets Group, San Francisco, CA, from 1984 to 1986. Chao was a
continued on page 2

Wrap Up

continued from page 1

White House Fellow in the Office of Policy Development from 1983 to 1984. From 1979 to 1983, she was senior lending officer, European Banking Division for Citibank, New York City.

Chao is a graduate of Mount Holyoke College and Harvard University Graduate School of Business Administration.

\$801,000 Fine. FAA has proposed an \$801,000 civil penalty against Northwest Airlines for alleged maintenance and crew scheduling violations.

Northwest was cited for a dozen cases of alleged noncompliance with FAA rules or directives. In one case, for example, the airline failed to comply with the deadline in an airworthiness directive for inspecting the engine pylon attach fitting bolts on 24 Boeing 747s and then operating the aircraft on a total of 8,198 flights in what technically was an "unairworthy" condition.

Northwest was also charged with failure to comply with other airworthiness directives and with making unauthorized repairs to flap panels and horizontal and vertical stabilizer panels on two 747s. Other allegations involved improperly deferred maintenance and flightcrew over-scheduling.

The alleged deficiencies were discovered last year as part of the National Aviation Safety Inspection Program (NASIP). The month-long inspection, which began January 20, 1988, involved more than 30 FAA inspectors who did a top-to-bottom review of the carrier's operations, maintenance and training activities.

Fire Safety. FAA has adopted a new rule upgrading fire safety standards for baggage and cargo compartments in existing airline aircraft. It requires all cargo compartments larger than 200 cubic feet - and inaccessible to crewmembers in flight - be lined with rigid fiberglass or comparable materials on

sidewalls and ceilings to resist the spread of fire. The panels replace liners made of Kevlar or Nomex cloth or flexible fiberglass - materials shown in Tech Center tests to be ineffective in containing cargo compartment fires.

The new rule affects many existing airline, air taxi, and commercial transport aircraft including the 707 and DC-8, but it will not affect older, propeller-driven aircraft.

More than half of the affected aircraft are already equipped with liners that meet the new standards. For those that are not, the estimated cost of retrofitting ranges from a low of \$500 for most narrow-bodied aircraft to a high of \$30,000 for one type of wide-bodied aircraft.

Airlines have two years to comply with the new regulations. The rule follows an earlier FAA action that requires stringent new fire safety standards for cargo and baggage compartments in future design aircraft.

Security

continued from page 1

→ The immediate call for all countries to adhere fully to existing security standards.

→ The decision to expedite research and development on detection of explosives and on security equipment.

→ Agreement to explore the development of an international regime for the marking of explo-

sives and detonation devices to increase detection.

Both the United States and Great Britain asked the group to hold the session following the pre-Christmas bombing of Pan Am flight 103 over Lockerbie, Scotland. The crash, blamed on a terrorist bomb hidden in a radio-cassette player, killed all 259 aboard and 11 townspeople.

Shortly after the bombing, FAA ordered U.S. carriers to tighten security at more than 70 airports in Europe and the Middle East.

Citing the 867 passengers killed and 174 injured in explosions of civilian aircraft from 14 different ICAO member nations over the past 10 years, Skinner told ICAO representatives that carriers continue to be targets of "barbaric acts."

"No one country or carrier should have to stand alone in matters of security," Skinner said. "It is only by joining together, in the finest traditions of ICAO, that we can secure international civil aviation from acts of terrorists."

Skinner praised the organization for its "important progress" in combatting terrorism and its "concrete plan of action" agreed to at the meeting.

While at the session, the new DOT Secretary pushed for seven proposals:

→ Additional and comprehensive screening for passengers and carry-on articles.

→ More thorough screening of checked baggage through x-ray and other techniques.

→ More comprehensive screening of cargo and mail.

→ Better reconciliation of passengers and checked baggage.

→ Expediting the development and implementation of state-of-the-art screening technology.

→ Tighter control of access to areas where aircraft, cargo, and baggage are handled.

→ Reviewing problems posed by allowing electronic devices, such as computers and radios, on board aircraft.

Headquarters

Intercom

March 7, 1989
No. 89-10

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Black Pilot

continued from page 1

"Mickey Mouse" tests and then told him he wasn't qualified -- a strange analysis since Harris was an Air Force pilot for five years and flew B-47s and B-52s -- the biggest bombers in the sky.

So when Harris applied at American, he was frank. He said he didn't want to be hired only to be let go later on "trumped up" charges. He could stay in the Air Force, advance his military career and continue flying, he told the airline.

American said they didn't care if he was black, white or chartreuse. He was qualified. They hired him in 1964 -- the first black pilot signed on by American.

A quarter of a century later, Harris is still with American and has been flying the new Boeing 767

between Dallas/Fort Worth and Paris.

Harris, who looked back at his career at a special National Air and Space Museum lecture on February 21 to commemorate Black History Month, says he was one of the lucky ones.

Just 20 years before he fulfilled his dream, the famed Tuskegee Airmen of World War II routinely had doors slammed in their faces when they applied for civilian aviation jobs. A few of the 960 Tuskegee Airmen made inroads, but the top pilot jobs eluded them.

Harris' "black brothers" who preceded him and who were fully qualified to fly "went around pounding on airline doors looking for the same opportunity that I had, but sorry, doors closed, doors closed," Harris said.

The Tuskegee Airmen went on to excel. Many became doctors,

lawyers and corporate executives.

"But the point is that they didn't get to do what they really loved to do ... what they were fully qualified to do ... and that hurts, that hurts," Harris said.

Although blacks broke the pilot barrier, they still represent a miniscule number of airline pilots -- just 340 of the 55,000 major air carrier pilots, way less than 1%. And black women airline pilots can be counted on one hand.

Still, there are opportunities for blacks, Harris insists, because of the sheer dynamics of the industry.

Airlines are buying hundreds of new aircraft costing billions of dollars. This major expansion is an opportunity for blacks and "we must be prepared," Harris believes.

With more aircraft, airlines need more pilots. For every plane an airline buys, it hires six crews to fly it. And the glut of pilots ready to retire in the early 1990s opens up more jobs.

To take advantage of these opportunities in the next decade, Harris had some advice directed at young blacks.

- Go to college, he admonishes. It isn't a pilot requirement, but it helps.

- Don't be ashamed to push young people toward the military. Those television ads that emphasize that the Armed Forces are a good place to start are on the beam, Harris suggests, because airlines want 1,000 hours of flying experience and the military is a great place to get it.

- Take care of your health and that means staying off drugs, Harris said.

"It's a long internship," Harris admits, "but like many worthwhile careers, it's attainable."

Wednesday Deadline

Intercom is published weekly. The deadline is 12 noon on *Wednesday*.

Send us your item or information, stop by room 908 or call us, x78521.

March Aviation Milestones

➔ On March 1, 1912, Captain Albert Barry, U.S. Army, made the first parachute jump from an airplane.

➔ On March 2, 1949, a U.S. Air Force Boeing B-50, piloted by Captain James Gallagher, completed the first nonstop round-the-world flight, covering 23,452 miles in 94 hours, one minute, while refueling in the air four times.

➔ A Turkish Airlines McDonnell Douglas DC-10 wide-body jet crashed on March 3, 1974, shortly after takeoff from Orly Airport, Paris, killing all 346 people on board in the second worst air disaster involving a single aircraft.

➔ On March 8, 1910, the Baroness Raymonde de Laroche became the first woman to qualify as an airplane pilot, receiving her brevet de pilote d'aéroplane.

➔ The Frenchman Emile Aubrun made the first airplane night flight in a Bleriot, near Buenos Aires, Argentina, on March 10, 1910.

➔ On March 27, 1977, a KLM Royal Dutch Airlines Boeing 747 making its takeoff run at Las Rodeos Airport in Tenerife, Canary Islands, collided on the runway with a Pan American World Airways B-747, killing 574 in the worst accident in aviation history.

➔ Henri Fabre made the first flight in a seaplane, near Marseilles, France, on March 28, 1910.

➔ On March 29, 1927, the Buhl Airster C-3A, a three-place open biplane, received the first federal aircraft type certificate.

➔ The Boeing 247, a low-wing, all metal monoplane with retractable landing gear, generally regarded as the first modern airliner, entered passenger service in the United States on March 30, 1933.

People

Back home. Several hundred FAAers said good-bye to *Allan McArtor* during his last day on the job -- Friday, February 17. McArtor talked briefly to employees who

lined up to say farewell in the MacCracken Room on the 10th floor.

After he left FAA, not only did McArtor return to his home turf of Memphis, he rejoined Federal Express Corp. This time he's senior vice president-air operations.

The former FAA chief succeeds James R. Riedmeyer, who is retiring, and will be responsible for the company's aircraft operations.

Before McArtor left Federal Express in the summer of 1987 to become FAA Administrator, he was senior vice president-telecommunications.



FAAers line up to say good-bye.



During the reception, McArtor received several awards including this one from Keith Potts and Charles Huettner honoring McArtor for his contributions to safety.

DOT chief. "He has gone out of his way to help smooth the way for his successor, but this is just another indication of his unselfish commitment to the Department, aviation and public service. The Department of Transportation will miss his leadership and service," Skinner said.

DOT photographer Bob Laughlin caught these shots during the farewell reception.

McArtor joined the company in 1979 as vice president of system operations. He later served as vice president-advanced projects and research and vice president-satellite systems division.

Just before he left the agency, McArtor was praised by new DOT Secretary Sam Skinner. "Perhaps his most significant achievement at FAA has been the restoration of public confidence in the air transportation system, which was badly frayed when he took office," Skinner said. "Due in large measure to the programs he put into place, we have seen dramatic improvements in all of the various air safety indicators."

Skinner also thanked McArtor for his help during his transition to



Judy Nauman and McArtor share a final laugh.

Flightplan

Women's History Month. March is National Women's History Month, and the FAA Federal Women's Program Committee and the Office of Civil Rights are sponsoring a musical event.

On *Wednesday, March 29*, at 10:30 a.m., a concert will be held in the FAA auditorium by the Anacostia Senior High School Choir directed by Wesley A. Boyd.

The theme for this year's National Women's History Month is "Heritage of Strength and Vision."

Softball. FAA's Co-ed Softball League holds an organizational meeting on *Monday, March 13* at 2 p.m. in FAA headquarters rooms 8 A&B. For more information, call Don Dwyer, x78748.

New quarters. One of the newest kids on the block, the NAS Transition Service, is now in conference rooms 7 AB&C. That's where you'll find these two division offices -- Transition Assessment Division, ANS-100, and Special Programs Integration Division, ANS-300.

The director's office and the program management staff,-ANS-10, are still in room 722. The division offices are expected to remain in 7 AB&C until the building modernization team earmarks a permanent home for them.

Cleaning up. The DOT Volunteer Committee is joining with the Capitol Hill Association of Merchants and Professionals (CHAMPS) in a "clean-up" on *Saturday, March 18*. DOT volunteers participated in the effort last year. The activity is sponsored by the new PRIDE -- National Parents' Resource Institute for Drug Education Incorporated -- chapter at Hine Junior High School.

Interested in participating? Contact Mary Couch, x79535, or Margaret Powell, x73884.

Newsy item? Call *Intercom* at x78521 or stop by room 908.



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

Headquarters Intercom

Forecasting Aviation's Future

761 Million Passengers Projected To Fly Nation's Airlines By The Year 2000

The number of passengers flying U.S. scheduled airlines domestically and abroad will continue its upward spiral reaching an estimated 761 million passengers annually by the year 2000.

That's a major increase -- 70% -- from the 448.5 million passengers who flew American airlines in the 1988 fiscal year and represents a growth rate of 4.5% annually over the next 12 years.

Total passengers are expected to reach 468 million in the

current fiscal year and climb to 486 million in fiscal 1990.

These statistics are part of FAA's future forecasting of aviation trends released earlier this month at a special agency conference in Washington, D.C.

DOT Secretary Sam Skinner gave the conference keynote address. The luncheon speaker was Rep. James Oberstar, the recently elected chairman of the House Public Works and Transportation Committee's Aviation Subcommittee.

continued on page 3

FAA Adopts 'Air Bear'

Leslie Marshall isn't ready to pilot a jumbo jet yet, but she's interested thanks to some coaching from "Air Bear," who recently helped dedicate the agency's 10th Aviation Education Resource Center in Springfield, IL. The aviation mascot, the idea of Janice Draper of the Illinois Division of Aeronautics, has been adopted by FAA, and there are plans to expand the program nationally. "Project Air Bear," which won an award for the most innovative state program from the National Association of State Aviation Officials in 1988, is designed to promote aviation awareness among pre-schoolers and kindergarten children. Draper was also honored by FAA for her work. Playing "Air Bear" is Gary Anderson, a helicopter pilot with the Illinois Division of Aeronautics.



Photo by Roger McCreadie, Illinois Department of Transportation

Volunteers. The DOT Volunteer Committee is looking for a few, good FAAers. Want to sign up? See page 6.

Wrap Up

The recommendations, released February 28 by trade groups representing

Ageing Update. An FAA-supported aviation industry task force estimates it will cost \$800 million to make major structural changes to about 1,300 early models of Boeing 727, 737 and 747 aircraft.

continued on page 2

Strong, Silent Type Would-Be Crooks KO'd

Don't mess with Jerry Raskin. That's the word from his co-workers at the Air Carrier District Office in Schiller Park, IL, near O'Hare Airport.

Jerry is a hero to his colleagues after his recent encounter with two 33-year-old robbers in the dark well of a South Side Chicago subway station.

Hearing-impaired since birth, the
continued on page 5

Top Accountants Two Regions Honored

FAA's Accounting Office of the Year Award for the 1988 fiscal year has been won by two regions.

The honor goes to two top performers -- the Central Region Accounting Division and the Alaskan Region Financial Management Division.

These two divisions were selected as co-winners for their high ranking among all 10 accounting offices nationwide.

continued on page 5

Wrap Up

continued from page 1

major airlines and aircraft manufacturers, stem from FAA's special international conference on aging aircraft.

The June 1988 conclave, which attracted 400 experts from across the country and 12 foreign nations, set up special government-industry task forces to look into the problem of aging aircraft -- everything from metal fatigue to the human factors in inspecting, maintaining and repairing older and high-usage jets.

The conference was called after an Aloha Airlines 737 lost a chunk of its upper fuselage in flight on April 28, 1988.

A working group of the Air Transport Association (ATA) and the Aerospace Industries Association (AIA) has been putting together the recommendations since last August.

FAA is already tackling many of the recommendations and plans to expand its aging aircraft program to include older aircraft from other manufacturers.

The cost of keeping older Boeing aircraft airworthy is about \$600,000 per jet. The company said it is consolidating its recommendations into a single service bulletin, which will be submitted to FAA at the end of March.

DOT Secretary Sam Skinner commended the task force, saying he appreciated the "vast amount of work and expertise" the group has put into the effort.

He said it represents the "first product of a cooperative international government-industry effort" and aviation's continuing quest to "learn more about this problem and take the necessary steps to make sure that pilots and mechanics are putting the safest airplanes in the sky. The American people deserve no less."

FAA has increased its aging aircraft research budget, with about \$10 million newly earmarked for it in the next two years.



FAA called a special aging aircraft conference after this Aloha Airlines jet lost its top on April 28, 1988. Some 450 experts from across the country and 12 foreign nations attended.

Whirlybird Charts. FAA's publication of the Boston Helicopter Route Chart on April 6 completes a series of revamped whirlybird maps that include charts for the New York, Washington, Chicago and Los Angeles metro areas.

The new charts stem from an FAA National Airspace Review recommendation to develop a standardized series of charts for helicopters in areas of concentrated helicopter activity.

Other cities may be added to the series later as the need arises.

These new charts feature helicopter routes, insets of congested areas, four classes of heliports with associated frequency and lighting capabilities, NAVAIDS, obstructions, special use airspace -- including a surface area tint for terminal control and airport radar service areas -- and a tabulation of control tower data.

Pictorial symbols, roads, and

easily identified geographical features provide essential navigation information.

Questions on the program? Contact Allen Feldman, ATO-259, (202) 267-9302.

Top Notch. FAA is looking for top notch Academy instructors and ways to keep them on the job. That's one of the goals of the agency's ambitious, multi-year program, *Flight Plan for Training*.

As part of its academy instructor review, the agency cranked up a special oversight committee in December. It is working on a plan to attract and maintain the best instructors for the FAA Academy.

The group has zeroed in on five areas to make sure FAA has the best Academy instructors: qualifications needed to be a top quality instructor, selection criteria, barriers to recruitment and retention, recruitment and retention incentives, and currency and proficiency requirements.

The committee has set up a workgroup which met in Fort Worth, TX, on March 13 and 14. The workgroup is presenting its recommendations to the oversight committee on how to improve instructor career progression, recruiting, selection, resources, instructor development and currency and proficiency.

A final report is due April 17. Then the oversight committee will analyze it and make its recommen-

continued on page 4

Headquarters Intercom

March 14, 1989
No. 89-11

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Future Forecast

continued from page 1

FAA's crystal ball, officially called *FAA Aviation Forecasts: Fiscal Years 1989-2000*, projects the continued growth of aviation "at about the same rate as the general economy." Air travel will remain the dominant transportation mode in the commercial intercity passenger market, the report says.

The report also projects even faster growth rates for regional-commuter airlines and corporate and business use of general aviation aircraft, particularly turbine-powered aircraft.

Some forecast highlights:

→ Air carrier operations - take-offs and landings - will increase from 12.7 million to 17.1 million, an annual growth rate of 2.5%. The lower growth rate for operations is attributed primarily to the use of larger aircraft combined with higher load factors.

→ The U.S. commercial air

carrier fleet is projected to increase from 3,542 jets in 1988 to 4,791 in the year 2000. Most of the growth occurs over the next two years when the U.S. fleet will add 531 aircraft - 42.5% of the expected increase for the entire 12-year period.

Busier Towers, Enroute Centers

FAA's air traffic workload continues to grow. Here are some projections:

→ Operations at FAA towered airports are expected to increase from 61.2 million in 1988 to 80.2 million in the year 2000. The combined activities of general aviation and commuters/air taxis are expected to account for 75.2% of total tower operations in fiscal year 2000, up slightly from 74.7% in 1988. Operations by air carriers are expected to rise slightly from 20.8% in 1988 to 21.3% in the year 2000.

→ The workload at FAA enroute centers is forecast to increase from 36.2 million aircraft handled in 1988 to 47.8 million in the year 2000. General aviation's share of enroute center workload is expected to decline slightly over the 12-year period, from 22.2% in 1988 to 21.6% in the year 2000. On the other hand, the commercial share of center workload is expected to rise from 65.2% to 68.6% between 1988 and the year 2000.

→ By 2000, Chicago O'Hare International is expected to enplane 42 million passengers, ahead of Atlanta Hartsfield International, which is projected to reach 31.3 million passengers. The 12-year forecast shows that both Dallas/Fort Worth and Denver will surpass Atlanta: Dallas/Forth Worth with 35.1 million passengers and Denver with 33.2 million.

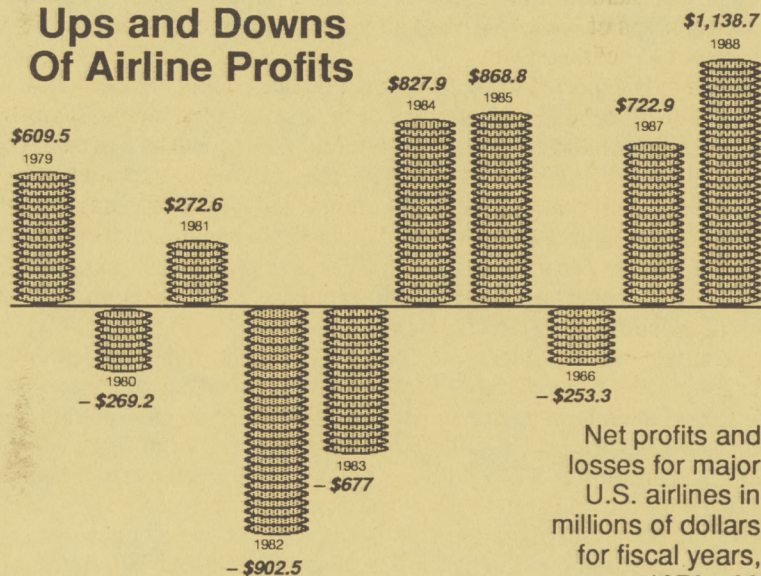
→ At the large hub airports, however, Atlanta is expected to handle the most aircraft operations - 932,000 annually - by the year 2000, followed by Chicago O'Hare, 846,000; Denver, 817,000; Dallas/Fort Worth, 714,000; and Los Angeles International, 666,000.

→ Jet fuel prices are projected to decline by 16.1% in fiscal 1989 and then rise by 9.9% in 1990. Prices are expected to reach \$1.018 a gallon in the year 2000, an average growth rate of 5.1%. In "real" 1980-82 dollars, jet fuel price increases translate to an annual rate of less than 1%, from 48.6 cents a gallon in 1988 to 53.9 cents in the year 2000.

→ Regional-commuter airlines are expected to continue to modernize their fleets and increase their share of the market from 7.1% of all

continued on page 4

Ups and Downs Of Airline Profits



Net profits and losses for major U.S. airlines in millions of dollars for fiscal years, 1979 - 88

FAA's annual aviation forecast charted the economic performance of major U.S. carriers for the past 10 years. This graph shows the cumulative and combined net profits and losses. Operating profits were much higher, more than \$7.4 billion over the decade, compared to \$2.3 billion in net profits. The report says the industry's real financial problem is and will continue to be the sizeable long-term debt which has tripled, growing from \$4.4 billion in the last quarter of 1978 to \$12.3 billion in the third quarter of 1988. It has cost major carriers \$13.6

Aviation Forecast

continued from page 3

fare-paying passengers in scheduled domestic air service in fiscal 1989 to 8.7% in fiscal 2000. These enplanements are projected to grow at 6.6%, going from 30.5 million to 65.6 million during the 12-year forecast period with the development of new hubs serving as the primary stimulus.

→ Limited growth is forecast for general aviation. After a decade of declining production - including a 12.6% decrease in deliveries in fiscal 1988 - the industry reported a turnaround. After the FAA forecast was compiled, the general aviation industry reported its first increase in shipments for the calendar year 1988 - up 5.3%.

→ The size of the general aviation fleet is expected to grow from 217,200 aircraft in fiscal 1988 to 222,100 in fiscal 2000. Meanwhile, the number of flight hours logged by general aviation aircraft would increase from 33.6 million to 38.6 million.

→ The active helicopter fleet is expected to reach 10,300 in the year 2000, an annual average increase of 4.2% over the 1987 level.

Copies of the *FAA Aviation Forecasts: Fiscal Years 1989-2000* are available from the Office of Aviation Policy and Plans.



Forecast report: 258 pages of projections, facts and figures.



The number of passengers flying U.S. scheduled carriers is expected to climb to 486 million in the 1990 fiscal year, 761 million by the year 2000.

Wrap Up *continued from page 2*

dations to the Director of the Aeronautical Center and Associate Administrator for Human Resource Management.

Committee members, who have also been working with FAA's executive directors, employee unions, office directors, regional administrators and associate administrators, include: Wanda Reyna, APN-200; Lindy Ritz, AAC-10; Howard Richardson, AOM-1; Jim Carey, APR-110; Dale Hudleston, ASO-10; and Douglas Murphy, AAC-901.

Weather Services. FAA has awarded contracts to three commercial aviation computer services companies to provide pilots with toll-free, direct computer access to aviation weather and other flight planning information.

The contracts represent another step in a continuing effort to reduce the number of weather-related airplane accidents by improving both the quantity and quality of weather information available to pilots. Weather is the cause or a factor in approximately 40% of all general aviation fatal accidents annually.

The system is expected to be operational by late summer or early fall. Then, pilots will be able to access any of the three contractors' systems by entering a toll-free 800 telephone number into the modem of a personal or business computer. Once into the system, they can request a variety of aviation weather information such as terminal and enroute forecasts. They also can call up Notices to Airmen and other flight planning information. Additionally, the system can be used to file, amend or cancel flight plans.

Each contract covers a five-year period - a base year and four option years - with its value keyed to the volume of pilot services.

The contractors are Contel ASC, McLean, VA; Data Transformation Corp., Silver Spring, MD; and Lockheed DataPlan, Inc., Los Gatos, CA.

For Contel the minimum and maximum values are \$2.2 million to \$36.1 million; for Lockheed, \$5.4 million to \$41.5 million; and for Data Transformation, \$2.1 million to \$49.5 million. The maximum values are based on one contractor providing all or most of the pilot services.

Providing pilots and aircraft operators with direct computer access to aviation weather information has been a major goal of FAA's flight service station modernization program.

Doing the Honors. When *Intercom* ran a photo of the February swearing-in of DOT Secretary Sam Skinner, the federal official administering the oath of office was incorrectly identified. Performing the honors was Judge Joel M. Flaum, U.S. Court of Appeals, Seventh Circuit, Chicago.

Jerry Raskin

continued from page 1

quiet 63-year-old Jerry had just walked to the subway station from Soldier Field, where he had watched the Chicago Bears lose to San Francisco in the National Football Conference championship game.

In a sign-language interview facilitated by Linda Ross, a Great Lakes Region personnel staffing specialist, Jerry related what happened to him that dark, Sunday evening when he stood alone on the platform, waiting for a train to take him home to suburban Evanston.

"I missed the first train," Jerry said, "so I waited 15 minutes for another one. I was alone when two young men walked up to me and started talking. I tried to tell them I couldn't hear what they were saying.

"I signaled them to keep away from me, but they kept closing in. I read one of the men's lips and caught the word 'money.' I had only \$5 on me and needed \$1 for the

Accountants

continued from page 1

Both regions will receive award plaques, and all accounting employees who worked in the two divisions during the 1988 fiscal year will soon be proudly clutching certificates for their contributions to their region's accounting achievements and successes.

Ernest M. Keeling, Director of Accounting, will make the award presentations in the near future.

Wednesday Deadline

Intercom is published weekly. The deadline is 12 noon on *Wednesday*.

Please send us your item or information, stop by room 908 or call us, x78521.



Jerry Raskin

train, so I figured I could part with at least \$2.

"But suddenly one of the men started poking his fingers in my chest, and when I was reaching for my wallet the guy hit me in the face, bending my glasses."

At this point in the interview, Jerry suddenly sprang to his feet, stretched to his full 5-foot-8-inch height, and began demonstrating what followed:

"I was so angry the guy hit me that I grabbed his coat, pulled him toward me, and slugged him in the jaw. He went out cold."

About this time, he recalled, other people came into the station, and someone called the police.

But Jerry now went after the second would-be robber. The man tried to run away, but Jerry raced after him, caught him, and tossed him against a wall. Number 2 hit the ground groggy and stayed there until police arrived.

There was no way he was going to mess around with an enraged FAA clerk.

At that moment, said the 170-pound Jerry, he was elated that he had got his revenge. But under his scholarly glasses, blood was dripping; and his right hand had swollen. "You're very lucky, sir," a police officer told Jerry, after he and his partner searched the two muggers and found no weapon. "This is a very high crime area."

When Jerry arrived home, his wife Betty wanted to know what had happened to him. He told her the

story, just as he told it to *Intercom*. She looked at his bent glasses, the blood on the bridge of his nose, and his swollen hand. "You're just lucky," she said.

Betty, a prominent free-lance artist for children's books, soaked Jerry's swollen right hand in ice water, and the next day it was back to normal. But his left eye was black.

Although Jerry KO'd the two robbers in less than five minutes, he insists his Rambo days are over.

"My wife and the police are right," he said, with a little shrug of his shoulders. "I was just lucky that nothing happened to me."

Special thanks to Mort Edelstein, Great Lakes Region, for this report.

Flightplan

continued from back page

directed by Wesley A. Boyd.

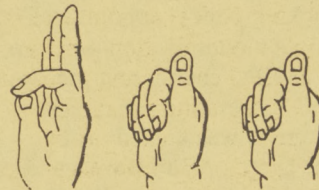
The theme for this year's National Women's History Month is "Heritage of Strength and Vision."

Hear the best. FAA's Toastmasters chapter is holding a speech contest on *Tuesday, March 21*, at noon in headquarters room 812A. That's on the north side of the building.

The contest is international in scope with finalists worldwide competing to see who is the best.

So if you're interested in seeing -- and hearing -- the best in speech-making, stop by, sit down and enjoy the hour.

For more information, contact Bill O'Brien, AFS-340, x73804.



Sign language. The third American Sign Language session is getting ready to start with introductory and intermediate classes.

Sessions begin *Monday, April 3*. For information, call Sylvia Woodcock, x73857.

Helping Hands

Students, Senior Citizens, Homeless Need You

Interested in helping people? Then the DOT Volunteer Committee wants you. Here's a chance to tutor students, help senior citizens, feed the homeless and enlist in the war against drugs.

During the past four years, some 37 FAAers have served in the program, which pulls volunteers from all of DOT's modal agencies. But more volunteers are needed. Just contact Mary Couch, x79535, or Margaret Powell, x73884, for more information or to sign up.

Here's what the committee does.

Volunteers offer tutoring in math, English, science, reading and social studies. Many volunteers participate in programs such as the Friendship Club with Hine Junior High School in Southeast Washington. The DOT "adopted" Hine in 1984, and the club teams up DOT volunteers with students who are at risk of dropping out of school or becoming chronic truants.

Volunteers provide assistance to the Southwest Senior Citizens' Center and Sarah's Circle, which offer programs for senior citizens. Sarah's Circle also provides low-income housing for the elderly.

Volunteers help feed and clothe the homeless through programs supported by Martha's Table. Just last fall, the DOT Volunteer Committee helped establish a PRIDE chapter at Hine. PRIDE stands for National Parents Resource Institute for Drug Education, Inc.

EPG Update

Getting Employees' Message To Higher-Ups

When members of the Program Engineering Service's Employee Participation Group (EPG) put their heads together at a recent one-day retreat they came up with a plan to do a better job of funnelling ideas, suggestions and complaints to the organization's higher-ups.

In fact, the group has already started looking at ways to collect APS employees' views on issues facing the service, increase communications with management, and set up a system for general and management feedback on the EPG's recommendations. These could include an employee "comment box" and "listening sessions."

The group is also working on several other items. It plans to follow up on the smoking policy, appoint an EPG coordinator to get the word out on the building's modernization program, revise its EPG charter and prepare the EPG's operating principles.

The retreat was kicked off by Service Director Bob Brown and coordinated by AHR-100. It was the first EPG retreat for APS and one of the first retreats for a headquarters EPG.

Newsy item? Call *Intercom* at x78521 or stop by room 908.

Healthbeat

Weight watchers. FAA's successful weight reduction program has another eight-week class about to start. Interested FAAers should register on *Tuesday, March 14*, from 11:30 a.m. to 12:30 p.m. in the clinic, room 327. Cost is \$80.

Please check with Sam Hart, x73406, for space availability.

Flightplan

10% for day care. Not only are FAAers buying gems in jewelry, tops in Tupperware, brilliant brass decorations, exotic Egyptian art, beautiful batik and wonderfully crafted wedding albums and frames below retail store prices, they're supporting the DOT Day Care Center.

Here's how. These items are sold by vendors several days a week from 10:30 a.m. to 2:30 p.m. on the second floor of FAA headquarters near the cafeteria. Each time an item is bought, 10% of the price goes to help fund Day Care Center programs.

Women's History Month. March is National Women's History Month, and the FAA Federal Women's Program Committee and the Office of Civil Rights are sponsoring a musical event.

On *Wednesday, March 29*, at 10:30 a.m., a concert will be held in the FAA auditorium by the Anacostia Senior High School Choir

continued on page 5

Air Quality Test At Headquarters Building

The General Services Administration has released an air quality report on FAA headquarters building concluding that asbestos fiber levels were "... at or below the GSA recommended response level ..." of fibers per cubic centimeter.

GSA conducted the "ambient air survey," in accordance with Occupational Safety and Health Administration (OSHA) guidelines, in late October of last year.

Anyone wishing to review the report may do so by contacting the Property and Services Branch, ALG-230, on x78855.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Security Update

Weapon Detection Rate Rises To 93%, 26 Airlines Face \$1.16 Million In Fines

Twenty-six airlines face civil penalties totaling \$1,164,000 for alleged security lapses at airport screening points -- the third major round of fines since the FAA adopted a tough new enforcement policy in October 1987.

The airlines are being fined for failing to detect test objects during security checks by FAA inspectors. While fines have risen, so have weapon detection rates -- a steady improvement to slightly more than 93%.

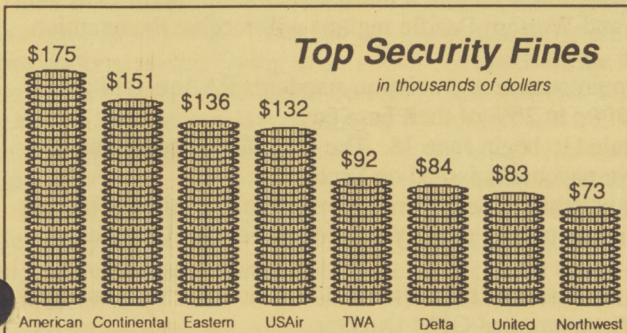
The detection rate of 78.9% prior to October 1987 rose to 88.2% in July 1988 and to 93.1% in December 1988.

In the current action, airlines failed in 154 cases to detect simulated weapons and explosives that were taken through airport screening systems at U.S. airports. The alleged violations occurred during 1988.

Previously, FAA announced approximately \$1 million in proposed security-related civil penalties against 32 airlines on September 1, 1988, and another \$1.6 million against 29 airlines on December 7, 1988.

In total, FAA has taken action against about 50 individual airlines for failing to detect 555 test objects with civil penalties totalling \$3,977,000.

Inspectors regularly check airline screening systems by trying to hide fake guns and bombs on themselves or in carry-on baggage. The agency ran more than 6,800 of these checks in 1988.



This shows the highest fines proposed against individual carriers. In total, 26 airlines face civil penalties.

Super Number Cruncher

FAA's sophisticated simulation model computer - dubbed SIMMOD for short - is a super number cruncher. It was pressed into service to take a comprehensive look at the Los Angeles area airspace. This diagram shows how numerous items are fed into the computer for analysis. See page 3 for details.

'Aviation Junkie'

Skinner Talks About FAA's Workforce, Strategic Planning and 'Tough Times'



Secretary Skinner

When DOT Secretary Sam Skinner stepped up to the podium to kick off FAA's recent aviation forecast conference, he admitted he was an "aviation junkie," praised the agency's work and workforce but cautioned that aviation faces "very, very tough times."

Here's more of what he said:

'One heck of a job.' Skinner spoke about FAA and its role in aviation. A few excerpts:

"I don't have to tell you the quality that is represented by the FAA. The President knew I was a pilot, but I doubt that he knew -- even though we've known each other for some time -- the depth of my love for aviation and aviation history . . . what it has meant to this country, both in a national strategic basis as well as in the growth of our economy.

"I am an aviation junkie . . . proud of it . . . proud of my

continued on page 3

Wrap Up

Up In Smoke? Will smoking be banned permanently on all domestic airline flights? That's the aim of legislation introduced in Congress with the backing of Surgeon General C. Everett Koop.

Currently, smoking is banned on domestic flights of two hours or less. They account for about 80% of all flights. The regulation expires in April 1990.

One airline, Northwest, is currently in sync with the proposed law. It banned smoking on all its flights -- no matter how long -- last year.

New Number. The Aeronautical Center switched over to a new telephone system on March 17. The FTS number -- 747 -- remains the same, but there's a new commercial exchange number -- 680. It replaces 686.

NAS Plan Review. DOT Secretary Sam Skinner has set up a task force to review the status of the National Airspace System Plan and assess its financial needs. The objective is to "know where we are in the NAS Plan, what more needs to be done, and what kind of additional support needs to be provided," Skinner said.

The report is due in early April. Once the assessment is completed, "we will be able to move forward on this program even more quickly and efficiently," Skinner added.

Record Breaker. FAA's 14th Annual Forecast Conference was a record shattering event. Held at Washington's Mayflower Hotel on March 3, it attracted 577 registered participants, the highest number ever. Most -- 438 or 76% -- came from the private sector or state and local governments. Federal employees from several agencies also attended the day-long conference.

One of the highlights was a luncheon speech by U.S. Rep. James

Oberstar, who heads the House Aviation Subcommittee. He gave an overview of what's ahead in aviation in the 101st Congress.

The March 14 edition of *Intercom* zeroed in on many conference predictions.

For the complete scoop, copies of *FAA Aviation Forecasts: Fiscal Years 1989-2000* are available from Gene Mercer, APO-110, (202) 267-3355. A printed copy of the conference proceedings will be available in early May.

Cargo Door Update. U.S. airlines, operating Boeing 747s, must soon add steel reinforcements to latch mechanisms on cargo doors to make them less vulnerable to damage from improper closing.

The airworthiness directive gives airlines until early April to complete the work. The directive speeds up an earlier timetable that had mandated completion of door latch modifications by January or July 1990, depending on the kind of

locking mechanism installed.

All Boeing 747s in the U.S. fleet are affected by the order, which also specifies special repetitive inspections and tests until the work is completed.

Additionally, FAA expects to issue another airworthiness directive in the near future to require improvements in the warning system that alerts flightcrews when cargo doors are not properly closed or locked.

In a related step, the agency has formed a team to review all current Boeing service bulletins on 747 cargo doors to determine if the instructions are clear, complete and understandable. The team's focus is possible human error that might be associated with the door locking procedures.

The actions follow a February 24 United Air Lines accident near Honolulu. Nine people were swept to their deaths when a 747 lost its cargo door and a chunk of fuselage in flight.

Pay Demo Project

Plan On Track, Program To Begin This Summer

The Office of Personnel Management (OPM) has officially okayed FAA's plan to give additional pay -- in the form of retention allowances -- to air traffic controllers, inspectors and airway facilities technicians at some difficult-to-staff facilities.

DOT Secretary Sam Skinner said the program "will help us achieve our goal of a safer and more efficient national aviation system. I commend the Office of Personnel Management for working so hard with DOT to finalize this important demonstration project."

Under the experimental pay demonstration project -- which may last up to five years -- safety-related employees at a limited number of facilities in the Eastern, Great Lakes, and Western-Pacific regions will receive the retention allowances.

Eligible air traffic, maintenance and aviation standards FAAers will get quarterly allowances of up to 20% of their base pay.

The project is scheduled to begin June 18. The first allowance payments are slated to show up in paychecks issued on September 19.

The project will test whether these pay incentives make it easier for the agency to recruit and retain quality employees in facilities that have been difficult to staff.

If successful, it may be extended to additional FAA facilities with the approval of the DOT Secretary and OPM Director.

Pay demonstration employees include controllers, airway facilities technicians and aviation safety inspectors at the 11 facilities included in the project.

Focus On L.A.

Sophisticated Simulation Computer Analyzes Ways To Boost Capacity, Ease Congestion

After a year-long study with the help of a sophisticated computer, FAA has come up with recommendations that could boost capacity, ease congestion and reduce delays in heavily traveled Los Angeles airspace.

A computer analyzed airport and airspace traffic in the Los Angeles basin and came up with proposed solutions. The fancy machinery is called SIMMOD, which stands for simulation model, and was developed by the Operations Research Office.

The study was recently completed by the office and the Western-Pacific Region.

The focus was on the main area of congestion, Sector 21 -- a small but complex portion of airspace where the Los Angeles Center transitions departing aircraft from several airports in the Los Angeles basin into the enroute environment.

Further demand on the sector would create additional delays at Los Angeles basin airports, estimated from 14 to 74 hours a day. It's projected that these extra delays would boost airline costs as much as \$8 million to \$43 million.

A SIMMOD computer airport and airspace model analysis shows that realignment of sectors could increase capacity and alleviate congestion and delays.

Using current aviation schedules and schedules representing demand increases of from 10% to 50%, the analysis showed that the advantages of the proposed airspace realignment grew as traffic rose.

Western-Pacific's Air Traffic Division is reviewing the proposal for compatibility with operational considerations and air traffic control procedures before recommending a final realignment plan.

Skinner Talks About FAA *continued from page 1*

association with the FAA. I think they're doing one heck of a job. And if anybody doesn't believe that, you spend the time I have in the field, in regional centers, at regional offices, with the special team with Eastern in Miami. There's one message that comes across loud and clear. They are professional people trying to do a professional job in one of the fastest growing industries in the country. I am delighted to have them as my partners."

On the rebound. The DOT Secretary talked about rebuilding the air traffic control workforce. A few comments:

"There are very few companies that have lost a good portion of their workforce and have rebounded as

fast as the FAA. We, of course, need additional help from Congress. I am delighted that the President has placed the FAA at the top of his list of priorities.

"These are tough times. Transportation budgeting has taken a licking in the last eight years, and it's got to stop if we're going to meet the demands of the future. It's going to stop this year because the President is committed to it, I'm committed to it and you're committed to it."

Aviation safety. Concerning aviation safety, Skinner said the February United Air Lines accident over the Pacific when the aircraft lost its cargo door and a large section of the plane in flight was "another demonstration of how important it is for the FAA and

industry to stay ahead of the power curve on issues involving aircraft safety." Then he went on to say:

"The FAA is the best controller of air traffic in the world. And they are the best managers of aircraft safety in the world. They do not have a monopoly on all knowledge. We are learning as time goes on.

"We're concerned about aviation safety. There is no higher priority in the DOT than safety in general and aviation safety. We are totally committed to it . . . with time, people and resources. As we learn . . . we're going to put that knowledge to work in safety-related decisions and directives, and we'll continue to do so."

'Tough times.' "These are very, very tough times for aviation in general. We are going through a very, very significant period of growth. We are experiencing growing pains . . . exciting in some aspects, and in all aspects they are extremely challenging. I cannot see us being successful . . . if we don't work together.

"This is not a *we* and *they* environment we work in. It is an *us* environment. The Department of Transportation, the FAA, like the rest of our administrations, are a team. It is we. We agree to disagree, hopefully not violently, but when it's all over, we go forward with the best possible program we can put together for the American people."

Fired controllers. Skinner was asked if he favored hiring fired air traffic controllers. He said he opposed the idea and gave this explanation:

"The FAA rebuilt its air traffic control organization. I have met those young people all over this country. They are exciting, interested, dedicated young men and women. The people they work for are dedicated. The FAA is doing a better job of managing the relationships between the controllers. There are not enough controllers, and we

continued on page 4

Skinner *continued from page 3*
need more . . . but I think in the next couple of years, if we're successful in Congress, we will have rebuilt that organization to a point where it should be.

"In the meantime, those people are working overtime and doing extra hours. Rehiring fired controllers would be counterproductive. It's time to build a new organization with a new spirit, with a new team. We're doing this and will continue to do so."

Focus on planning. One of Skinner's first priorities was to start

the wheels churning on a national transportation policy. Here's what he said:

"It was really quite a surprise to me when I came to Washington and began to learn in depth about all aspects of the Department of Transportation . . . that we did not have a concise, intermodal strategic plan for the rest of this century and beyond.

"I spent eight years at IBM in the '60s. I learned the skills of planning, and planning and planning . . . the skills of preparation for the future. IBM is one of the great

companies of this country because it has planned for its future. A company that has a strategic plan and policy that works is a company that is successful. I want no less for this country. And that's why I am totally committed -- with a big T -- to developing a national transportation plan."

Music to his ears. Here's more from Skinner on reaction to a national transportation plan.

"One of the most pleasant things that has happened to me since I arrived in Washington is to spend time with people within the industry, on the Hill and within the agency and learn from them that they too have this desire and thirst for a national transportation plan. If I've heard it once, I've heard it a hundred times: 'Absolutely essential. Long overdue. When do we get started? How can we help?' These are all words that are music to my ears.

"It's not going to be an easy task . . . But it clearly can be done.

"I have spent over 60 hours on the Hill individually visiting with senators and congressmen since I've become U.S. Secretary of Transportation, and it is not accidental. They are our partners in the development of a national transportation plan, and they are my partners in the development of that plan. I plan to work with them on a regular basis. We cannot develop a policy without the full cooperation of the Congress."

800 Independence Avenue, SW

Flightplan

50th anniversary. The Transportation Federal Credit Union celebrates its golden anniversary on *Tuesday, March 21*, with a special open house for members from 2 - 4 p.m. in the MacCracken Conference Room on the 10th floor of the FAA building.

There will be prizes and special gifts for those attending. Both FAA and DOT credit union locations close at noon that day. The credit union's origins date back to March 21, 1939.

Hear the best. FAA's Toastmasters chapter holds a speech contest on *Tuesday, March 21*, at noon in headquarters room 812A on the north side of the building. The international contest features finalists competing to see who's the best. Here's a chance to hear the best in speechmaking. So stop by, sit down and enjoy the hour.

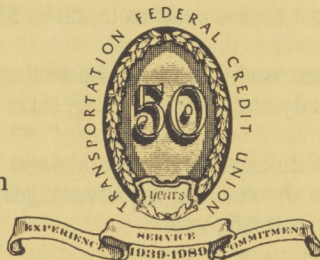
Volunteers wanted. The DOT Volunteer Committee is looking for a few, good FAAers to help tutor students, feed the homeless, assist senior citizens and enlist in the war against drugs. To add your helping hands to worthy programs, contact Mary Couch, x79535, or Margaret Powell, x73884.

Day care gets 10%. Want to help the DOT Day Care Center? Here's your chance by buying the many items for sale by vendors in the FAA building.

Many interesting items are sold several days a week from 10:30 a.m. to 2:30 p.m. on the second floor of FAA headquarters near the cafeteria. Each time an item is bought, 10% of the price goes to help fund Day Care Center programs.

'Strength and Vision.' The FAA Federal Women's Program Committee and the Office of Civil Rights are sponsoring a musical event to commemorate National Women's History Month. On *Wednesday, March 29*, at 10:30 a.m., a concert will be held in the FAA auditorium by the Anacostia Senior High School Choir directed by Wesley A. Boyd. The theme for this year's National Women's History Month is "Heritage of Strength and Vision."

Sign language. The third American sign language session is getting ready to start with introductory and intermediate classes. Sessions begin *Monday, April 3*. For information, call Sylvia Woodcock, x73857.



Headquarters Intercom

March 21, 1989
No. 89-12

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Most FAAers Like Their Jobs

Higher Work Satisfaction, Lower 'Burnout,' Employee Survey Finds

Most FAAers like their work, and their job satisfaction rose sharply from just four years ago.

That's what a recent employee questionnaire - the Job Satisfaction Survey - found after polling several thousand agency workers across the country, a representative sample.

Results of the December 1988 survey - the third in the biennial series focusing on job satisfaction - show

that 66% indicated overall satisfaction with their jobs, as compared to 56% in 1986 and 53% in 1984.

In general, FAAers said they were positive about the work itself, co-workers and supervisors. They were less satisfied with their pay, the organization and management.

FAA gave much of the credit for the improved record to employees at all

continued on page 3

Positive Trend

1984	53.3%
1986	56.3%
1988	66.5%

Two-thirds of survey takers in 1988 said they liked their jobs compared to slightly more than half four years earlier. FAA's job satisfaction goal is 75% by 1992.

Academy Class Climbs To 307



Silhouetted against the FAA Academy's largest incoming class is Gwen Sawyer, Air Traffic Branch Screen and Placement Manager.

Photo by Roger Klock

The largest air traffic controller class in the history of the FAA Academy hit the books in early March.

The class, 307 strong, represents an upward recruitment trend. The Academy expects even larger classes later this year.

It's anticipated that the 30,000th student under the present system, which started in 1976, will enroll in May.

The current crop of controller candidates is one of the best prepared.

With a show of hands on their first day at the Oklahoma City facility,

continued on page 2

Wrap Up

World's Best. The head of a major international airline says the United States has the world's best air traffic control system. And DOT Secretary Sam Skinner agrees.

To find out more, turn to page 3 for a new *Intercom* feature - a column written by the Secretary.

New Faces in High Places. FAA has five new Deputy Regional Administrators. Turn to page 2 for details on these executive reassignments.

Tops in Technology. FAA has another national award under its wing - this time for computer advances at the 20 air route centers nationwide.

The agency won the "1989 FOSE Award" for "best implementation of a major federal system" at the Federal Information Systems Conference and Exposition in Washington, D.C., on

continued on page 2

Talented Executives

Five Named Deputy Regional Administrators

Five FAA regions will soon have new Deputy Regional Administrators competitively selected from the ranks of current agency managers and executives.

Filling these new assignments as deputy administrators are:

Southwest Region: Wm. Jack Sasser from the Airports Division, Southwest Region.

Northwest Mountain Region: Lawrence B. Andriesen from the Aircraft Certification Division, Southwest Region.

New England Region: James E. Haight from the Flight Standards Division, New England Region.

Central Region: Stanley Rivers from the Airports Division, Great Lakes Region.

Great Lakes Region: Edward J. Phillips from the Airway Facilities Division, Great Lakes Region.

The assignments provide these agency executives with opportunities to broaden their experiences, continue career development and enhance the agency's corps of talented executives.

A new Deputy Regional Administrator for the Western-Pacific Region is expected to be announced soon.

Make Voluntary Contribution) and file it with the Office of Personnel Management. The minimum deposit is \$25. For more information, contact your local human resource management division.

Health Benefits Update. Some temporary FAA workers, previously barred from enrolling in the Federal Employees Health Benefits (FEHB) Program, have an additional opportunity to join a health plan. Temporary employees can join a health plan during a special enrollment period, which ends Friday, April 14. They will have the full FEHB premium withheld from their paychecks. No portion will be paid by the government.

Here are other important facets of the program:

- Enrollments will be effective on the first day of the pay period after the registration form is received by the employing office.

- Temporary employees who were previously excluded from enrollment and have completed one year of current, continuous employment -- excluding any breaks in service of five days or less -- are eligible to enroll during this open season.

- Temporary employees who meet the eligibility requirements after March 14, 1989, may register to enroll within 31 days after becoming eligible.

- If a temporary employee does not wish to enroll, no action is needed. For further information, contact your local human resource management division.

Exit Row Seating. FAA has issued a proposal that would limit exit row seating in domestic air carriers to persons who are able to operate emergency exits without assistance and take other actions on their own to expedite the evacuation of aircraft in an accident or emergency.

The notice of proposed rulemaking says passengers in exit rows

continued on page 4

Class *continued from page 1*

almost all indicated they have attended college and almost half hold four-year degrees.

More than one-third are pilots or have military aviation training.

The Academy has 1,218 instructors, one third of whom teach air traffic control students. To accommodate the larger classes, contract instructors are being added to the teaching ranks and the training days are longer.

Wrap Up *from page 1*

March 8. The honor was presented to Automation Service Director Leland Page by Steven Voit, publisher of *Federal Computer Week*.

The award recognizes the successful switch over to the faster and more sophisticated Host computer system at enroute centers. The final Host system went on line at the Salt Lake Center last June.

Extra CSRS Deposits. Few FAAers know it, but those covered

by the Civil Service Retirement System can make voluntary retirement contributions in addition to the regular 7% payroll deduction. These optional deposits can be used to increase retirement annuity benefits or may be withdrawn as a lump sum prior to retirement.

Money deposited this year will earn 9.1% and is tax deferred until the employee withdraws the funds or receives it as an annuity. To get approval to join the program, fill out Standard Form 2804 (Application to

Headquarters Intercom

March 28, 1989
No. 89-13

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Survey *continued from page 1*

levels who developed action plans for following up on the results of the previous surveys.

Here are some of the actions taken as a result of the previous 1986 survey:

→ Soliciting employee opinions and suggestions on supervisory and managerial effectiveness.

→ Implementing the Survey-Feedback-Action Program.

→ Revising the supervisory training curriculum.

→ Setting up a new way to select air traffic control supervisors: the Supervisory Identification and Development Program.

→ Increasing face-to-face and frank discussions between top management and employees through national and regional "focus groups."

The most recent surveys were sent randomly to 7,000 FAAers throughout the country, and 72% responded - the highest figure since the employee surveys debuted in 1984. Previous response rates were 63% in 1986 and 55% in 1984.

Among the significant positive findings were:

→ More than 90% of agency workers said they like the work they do. Working for the FAA is challenging, provides a sense of personal accomplishment, and allows workers to use their skills and abilities.

→ Job duties and standards are clearly articulated. Employees understand what they are supposed to do.

→ Employees are generally pleased with the caliber of people chosen for supervisory positions both in terms of interpersonal and technical skills.

→ Employees respect their co-workers. Relationships between different work groups is very good and showed increased levels of cooperation and information sharing in 1988.

→ FAA's responsiveness to sug-

Message From the Secretary

World's Best Air Traffic Control System

Recently, the chairman of one of the major international airlines told me that in his view, America has the best air traffic control system in the world and that the world would be well served if everyone could duplicate that system.

I agree. Ours *is* the best, the safest and the most efficient system in the world, and a large part of the credit belongs to you, the employees of the Federal Aviation Administration. In my first month as Secretary, I have found you to be highly skilled and tremendously dedicated to a cause I share -- keeping our aviation system number one. I am confident my lifetime love of aviation and the knowledge I have acquired as a pilot will be of immense help in understanding the FAA. I am tremendously proud of all of you, and I am honored to have the opportunity to work with you on the important issues facing us.

Some of the problems we face are whether we can recognize in government and compensate accordingly the unique position of air traffic controller and how to handle within the system some of the procurement problems unique to the FAA.

The job of air traffic controller is one of the toughest jobs around. I've talked to controllers in the tower at O'Hare, Miami, LaGuardia, and Washington National. I've told them I want to help them to do their job as best I can. I plan to continue those kinds of meetings, because I want to reach out and talk to as many of you as possible.

Regarding procurement, the NAS Plan is the most complex, full-time, on-line system ever installed in government and probably one of the most complex systems installed by industry anywhere in this country. We must work to make sure that government procurement policies allow us to put in that kind of system.

These are only two of the aviation issues facing us. I look forward to working together with you on these and other initiatives so the FAA can continue to provide excellent service.

Samuel K. Skinner

gestions and its dialogue with employee participation groups have been useful and have shown improvement.

→ Signs of "burnout" have steadily declined for air traffic employees since the 1984 survey and reached their lowest levels in 1988. In 1984, for example, 15% of controllers working at enroute centers said they experienced "burnout." The 1988 figure was half that - 7.5%.

Areas that showed improvement but still need further attention are:

→ Employee opportunities to contribute to the decision-making that affects their jobs.

→ Communications from management about organizational change and management's seeking of opinions from employees, both before and after the change.

→ Performance management skills among supervisors with

continued on page 5

Wrap Up *from page 2*

play an important role in aircraft evacuation because speed is essential when there is a fire threat.

Seating passengers who cannot independently perform all needed functions in these rows can impede or slow evacuation and possibly cost the lives of other passengers.

The proposal would affect the seat locations of persons with physical and mental disabilities, parents with small children, obese and frail persons, children traveling alone and others who would slow evacuation when seated in exit rows.

Seating these individuals in other areas of the aircraft enhances their safety and the safety of other passengers.

At present, FAA has no rule relating to this subject. In 1977, a section of the Federal Aviation Regulations was adopted which allows airlines to establish their own procedures for persons who may need assistance in emergency evacuation. FAA also published an advisory circular as a guide to air carriers in developing procedures.

However, existing procedures differ from airline to airline and frequently are not applied uniformly by individual carriers, creating confusion among passengers about the requirements.

As a result, many people now believe there is no legitimate basis for an airline to exclude from exit rows "passengers it judges likely to impede expeditious use of the exits in an emergency."

The proposed rule contains explicit criteria for the selection of exit row occupants including abilities to locate the exit, recognize and use the operating mechanisms and comprehend visual and oral instructions related to their use.

Each carrier would have to submit its procedures to FAA for approval.

Focus On Miswiring. FAA engineers and inspectors are developing a comprehensive program --

along with aircraft manufacturers -- to avoid future cross wiring problems. They are focusing on possible changes in design, production procedures and maintenance inspections.

The new program follows a check of Boeing aircraft for crossed wiring or crossed plumbing in fire alarm and suppression systems which turned up 27 problems worldwide as of March 10.

None of the discrepancies directly affected aircraft airworthiness, but flightcrews could have been misled into taking improper action during an inflight engine or cargo compartment fire. All discrepancies were corrected before the aircraft were returned to service.

FAA ordered the inspections in January of all Boeing aircraft built after December 31, 1980. The airworthiness directive was prompted by the discovery of miswiring in previous checks of Boeing jets.

Although only U.S. airlines are required to comply, 19 foreign carriers also made the checks. Of the 27 discrepancies, six were found on U.S. aircraft and 21 on foreign jetliners.

Eleven of the problems were found in engine fire warning and suppression systems and 16 in cargo compartment fire warning and suppression systems.

The 27 discrepancies are in addition to 32 miswiring and cross plumbing problems discovered on Boeing jets since March 1988 during routine maintenance or in response to FAA directives.

Consumer Update. The 13 largest domestic carriers reported that 76.7% of their flights operated on time in January, up from the 76.1% on-time performance in December 1988 and a significant rise from last January's 69.2%, according to DOT's monthly Air Travel Consumer Report.

Mishandled baggage reports filed against the carriers in January also

declined, averaging 7.86 reports per 1,000 passengers compared to 8.58 in December.

Consumer complaints, however, were up slightly in February to 1,138 compared to 1,086 in January. When compared to a year ago, complaints nosedived from the 2,308 reported in February 1988.

Foreign Security. Foreign airlines operating in the United States must submit written security programs to FAA for review and acceptance under a new agency regulation.

Some 111 foreign carriers are currently affected by the new rule. Within 90 days they must describe, in writing and in English, the procedures, facilities and equipment used to ensure passenger safety.

FAA then reviews the programs and notifies the carriers within 30 days whether the security program is adequate or needs modification.

Carriers must have their security programs operating within 180 days of FAA approval.

Previously, foreign airlines were required to implement security measures to prevent hijackings and sabotage and give FAA details of the program on request.

However, these airlines were not subject to FAA review to determine the acceptability of their security programs, and they were not required to spell them out in a written document.

The agency is providing affected airlines with a model standard security program to assist carriers that don't currently have a written security plan.

The model -- based on internationally accepted standards and practices adopted by the International Civil Aviation Organization (ICAO) -- also will help others identify possible inadequacies in their programs and make appropriate modifications.

Newsy item? Call *Intercom* at x78521 or stop by room 908.

Proposed Rule

Simpler Certification For 'Primary Category Aircraft'

The FAA has proposed new regulations that would simplify the certification procedures for designated "primary category aircraft" that are intended solely for personal use.

The proposed regulation is aimed at fostering the development of a new category of personal use aircraft that is safe to fly but less costly to certificate, build, buy and maintain than is now possible under the rules for standard category aircraft.

Aircraft in this new primary category would be limited to a maximum gross weight of 2,500 pounds and a single normally aspirated engine rated at no more than 200 horsepower. Additionally, they must have an unpressurized cabin and accommodate no more than four persons.

Among other things, the proposed rule would permit owners of primary category aircraft to perform an expanded range of special inspections and preventive maintenance provided they successfully complete an FAA-approved maintenance training program for the particular aircraft involved. This would encourage pilot-owners to obtain maintenance training and result in more frequent inspections, fewer deferred maintenance items and greater safety.

The proposal would allow owners of standard category aircraft that meet the primary aircraft criteria to obtain a special airworthiness certificate in that category also. This would enable them to take

advantage of the expanded maintenance privileges. Aircraft certificated in the primary category would not be eligible for certification in any other category.

Survey *from page 3*

particular emphasis on career development, performance appraisal, counseling, and feedback.

The Job Satisfaction Survey was one of two questionnaires FAA employees filled out in the past few months.

All agency workers were also recently asked to complete the Survey-Feedback-Action Program, which rates the job performance of

individual supervisors and managers.

Results of the SFA are expected to be released in April.

The agency intends to continue using the Job Satisfaction Survey to find out what employees think about their jobs, bosses and organization every two years. The goal is to make sure senior-level management is aware of employee concerns and knows what concrete actions to take to make FAA a better place to work.

Based on the significant gains made in the 1988 survey, the agency intends to increase emphasis and support of human resource programs, and expand current efforts and investigate additional ways to increase communication and employee participation.

April Aviation Milestones

→ On April 6, 1927, William P. MacCracken, Jr., received the first federal pilot's license. MacCracken is a familiar name to FAAers. The 10th floor "Round Room" in Washington headquarters was named in his honor last September and is now the MacCracken Conference Room.

→ H. H. Clayton made a balloon flight between Cincinnati and Monroe County, VA, covering 350 miles in 9 hours, 30 minutes, on April 8, 1835.

→ On April 13, 1928, Hermann Koehl, a German, and James Fitzmaurice, an Irishman, accompanied by one passenger, completed the first nonstop east-to-west crossing of the Atlantic by airplane, between Dublin, Ireland, and Greenly Island, Labrador, in a Junkers W-33L.

→ Harriet Quimby, an American, on April 16, 1912, became the first woman to pilot an airplane across the English Channel, in a Bleriot monoplane, from Deal to Cap Griz-Nez.

→ On April 19, 1953, the first turboprop airliner, the Vickers V-701 Viscount, entered scheduled passenger service with British European Airways.

→ Captain Roy Brown of the Royal Air Force shot down Manfred von Richtofen, the "Red Baron," on April 21, 1918.

→ On April 22, 1928, George Hubert Wilkins, an Australian explorer, completed the first crossing of the Arctic Ocean by air, from Point Barrow, Alaska, to Dead Man's Island, off Spitsbergen, in a Lockheed Vega piloted by Carl Ben Eilson, an American.

→ The Pan American *Hong Kong Clipper*, a Sikorsky S42B flying boat, arrived at Hong Kong from San Francisco on April 28, 1937, completing the first commercial flight across the Pacific.

Wednesday Deadline For *Intercom* Items

Intercom is published weekly. The deadline is 12 noon on *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.

Cut up cravat. Most pilots never forget their first solo flight. *Dick Bair* is no exception.

A program analyst in the Office of Aviation Safety, Dick had just finished his premiere trip into the clouds at Hyde Field, Clinton, MD, and returned to work.

When his instructor, Mel Peck, didn't cut the shirt off his back, Dick thought he had made a clean getaway from this aviation "tradition."

As the word spread about Dick's

People

feat, co-workers opted not to "de-shirt" him in public. Instead, they quickly reached for scissors and snipped Dick's multi-colored striped cravat in half.

A good, but less fashionable sport, Dick still wanted to bid farewell to

Dick Bair, with half a tie, receives congratulations from McArtor and Rick Weiss.

Photo by Bob Laughlin



then-Administrator Allan McArtor on his last day at the agency. He and division manager Rick Weiss marched up to the 10th floor reception.

When McArtor heard the story and saw Dick's stubby tie, he remembered his own solo flight, laughed, congratulated Dick and wished him well on his flying career.

Other FAA Flying Club members think Dick may have chalked up a first -- the first student pilot to solo and be congratulated by an FAA Administrator the same day. Actually it was within an hour. The



Roy Constantineau admires one of his retirement gifts on his last day at FAA.

Photo by Dennis Hughes

aircraft Dick flew was tied down at 2:15 p.m., Friday, February 17.

Forty-five minutes later he was shaking hands with McArtor as a photographer snapped away.

Forty years. How's *Roy A. Constantineau* weathering retirement? Just fine. In fact to help him check the atmosphere away from the FAA, co-workers gave him a weather station -- one of many retirement gifts and tributes. Roy,

Headquarters Operations Center duty officer, took his last phone call on Friday, March 3, after celebrating 40 years of government service.

Healthbeat

Cholesterol facts. Want to know more about cholesterol?

Here's your chance to hear from an expert. On *Tuesday, April 11*, a lecture -- "Cholesterol Connection: Fact or Fiction" -- will be given by Diane B. Stoy, operations director of the Lipid Research Clinic at George Washington University.

It's scheduled from noon to 1 p.m. in the FAA auditorium.

Cholesterol testing. What's your cholesterol level? A six-day testing program at FAA headquarters will help you find out. Screening for total blood cholesterol will be held in the FAA clinic, room 327, from noon to 4 p.m. on *April 12, 14, 19, 21, 26, and 28.*

Total cholesterol will be measured with a fingerstick blood sample. Results will be ready in three minutes. Please call Sam Hart for appointments and additional information, x73406.

Deadly drug. "Crack," the drug that seems to grab metro-Washington headlines daily is deadly.

Here are some scary facts from the Employee Assistance Program.

- What is it? Crack is cocaine boiled down into crystalline balls that can be smoked. It's cocaine in its most addictive form. Crack users can, and often do, die from one or a combination of several causes.

- Crack smoking can lead to heart attack or respiratory failure because it disrupts the electrical currents from the brain to the heart and lungs.

- Crack can cause a fatally high rise in the user's body temperature.

- Crack users are vulnerable to fatal convulsions whether they use crack sparingly or freebase incessantly.

- The use of crack can cause rapid elevation in blood pressure, erupting weak blood vessels in the brain and lead to cerebral hemorrhage.

- Coming down from crack can lead to suicide.

- Crack impairs judgment and can lead to fatal risk-taking.

Flightplan

Sign language. The third American sign language session is getting ready to start with introductory and intermediate classes. Sessions begin *Monday, April 3.* For information, call Sylvia Woodcock, x73857.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Combat-Decorated Navy Pilot

Admiral James B. Busey Tapped by President as FAA Administrator

A career naval aviator, decorated for combat in the Vietnam War, has been tapped by President George Bush to head the FAA.

Admiral James B. Busey IV, who was nominated on March 17, must be confirmed by the U.S. Senate.

Busey, a native of Peoria, IL, joined the U.S. Navy in 1952. For the past two years, he has served as Commander-in-Chief of American Naval Forces in Europe and Allied Forces in Southern Europe.

The 56-year-old Busey's career has spanned several continents during the past 37 years -- from California and Vietnam to the nation's capital and Europe.



Admiral James B. Busey

In his early Navy days, Busey served several tours of duty with fighter and attack squadrons. He received the Navy Cross for combat action while stationed on the *USS Oriskany*, off the coast of Vietnam in the late 1960s.

He later assumed command of an attack squadron on the *USS Coral Sea* and then became a strike plans officer involved in planning and directing the air war over North Vietnam.

Busey steadily climbed the Navy ladder being named Rear Admiral in 1979, Vice Admiral in 1983 and Admiral in 1985.

The FAA Administrator nominee is no stranger to Washington, DC. In addition to his

continued on page 3

Tougher Penalties

Gun-Toting Passengers Face Big Fines

FAA has adopted a tough, new policy with stiffer civil penalties against airline passengers who try to take guns through airport screening points, either intentionally or unintentionally.

The new policy calls for mandatory civil penalties for first-time offenders ranging from \$1,000 to \$10,000, depending on the circumstances. Previously, regional offices had the authority to pursue less severe enforcement action

continued on page 3

Wrap Up

Have a Problem? Whether it's personal or work-related, Jerry Meade can help. Find out more about Jerry, FAA headquarters first in-house Employee Assistance Program manager, on page 4.

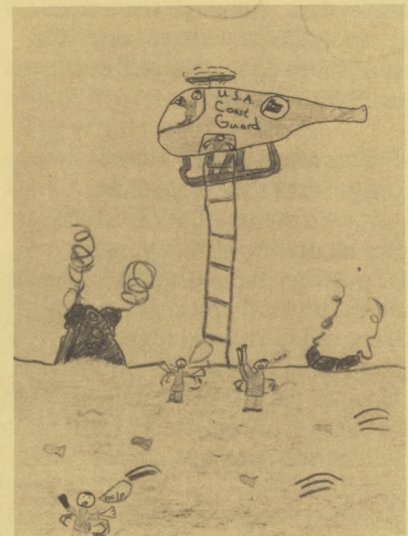
Familiar Face. During a recent meeting with FAAers at the Great Lakes Regional Office, DOT Secretary Sam

continued on page 2

'Help Is in the Air'

FAA is looking for a few, good, young artists like Jamie Garcia, Jr., of Brownsville, TX. Jamie was one of several youngsters nationwide who won prizes last year in an agency-sponsored art contest. Now the entry deadline is fast approaching for the 1989 International Aviation Art Contest. See

page 3 for details. Jamie's winning entry, "Help Is in the Air," is a crayon rendition of a Coast Guard chopper rescuing passengers from a sinking ship. He drew it when he was a seven-year-old first grader.



Wrap Up *from page 1*

Skinner remembered being in the building once before to take his pilot's instrument test.

Then he joked: "I'd like to talk to somebody about my grade!"

Later, after fielding a barrage of questions from reporters, Skinner began to leave the room and spotted a familiar face in the crowd - Harry Harrington, who is now the administrative assistant in the Regional Operations Center.

After Skinner shook several hands on his way out of the meeting, Harry recalls that he smiled when she reached out and took his hand.

"Why, you're the one who graded my test!" Skinner said.

"No," Harry responded, "I didn't grade it, but I probably gave the test to you."

"It almost blew my mind," Harry said later. Starting in October 1972, she had worked on the test desk in the Chicago Air Carrier District Office. There she was in charge of giving out and collecting the pilot's instrument tests, which were later graded in Oklahoma City.

Harry gets quizzical looks about her first name, but she's used to the doubletakes. Although she's from a big family, there were no sons. The last of seven daughters, she was named for her father.

Promptness Pays. Time is money. That's the word from FAA's Accounting Office, which urges all agency offices to make sure payment supporting documentation is promptly received in the paying office to avoid higher interest penalties on bills paid late.

Up until the end of March, interest was computed from the 31st day on invoices that remained unpaid beyond 45 days.

But that changed on April 1 when an amendment to the Prompt Payment Act eliminated the "grace period."

Now, interest accrues daily on unpaid invoices starting with the

31st day until payment is made. The shortened payment period could lead to much higher agency costs unless offices submit invoices promptly.

Who pays the penalties? The Office of Management and Budget requires that the program office foot the bill for all interest paid.

Program officers and approving officials can cut costs by expediting documentation to support prompt payments. More can be learned about this recent change to the Prompt Payment Act by contacting your accounting office, contract officer, or Anthony R. Williams, Accounting Systems Division (AAA-400), FTS 267-9000.

New Home. FAA Headquarters Air Traffic Evaluations Branch, ATS-120, has a new home. The eight-person team recently pulled up stakes and moved to Washington

Dulles International Airport. ATS-120 is now located in the Gateway Building, 400 West Service Road, Suite 110. That's near the Dulles Airport Marriott Hotel.

Here's how to call or write. The phone number is (703) 661-0132, commercial only. The mailing address: FAA Air Traffic Evaluations, ATS-120, P.O. Box 17403, Washington, DC 20041.

Security Trip. DOT Secretary Sam Skinner plans to travel overseas in mid-April to meet with high level transportation officials in England, France and West Germany; heads of major European and U.S. airlines; and security experts.

The trip is part of Skinner's ongoing efforts to help forge a unified, global approach to the threat of terrorism and to insure that anti-terrorist programs are being effectively carried out.

Streamlining Promotions

Helping FAAers Get Ready for Future Jobs

FAAers agency-wide, interested in promotions to GM-15 supervisory positions in the Washington headquarters Airway Facilities organization, Program Engineering Service and Systems Maintenance Service, can now speed up the hiring process through an innovative program.

Here's how it works. On March 31, the agency announced promotional opportunities for supervisory jobs as general engineers, electronics engineers and computer systems analysts in AAF, APS and ASM.

The aim of the program, officially called phase 1 of the Airway Facilities Supervisory Identification and Development Program - AF-SIDP for short - is to identify and develop candidates for first-level branch manager positions.

As explained in the announcement, which closes April 20, applicants must meet technical and work experience requirements and have a current performance rating of "fully successful" or higher.

An applicant's knowledge, skills and abilities are evaluated by peers and a panel of managers to determine the individual's eligibility for consideration for a supervisory position.

Successful candidates are placed on an eligibility list for up to five years. As supervisory vacancies come up, employees on the list are asked if they're interested in being considered for the opening.

Those requesting consideration are placed on a register and referred to the selecting official without any additional application procedures or paperwork.

More details can be found in announcement number AAF-89-205, "AF-SIDP Phase 1."

Busey *continued from page 1*

assignments at California's Lemoore Naval Air Station, Busey has worked in the nation's capital where he served in the Systems Analysis Division on the staff of the Chief of Naval Operations and as Auditor General of the Navy; Deputy Chief of Naval Material, Resources Management; Commander, Naval Air Systems Command; and Vice Chief of Naval Operations, a post he assumed in September 1985.

He became Commander in Chief of Allied Forces in Southern Europe and Commander in Chief of U.S. Naval Forces in Europe in March 1987.

In addition to the Navy Cross, Busey has been awarded the Distinguished Service Medal, the Legion of Merit, the Distinguished Flying Cross, the Bronze Star Medal, Air Medals, the Navy Commendation Medal and the Navy Achievement Medal.

He is married to the former Jean Cole of Sidney, IL.

They have three children, Mrs. Angela Presto, Mrs. Nancy Wheeler, and James V.

Guns *continued from page 1*

such as a smaller civil penalty or warning notice.

Under the new policy's sanction schedule, a civil penalty of \$1,000 will be sought in cases where the firearm is unloaded and ammunition is not accessible and \$2,000 if the ammunition is accessible.

The sanction increases to \$2,500 for loaded firearms and \$5,000 to \$10,000 when there is an effort to conceal either loaded or unloaded weapons to avoid detection. When guns are used in conjunction with threats or overt acts, the civil penalty is \$10,000, and the case will be referred for criminal prosecution.

The more stringent enforcement policy is a response to the continuing high number of firearms detected at airport screening points --

2,773 in 1988. These incidents last year led to 1,693 arrests by local authorities with the individuals subject to prosecution under local laws. The agency says the stricter enforcement is necessary to improve compliance and significantly reduce the risk of violence or accidental discharge of a weapon.

An FAA survey conducted from June 1987 to June 1988 in the Southwest Region found that the typical passenger in these incidents is one who simply "forgets" to check his weapon or leave it at home and presumably has no intention of hijacking or sabotaging an aircraft.

Nevertheless, the agency noted

that the guns were loaded more than 70% of the time creating a potentially dangerous situation. Between 1975 and 1983, there were 26 incidents where loaded weapons in luggage discharged, one of which resulted in the death of an airline employee.

The agency emphasized that the only legal way to carry a firearm on an aircraft is in checked luggage. The weapon must be unloaded, and the owner must declare it to the airline when the luggage is checked. If the firearm is a handgun, the luggage must be locked, and the only key must be in the owner's possession.

Young Artists

'My Dream To Fly' Contest Deadline in June

Youngsters with an artistic flair can win national recognition for their talents by entering the 1989 International Aviation Art Contest, sponsored by FAA and the National Aeronautic Association in cooperation with the Federal Aeronautique Internationale.

The deadline is fast approaching. All entries must be post-marked by June 1 and received no later than June 14 by the NAA, 1763 R Street, NW, Washington, DC 20009.

Nine awards will be given to children, ages 5 through 16, in three categories.

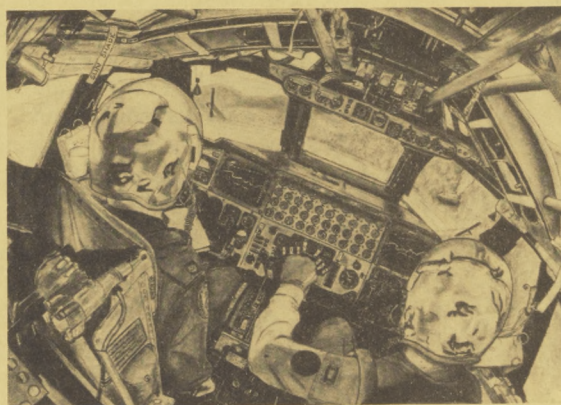
This year's theme is "My

Dream To Fly." The contest is open to all children including those of FAAers and other contest sponsors.

Winning artwork from the United States will compete with entries from 15 countries for gold, silver and bronze medals. Certificates of recognition will be given by the FAA and NAA to all U.S. winners.

Contest rules and entry forms are available from Public Affairs offices in the regions and centers.

For additional information, contact Connie Housewright, FAA Headquarters in Washington, FTS 267-3469.



Carl Owens, a high school student from League City, TX, won first place in the 13-16 year old category last year. Winners also compete for international awards.

Problem solver. When people tell *Jerry Meade* their problems, he perks up. Unlike most people who cringe when others start spouting their woes, Jerry is all ears. It's his job, and he likes to be very, very busy.

Jerry is the first in-house Employee Assistance Program (EAP) manager at FAA headquarters building. He came onboard in mid-March.

A clinical social worker, Meade is no stranger to the employee assistance field or the federal government. He moved to FAA after four years at the General Accounting Office's Office of Counseling and Career Development. In the past, he trained FAA managers in the Northwest Mountain Region on how to make full use of the region's employee help programs.



EAP manager Jerry Meade with his wife Carol and daughter Claire.

Meade holds a Master's Degree in Clinical Social Work and has 11

years of post-graduate experience in a variety of medical and mental health settings.

He began his professional career as a social worker at New York City's Bellevue Hospital and worked several years as a kidney transplant coordinator at the Washington Hospital Center here in the nation's capital.

Here's how he can help FAAers. Jerry is available to all headquarters workers to help them with a wide range of problems, both personal and work-related. He's also here to provide consultation to managers who face difficult office situations.

In the near future, you'll be hearing more about the headquarters Employee Assistance Program. Jerry is planning an intensive series of briefings for FAA employees and managers to make everyone aware of its services and how to use this valuable resource.

All of these services are strictly confidential. Jerry can be reached at x73945 or by stopping by the Health Unit, room 327.

Headquarters Intercom

April 4, 1989
No. 89-14

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

People

hands to worthy programs, contact Mary Couch, x79535, or Margaret Powell, x73884.

Miami convention. The National Hispanic Coalition of Federal Aviation Employees holds its national convention in Miami August 14-18. For more information, contact Dr. Fidel Santiago, Teterboro Flight Service Station, New Jersey, (201) 288-9087.

Wednesday deadline. *Intercom* is published weekly. The deadline is 12 noon on *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.

For events listed in the *Flightplan* section, submit the information at least three weeks in advance.

Healthbeat

Focus on cholesterol. Here's your chance to find out more about cholesterol from an expert. On *Tuesday, April 11*, a lecture - "Cholesterol Connection: Fact or Fiction" - will be given by Diane B. Stoy, operations director of the Lipid Research Clinic at George Washington University.

It's scheduled from noon to 1 p.m. in the FAA auditorium.

Cholesterol testing. What's your cholesterol level? A six-day testing program at FAA headquarters will help you find out.

Screening for total blood cholesterol will be held in the FAA clinic, room 327, from noon to 4 p.m. on the following days:

- *Wednesday, April 12*
- *Friday, April 14*
- *Wednesday, April 19*
- *Friday, April 21*
- *Wednesday, April 26*
- *Friday, April 28.*

Total cholesterol will be measured with a fingerstick blood sample. Results will be ready in three minutes.

Please call Sam Hart for appointments and additional information, x73406.

Flightplan

X-29 aircraft. The radical X-29 aircraft with its forward-sweeping wings is literally too unstable to fly without its onboard computers.

One of the select group of pilots who fly the X-29 is Kurt Schroeder, chief test pilot for Grumman Corp.

Meet Schroeder on *Thursday, April 6*, at the National Air and Space Museum's Samuel P. Langley Theater, and get a rare, first-hand account of flying the X-29. The lecture begins at 7:30 p.m.

Volunteers wanted. The DOT Volunteer Committee is looking for a few, good FAAers to help tutor students, feed the homeless, assist senior citizens and enlist in the war against drugs. To add your helping



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

Reaching for Aviation Careers

16 FAAers Selected for Year-Long Leadership Program



WEL Coordinator Eleanor Quigley, standing center, with the 1989 Women's Executive Leadership Program class - the largest at FAA since the program began. See page 3 for this year's participants.

Photo by Dennis Hughes

The Women's Executive Leadership (WEL) Program is just four years old, yet its FAA ranks have increased to 16 this year, up from six last year.

An innovative, career enhancement project started by the Office of Personnel Management in 1984, the WEL Program tapped FAAers for the 1989 class from a wide range of jobs - everything from air traffic controllers to budget analysts.

A recent week-long orientation in Washington included a day at FAA Headquarters. WEL Coordinator Eleanor Quigley packed the FAA session with information from real-life experiences of former WEL graduates and several

continued on page 3

\$10,000 Fine. The maximum fine of \$10,000 has been levied against an airline passenger for carrying a gun. The weapon, detected on a ticketed passenger at a security checkpoint at the Little Rock, AR, Airport, was not loaded, and the

Wrap Up

passenger did not have access to ammunition. In March, a U.S. District Court slapped the individual with the maximum fine. Recently, FAA announced its tougher policy with stiffer civil penalties against airline passengers who take guns through airport screening points. Mandatory civil penalties for first-time offenders range from \$1,000 to \$10,000.

Key Position. John Gaughan, 41, has been named DOT Chief of Staff. In making the appointment, DOT Secretary Sam Skinner said Gaughan's Department experience

continued on page 2

Recreational Flying: FAA Sets Up New Pilot Category

FAA is establishing a new, more restrictive pilot certificate for pilots who want to fly only for sport and recreation, the recreational pilot certificate.

Pilots who apply for this new "entry level" certificate, instead of a private pilot certificate, will be restricted to local area flights and subject to numerous operational limitations.

Recreational pilots will not have to undergo the training or the use of sophisticated navigational equipment or radios that is required of private pilots.

The lower training costs are expected to appeal to pilots

desiring to fly basic, home-built or experimental aircraft in their local areas away from congested airspace.

However, safety will be emphasized. For example, recreational pilot applicants will be required to take intensified training in basic flying skills, focus on "heads up" scanning for other aircraft, and take lessons in local geography.

The agency is also imposing new testing requirements on student pilots and new annual review and operational limitations on inexperienced, non-instrumented rated private pilots.

continued on page 2

Wrap Up *from page 1*

and knowledge make him "uniquely qualified" for this "key position on my management team."

Since 1985, Gaughan has been Maritime Administrator. Previously, he held several Department positions serving as Deputy Assistant Secretary for Government Affairs in 1985, Director of External Affairs in the Maritime Administration in 1984 and as Congressional Relations Officer from 1981 to 1984. Before joining the DOT in 1981, he was an attorney with the Federal Maritime Commission.

A graduate of the U.S. Coast Guard Academy, New London, CT, he served nine years on active duty.

Gaughan, a native of Washington, DC, holds a Bachelor of Science degree from the Coast Guard Academy and a Doctor of Laws from the University of Maryland. He and his wife Janelle live in Bethesda, MD.

Crash Test. FAA and the French government are planning to test the crashworthiness of commuter aircraft next year. In March, FAA and the French Director General of Civil Aviation agreed to swap data on the experiments. The French plan to crash a Falcon 10 using a catapult. FAA will conduct a similar experiment with a Beech 1900.

The French test, expected to cost \$1.5 million, will help FAA analyze how the crash affects fuel containment, seat restraint and other items. The cooperative effort will aid both countries since the two aircraft have different fuel tank location, seat arrangement, wing location and floor type.

Denver Airport Vote. People in the city and county of Denver will have a chance to vote on May 16 on the plan to build a new, multi-billion-dollar airport for the area. The "straw poll" is not legally binding on the Denver city council. Local polls show wide support for

holding the airport advisory referendum and support for going ahead with the project.

Special Team. A special FAA team recently returned from Alaska after investigating complaints about the practices and policies of the region's Flight Standards Division.

The most recent indication of the alleged ill-feeling was a complaint made by the Alaskan Air Carriers Association. The group said the Flight Standards Division overreacted to an intense high pressure system that had the potential for creating a safety hazard by triggering erroneous altimeter readings.

The airlines complained about FAA-imposed flight restrictions while the high pressure system was over Alaska early in the year. They said that there were "any number of simple, routine, and unobtrusive measures that could be employed to ensure the highest level of safety."

The investigation was not limited to that complaint. The team delved into FAA Flight Standards relationships with all of the elements of the Alaskan aviation community, including the weekend flyer.

The team will report its findings to Tony Broderick, Associate Administrator for Regulation and Certification. The team is headed by Louis D. Ludwig, the Deputy Director of the Flight Standards

National Field Office in Oklahoma City. Other members include Brad Pearson, Deputy Manager of the Flight Standards Division, and John Callahan of the Regional Counsel's Office, both from Northwest Mountain Region.

Pilots *continued from page 1*

Here are other important provisions of the new rule:

➔ Flights will be limited to within a 50-nautical-mile radius of the airport where pilots received their ground and flight instruction and training. This ensures that these pilots will be flying only over familiar territory where chances of getting lost or disoriented will be greatly reduced.

➔ Pilots will be restricted to flying single-engine aircraft with a maximum of 180 horsepower, a fixed landing gear and no more than four seats.

➔ Pilots will be allowed to carry only one passenger per flight and cannot fly for hire.

➔ Only daylight flights will be permitted, and the pilot must have a minimum of three miles forward visibility and be able to maintain visual contact with the ground.

➔ Flights will be limited to below 10,000 feet mean sea level and banned from airspace where communications with air traffic control is required, including Terminal Control Areas and Airport Radar Service Areas.

➔ Recreational pilots and non-instrumented rated private pilots must successfully complete an annual review from a flight instructor until they have accumulated 400 flight hours. The review will consist of one hour of ground instruction and one hour of flight instruction.

➔ All student pilots must pass a written examination given by their flight instructor prior to their first solo flight. Also the minimum flight visibility requirements for student pilots is being increased

Headquarters Intercom

April 11, 1989
No. 89-15

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

from one to three miles during daylight hours.

→ The minimum flight hours required for a recreational pilot's certificate will be 30 hours, with 15 hours of dual instruction and 15 hours solo time, compared to a 40-hour total for a private pilot.

However, the average private pilot accumulates about 72 hours prior to certification, and FAA expects that recreational pilots also may have to log additional flight hours to meet the standards for that category certificate.

The agency's estimate is between 45 and 55 hours, evenly split between dual and solo time.

Based on these figures, FAA estimates that a person who wishes to fly only for sport and recreation in a local area could save between \$1,200 and \$1,850 by obtaining a recreational pilot's certificate rather than a private certificate. The rule also provides for recreational pilots to upgrade their certificates with the proper training and instruction.

WEL *continued from page 1*

women executives who talked about their careers and how they "made it" at the agency.

The meeting was a combination "pep talk" and question-and-answer sessions for the 16 new members of the WEL team. Speakers included Irene Barnett, Dorothy Berry, Carolyn Blum, Ann Rosenwald, Dick Rice, Barbara Little and Minnie Brown.

Brown, a program analyst with the Office of Training and Higher Education and a graduate of the 1987 WEL Program, drew on her own experiences. She told the class that it takes determination and initiative to make the program a success, but the rewards are worth it. "You become stronger, believe in yourself and have more self confidence," she said.

The WEL Program offers a variety of opportunities including 30- and 60-day assignments, executive "shadowing" and interviews



1989 Women's Executive Leadership Program

Diane P. Ables
Employee Development Specialist, AHR-140
Washington Headquarters

Vickie L. Anderson
Air Traffic Control Specialist
Reno ATCT

Thelma B. Bagley
Building Services Specialist, ALG-200
Washington Headquarters

Margaret S. Baker
Budget Analyst, ABU-100
Washington Headquarters

Patty G. Booker
Supply Systems Analyst, AAC-410
Aeronautical Center

Elaine Downey
Supply Management Representative, AAC-430
Aeronautical Center

Carol A. Driscoll
Quality Assurance Specialist, ALG-423
Washington Headquarters

Phyllis A. Duncan
Technical Writer, AFS-830
Washington Headquarters

Venoris J. Jones
Assistant Manager, Plans and Procedures
Lansing AFSS

Ailene Keating
Accident Prevention Specialist
Louisville FSDO

Barbara A. Kish
Administrative Officer, AWP-462
Western Pacific Headquarters

Patricia Jo Myers
Electronics Technician Instructor, AAC-940
Aeronautical Center

Loretta K. Neal
Systems Specialist, AVN-335
Aeronautical Center

Gwen Randall
Air Traffic Controller, ANM-17
Northwest Mountain Region Headquarters

Dorothy Warner
Management Analyst, AEA-40
Eastern Region Headquarters

Donna G. Warren
Environmental Specialist, AEE-120
Washington Headquarters

with FAA's top management.

The program's bottom line? To prepare talented FAAers with skills, knowledge, attitudes and experiences helpful to be successful in competing for and performing supervisory and managerial opportunities that open up in the future.

Flightplan

'Fun run.' The DOT Employee Recreation Association is sponsoring a two-mile "fun run" around the Tidal Basin at 12 noon on *Tuesday, April 18*. Ribbons will be given to all finishers, and trophies will be

awarded to winners in various age groups.

Entry forms are available in the FAA Exercise Facility or contact Nancy Watson, Room 628, x79266.

FAA shuttle. The FAA aircraft will not make trips to the Tech Center in Atlantic City on *Tuesday, April 11*, and *Tuesday, April 18*, because of scheduled maintenance checks.

Wednesday deadline. *Intercom* is published weekly. The deadline is 12 noon on *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.



After a week of learning the ropes, FAAers and trainers take a sweet treat break.

Photos by Lance Strozier



Milt Forrest

New 'facilitators.' FAA headquarters has a new crop of "facilitators" - people trained to help manage meetings or retreats and teambuilding, problem solving and listening sessions for survey followup activities.

After a week of intensive hands-on training, 12 FAAers became "facilitator interns," and two additional FAAers are available to serve as resource facilitators.

These photos show the group in action.

People

The new facilitators are: *Gil Shade*, ATO; *Lorraine Harrison*, AFS; *Howard Vaughn*, AFS; *Glenda Barnes*, APS;

Mary Weltin, AHR; *Marcia Corey*, AHR; *Tony Piotrowski*, ASE; *Milt Forrest*, ASM; *Eileen Lee*, AHR; *Jim Ayres*, AVN; *Carol Hugh*, AHR; and *Larry Bruno*, ACS.

Two additional program resources are *Sandra Angel*, ALG, and *Estelle O'Polyn* of the Eastern Region.

The Facilitator Intern Training Program (FITP), sponsored by AHR-100, is in its second year of operation.

The program is designed to provide managers with a pool of well-trained facilitators to help them with their organizational needs.

Want to know more about the program? Contact Margaret Powell, x73884, or stop by room 516.



Larry Bruno



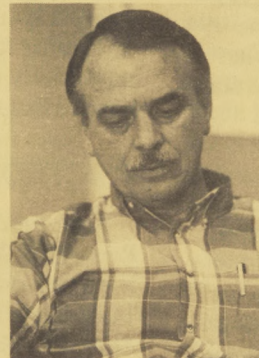
Sandra Angel



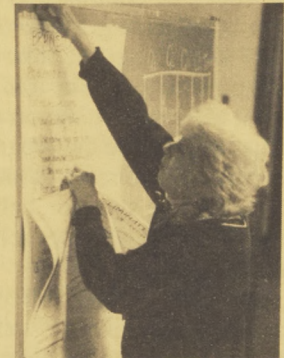
Eileen Lee and Howard Vaughn



Marcia Corey writes down suggestions on flip chart during a brainstorming session.



Jim Ayres



Facilitator course trainer Gloria Fauth.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

Fighting Terrorism in the Skies

Tighter Security Measures Ordered for Domestic and International Aviation

FAA's battle against airborne terrorism has more firepower with stricter security measures announced by DOT Secretary Sam Skinner.

The new measures demand closer airline compliance to security bulle-

*Skinner talks about terrorist threats.
Turn to page 5.*

tins, require mandatory state-of-the-art explosives detection devices, and call for a "significant increase" in FAA security specialists to monitor airport and airline security.

Skinner explained the new anti-terrorism steps at an April 3 news confer-

ence at FAA headquarters beamed by satellite to 33 agency locations. They supplement more stringent security measures ordered by then-Administrator Allan McArtor following the pre-Christmas bombing of Pan Am flight 103 over Lockerbie, Scotland.

The new security moves include:

➔ Requiring the use of explosives detection systems, such as the thermal neutron analysis (TNA) device, at the busiest domestic and international airports served by U.S. carriers.

The first of six TNA units, produced under an FAA contract inked last fall, is expected to be installed at JFK In-

ternational Airport this summer.

Five others, on order from a San Diego electronics firm, should be delivered and installed at other airports by the end of 1989 or early 1990.

continued on page 4

Wrap Up

Busey Update. The White House's announcement last month of its intention to nominate Admiral James B. Busey as FAA Administrator is one of several steps necessary before he can officially take over as head of the

continued on page 2

Team Effort

New Training Guidelines in the Works

Every month, a group of 26 spends a week scribbling on flip charts, grinding pencils and scraping chalk across blackboards to hammer out a new, user-friendly training guideline manual.

The project, which began in December, aims to completely revamp training policy and come up with a document that outlines broad, flexible guidelines for all FAA training.

The entire job hasn't been tackled since 1974, although bits and pieces of FAA's training guidelines have been updated from time to time. The comprehensive guideline review is part of a renewed emphasis on training - a commitment by then-Administrator Allan

continued on page 2



Making a point to his colleagues at one of the once-a-month sessions is Ray Hooker of the Aeronautical Center. Others involved in the project are, left to right, Glenn Cross, Western-Pacific Region; and Dick Cullins and Johnnie Withers, agency contractors.

Photos by Dennis Hughes

Marlene Hardester,
project manager.

New Training Guidelines *continued from page 1*

McArtor to make the agency a "world class training outfit."

FAAers involved in the project, which is officially dubbed the Training Policy Revision Group, hail from Washington headquarters and other agency offices nationwide. Target date for completion of a draft of the new training policy is June.

The group, which includes FAAers and contractors, converges on DOT's Nassif Building once a month. The sessions are often spirited as several working groups plunk down in four small conference rooms and talk about everything from training rules, regulations and course design to budget considerations and scheduling.

The project is headed up by Marlene Hardester of the Office of Training and Higher Education (AHT), an office which calls the plaza level of the Nassif Building its home.



Working on the details of new training guidelines are, left to right: David Crosse, Aeronautical Center; Sam McKoy, Southern Region; and Tony Amato, Minnie Brown and Lorraine Harrison, all from Washington Headquarters.

Photo by Dennis Hughes

Wrap Up *from page 1*

agency, including Senate confirmation.

In the meantime, Robert Whittington is Acting Administrator while Brooks Goldman is handling Whittington's duties as Acting Executive Director for Policy, Plans and Resource Management. Theron Gray is filling Goldman's shoes as Acting Associate Administrator for Administration.

Busey, whose Navy career spans 37 years, has been serving as Commander-in-Chief of American Naval Forces in Europe and Allied Forces in Southern Europe.

'Highest Standards'. FAA's chief scientist, Dr. Robert E. Machol, has been inducted into Omega Rho as an honorary member. He holds one of only 15 honorary memberships granted by the group.

Omega Rho is an international honor society dedicated "to encourage the study of operations research and management science related disciplines." Machol was lauded by

the group which said he has stood for and practiced "the highest standards of personal and scientific honesty and integrity throughout his long career."

Madrid Beckoning. Interested in a position in Madrid? The Civil Aviation Assistance Group is looking for a civil engineer, equivalent to a GS-14, to fill a newly approved airports position with the group. The person selected will provide advice and assistance to the

Headquarters Intercom

April 18, 1989
No. 89-16

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Spanish in the airport planning and capacity areas. Vacancy announcement AEU-89-215, which opened April 13 and closes May 4, contains details on qualifications and benefits. Barbara Slavik, API-19, FTS 267-9089, can also answer your questions.

Extended Range First. American Airlines is the first carrier to receive FAA approval for extended range operations under the agency's new guidelines. Earlier this year, FAA said it's safe and reliable to operate two-engine aircraft for longer periods over water and desolate land areas and increased the maximum diversion time from alternate airports from 138 to 180 minutes.

On March 27, American won approval of its plan to fly twin-engine 767s for the maximum 180 minutes over the North Atlantic. The carrier is also expected to begin extended range operations in the future from the west coast to Hawaii and Tokyo.

ATS Facelift. Last December, the quality assurance-evaluation functions within the Office of Air Traffic Evaluations and Analysis (ATS) moved from the Associate Administrator for Air Traffic to the Associate Administrator for Aviation Safety.

ATS is now back in Air Traffic. With the return come many changes. Action has been proposed to rename the organization the Office of System Effectiveness. The office will be responsible for the evaluation and follow-up of every air traffic facility in the country, nine regional air traffic divisions, the Air Traffic Operations Service (ATO) and the Air Traffic Plans and Requirements Service (ATR). Previously, the Office was responsible only for evaluation of enroute centers, level V terminals and selected facilities. Additionally, the office is establishing a new division with three branches, one of

which will act as a "think tank" where work on identifying measures to improve the air traffic system can take place.

With the motto, "we really are here to help," the new office is changing its image from "fault-finder" to one identified with ensuring a safer, more effective air traffic system.

United Hearing. The National Transportation Safety Board will hold a public hearing on April 25 - 28, into the accident involving the loss of a cargo door from United Airlines flight 811, a Boeing 747, near Hawaii on February 24.

The hearings convene at 9 a.m. on Tuesday, April 25, at the Westin Hotel, 1900 Fifth Avenue, Seattle.

Flight 811 departed Honolulu for Sydney, Australia, with a crew of 18 and 337 passengers. At approximately 23,000 feet, the airplane experienced an explosive decompression following the loss of its forward lower cargo door. Nine passengers were lost through a large hole in the right side of the plane where the cargo door and a section of fuselage ripped off. The airplane returned safely to Honolulu.

About 15 witnesses are expected to testify at the hearings, including representatives of FAA, Boeing, the Airline Pilots Association and the International Association of Machinists and Aerospace Workers.

Employee Study. The government's General Accounting Office is conducting a study for Congress on poor performance employees and how managers deal with the problem.

The study, expected to be completed at the end of the year, is looking at management procedures in government and the private sector. In the review's first phase, GAO zeroed in on 10 federal agencies and 10 private firms including FAA's Washington Headquarters and Southern Region Headquarters in Atlanta.

'Critical' Money

Congress Urged to OK Extra Funding in 1989

FAA Acting Administrator Robert Whittington zeroed in on the "critical" need for additional money for the current year in testimony presented to Congress on April 4.

Whittington urged the House Appropriations Transportation Subcommittee to approve FAA's request for \$40.7 million more this year and the President's \$7.74 billion budget authority request for the 1990 fiscal year.

FAA needs additional funds now, Whittington said. This year, the agency has absorbed more than \$100 million in costs associated with the 4.1% pay raise in January, increased health insurance costs, drug testing, unexpected communications rate hikes and recent cold weather damage to FAA facilities in Alaska.

Coping with these extra costs, Whittington said, has forced the agency to be "very conservative" in the rate of hiring inspectors and technicians - in effect causing a "hiring freeze" for the last six months. Training and maintenance have been cut back, and travel and employee relocation are below levels of fiscal year 1988, which Whittington described as a "tight year."

The Acting Administrator told Congress the additional \$40.7 million will go to help offset the costs of random drug testing, increased drug interdiction support by FAA, "long overdue" national recruitment and training initiatives and a pay demonstration project to give additional pay - in the form of 20% retention allowances - to air traffic controllers, inspectors and airway facilities technicians at 11 difficult-to-staff facilities.

About \$14 million of the supplemental request will defray increased employee health insurance costs.

New Mexican Routes. In the near future, DOT is expected to select carriers to serve several Mexican cities as permitted by a bilateral agreement signed by the two nations late last year. U.S. carriers have proposed new or additional service to Mexico City and several western Mexico cities from Los Angeles, Oakland, San Diego, San Jose, San Francisco, Phoenix, Denver and Tucson.

TCAS Stretch Out? The Congressional Office of Technology Assessment (OTA) has recommended that the timetable for installing Traffic Alert and Collision Avoidance Systems (TCAS) in airline aircraft be extended by a year or more. The current deadline of

December 31, 1991, is mandated by both law and FAA regulations.

The recommended OTA implementation schedule calls for a phased implementation schedule with 15-30% of the airline fleet equipped as soon as TCAS production units become available in 1990, increasing to 50-60% by the end of 1991. Full implementation would be required by the end of 1992 or early in 1993.

OTA said the phased-in approach would allow FAA and industry to conduct a "structured evaluation program" that would provide an early indication of any possible technical problems. Questions about cockpit human factors and air

continued on page 4

Wrap Up *from page 3*

traffic control effects also could be resolved, it noted.

In addition, OTA said TCAS installation would be least disruptive for airlines if it could be accomplished during the normal heavy maintenance cycle that occurs every four years for each aircraft.

It noted that the current December 1991 deadline leaves the airlines only two years for fleetwide implementation since production equipment will not be available until December 1989.

Congressional action on the OTA recommendations is expected in the current session.

New Booklet. FAA has published a new booklet that lists educational and special programs available from the agency—everything from science demonstrations on the properties of air for elementary school children to tips on getting started on a career as an airline pilot.

The booklet, *Aviation Education Programs & Materials*, available from Public Affairs offices at headquarters, regions and centers, also contains a convenient order form.

CSRS Update. FAAers and other federal employees covered by the Civil Service Retirement System can make voluntary retirement contributions in addition to the regular 7% payroll deduction. These optional deposits can be used to increase retirement annuity benefits or may be withdrawn as a lump sum prior to retirement.

Funds deposited this year will earn 9.1%. The interest is tax deferred until the employee withdraws the funds or receives it as an annuity.

To receive approval to join the program, fill out Standard Form 2804 (Application to Make Voluntary Contribution) and file it with the Office of Personnel Management. The minimum deposit is \$25.

For more information, contact your local human resource management division.

Wednesday deadline. *Intercom* is published weekly. The deadline is 12 noon on *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.

\$712,000 Civil Penalty. FAA has proposed a \$712,000 civil penalty against Rocky Mountain Helicopters of Provo, UT, for allegedly violating regulations in its operational and maintenance practices.

Most of the alleged discrepancies occurred in 1987 and were uncovered during an in-depth FAA inspection of the airline in January and February 1988.

They included having unqualified personnel in key operational posts, using unqualified personnel to check pilot competency, failure to maintain adequate records of individual pilot flight time, failure to comply with airworthiness directives, failure to run required ramp checks, and operating aircraft with required equipment inoperative.

Typical of the charges was one that the company operated 31 aircraft for various periods during late 1986 or early 1987 with certain required equipment inoperative.

In another case, FAA alleged that the airline operated 14 aircraft for various periods in 1987 or early 1988 when it had not complied with mandatory replacement times and inspection intervals for certain parts as prescribed by the manufacturers.

Terrorism *from page 1*

The TNA system, which is fully computerized, emits a continuous flow of low-energy neutrons that pass through luggage and cargo and interact with chemical elements in explosives. This triggers an alarm.

The plan is for "at least 100" TNA units to be installed worldwide with

a pricetag in the \$100-million range. The units will be built and on line "as fast as we can and as soon as possible," Skinner said.

→ Assigning additional FAA security specialists to boost surveillance and assist U.S. carriers operating at the busiest U.S. and overseas airports.

→ Making U.S. air carriers' compliance with security directives mandatory.

→ Requiring airlines to acknowledge receipt of security bulletins within 24 hours.

→ Requiring carriers to respond within 72 hours to security bulletins by submitting to FAA specific plans to carry out preventative measures.

→ Ensuring that specific information in security bulletins is distributed to pilots-in-command of airline flights.

→ Raising standards for x-ray and metal detectors to ensure that U.S. air carriers use state-of-the-art equipment.

→ Setting up a National Aviation Security Advisory Committee to exchange information and coordinate security programs, research and development. The committee chairman is Civil Aviation Security Director Ray Salazar.

→ Conducting a top-to-bottom review and evaluation of how well U.S. carriers are complying with security requirements. This will entail scrutiny of each airline's resources and general philosophy toward security.

→ Discussing with foreign governments new procedures for more effective coordination of the international assessment and dissemination of security information and countermeasures.

A security team, dispatched by Skinner, recently returned from Europe after meeting with government and airline officials in Brussels, Bonn, Frankfurt and London. Skinner plans to travel to Europe this month to talk about security with transport heads from several nations.

Aviation Bomb Threats

Publicizing All Threats Jeopardizes Global Intelligence Network, Skinner Says

Publicizing all terrorist threats against airlines and airports could destroy the world's intelligence network, DOT Secretary Sam Skinner warned.

A heated debate has been raging since the bombing of Pan Am flight 103 with some calling for complete public disclosure of all bomb and hijacking threats. The bombing killed 270 people when the 747 was destroyed on December 21, 1988, over Lockerbie, Scotland.

Here's part of what the DOT Secretary said during an April 3 press conference announcing new domestic and international security measures:

"If we are going to have an effective program for gathering, analyzing, and dealing with terrorism it cannot involve public disclosure of every possible threat.

While I respect the families [of the victims of Pan Am 103] and their position, the leading experts in the world are consistent on this issue. If we were to disclose every threat, and the basis for them, we would have no intelligence gathering capability at all in this country and throughout the world. It requires cooperation among people in Europe, Asia and America.

"The information that has already been disclosed has been counterproductive. We are taking new steps to make sure that security information is disseminated to those who are responsible and that those responsible take the proper steps.

"Where appropriate, travel advisories will be issued. But the important thing is that the proper steps to deter terrorists are taken. That does not include public disclosure every time we get a threat. That would totally compromise the system and no one believes that is in the best interest in the long run.

"There might be a situation when

a flight might be cancelled or a travel advisory issued. There's only one standard. There is not a standard for government and a standard for the American traveling public.

"If it's important enough to advise government employees then, at the same time, the traveling American public must be advised.

"There is no double standard, there should be no double standard, there will be no double standard.

"The unfortunate situation in Moscow [when the American embassy posted security information on a bulletin board] was unauthorized. Secretary of State James Baker has reiterated that point. That message has gotten across loud and clear."

In response to calls for a congressional investigation into the Pan Am 103 bombing, the DOT Secretary

said he opposes a special probe.

"The President said he would consider it. My personal opinion is that it is not necessary," he said.

"The Pan Am 103 disaster is being investigated by two of the leading criminal investigative agencies in the world, the FBI and Scotland Yard. I know that from my personal experience for nine years as a federal prosecutor.

"There has been no indication they are not making a full scale investigation into this. And they are reporting regularly to General Brent Scowcroft [Assistant to the President for National Security Affairs] and the President."

In addition, Skinner emphasized that his own special team, which recently returned from Europe, was the catalyst for the new security steps announced by DOT and FAA.

Healthbeat *continued from back page*

cholesterol will be held in the FAA clinic, room 327, from noon to 4 p.m. on the following days:

- *Friday, April 21*
- *Wednesday, April 26*
- *Friday, April 28.*

Total cholesterol will be measured with a fingerstick blood sample. Results will be ready in three minutes.

Please call Sam Hart for appointments and additional information, x73406.

Deadly drug. "Crack," the drug that seems to grab metro-Washington headlines daily is deadly. Here are some scary facts.

What is it? Crack is cocaine boiled down into crystalline balls that can be smoked. It's cocaine in its most addictive form.

- Crack users can, and often do, die from one or a combination of several causes.
- Crack smoking can lead to heart attack or respiratory failure because it disrupts the electrical currents from the brain to the heart and lungs.
- Crack can cause a fatally high rise in the user's body temperature.
- Crack users are vulnerable to fatal convulsions whether they use crack sparingly or freebase incessantly.
- The use of crack can cause rapid elevation in blood pressure, erupting weak blood vessels in the brain and lead to cerebral hemorrhage.
- Coming down from crack can lead to suicide.
- Crack impairs judgment and can lead to fatal risk-taking.

'Federal Fitness Day'

Wanted: FAA Teams for April 28 Athletic Event

Among the many nice things about spring is the perpetual incentive it provides to work off that winter "insulation" and get back in shape. Well, here's your chance! May is National Fitness and Sports Month, and to kick it off, the President's Council on Physical Fitness and Sports and the Federal Interagency Health and Fitness Council are sponsoring Federal Fitness Day on *Friday, April 28*.

Activities will be held on the athletic field near the Reflecting Pool (17th and Independence) from 10 a.m. to 2 p.m., and the following events are scheduled:

- 3K coed team fun run (3 men, 3 women) -- all team members must start and cross the finish line together.
- 3K coed team fun walk (3 men, 3 women) -- all team members must start and cross the finish line together.
- Physically challenged events -- physically challenged individuals compete in the running and walking events for the fastest times.
- Fitness testing contest -- excellence is measured in sit-ups, push-ups, sit and reach, and hand grip strength.

Awards will be presented afterwards to the winners in each event, as well as to the agency that has the most teams participating in both the running and walking events.

FAAers interested in forming a team, participating on one, or participating in any of the other events, can contact Jerry Meade, EAP manager, on x73945, or bring your completed application to the Health Unit, room 327, no later than *Friday, April 21*.

Flightplan

Aerospace 89. The annual meeting of the American Institute of Aeronautics and Astronautics (AIAA) is scheduled for *May 2-4* at the Hyatt Regency in Crystal City. The event, AEROSPACE 89, features speakers and an exhibit of U.S. and foreign aerospace manufacturers, which is open daily from 10 a.m. to 4 p.m.

As part of AEROSPACE 89, *Thursday, May 4*, is Aeronautics Day with DOT Secretary Sam Skinner delivering the keynote address at 8:45 a.m.

Sessions and exhibits are free and open to all government and military employees, with shuttle buses provided from the Crystal City metro station.

Advance registration is recom-

mended. Call (202) 646-7464 for more information.

Awards and rewards. The Office of the Associate Administrator for Airway Facilities held its first awards ceremony on March 8. Executive Director Wayne Barlow recognized Joyce Gillen, AAF's DOT Secretarial Award winner.

Associate Administrator Ed Harris presented certificates to employees for individual and group on-the-spot awards, special achievement and special achievement based on a special act.

Nineteen FAAers received pins marking three, 15, 25 and 30 years of service.

National convention. The National Hispanic Coalition of Federal Aviation Employees holds its national convention in Miami

August 14-18. For more information, contact Dr. Fidel Santiago, Teterboro Flight Service Station, New Jersey, (201) 288-9087.

Art contest. The deadline is fast approaching for the 1989 International Aviation Art Contest, sponsored by FAA and the National Aeronautic Association in cooperation with the Federal Aeronautique Internationale.

Nine awards will be given to youngsters, ages 5 through 16. All entries must be postmarked by *June 1* and received no later than *June 14*.

For entry forms and contest rules, contact Connie Housewright, x73469.

Have an item? *Intercom* is published weekly. The deadline is 12 noon on *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.

Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

EPG Update

Automation Service. FAA's Automation Service Employee Participation Group (EPG) held its first meeting on March 20 and elected Leanne Robbins, AAP-320, chairperson, and Frank Yohe, AAP-100, co-chair.

Other EPG members include Ronald Angel, AAP-400, Elaine Ponchock, AAP-10A, and Donna Massowd, AAP-240.

The group meets the second Monday of the month. The next get-together is *Monday, May 8*. Suggestions by Automation Service employees will be welcomed by EPG members.

Healthbeat

Cholesterol testing. A testing program at FAA headquarters will help you find out your cholesterol level. Screening for total blood

continued on page 5



U.S. Department of Transportation

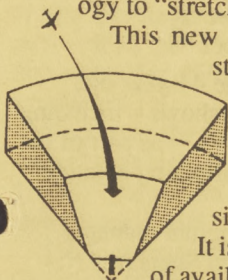
Federal Aviation Administration

Headquarters Intercom

Stretching Airports

Historic Milestone – FAA's Microwave Landing System Commissioned

The first permanent, federally funded Microwave Landing System at a commercial airport was commissioned April 6 in Lebanon, NH, signaling FAA's continued commitment to sophisticated technology to "stretch" airport capacity.



This diagram shows the wide volume of airspace covered by the Microwave Landing System.

This new navigational aid promises to be the future standard at airports worldwide, replacing the Instrument Landing System (ILS) inaugurated in the mid-1940s.

Joseph Del Balzo, Executive Director for System Development, called the commissioning a "historic milestone."

It is a technological effort to "wring out every bit of available capacity at our existing airports" and offers "one of the few real answers to the severe capacity restraints facing some of our major airports," he said.

"With MLS, we'll be able to increase capacity by redesigning the tangled approach and departure tracks, resolving many traffic conflicts that occur when big airports are relatively close to each other."

Del Balzo pointed out several "dramatic" capacity increases attributed to future MLS use.



Soggy weather didn't dampen spirits as New England Regional Administrator Arlene Feldman and New Hampshire Governor Judd Gregg, left, snip a ribbon to commission the Microwave Landing System at Lebanon Municipal Airport.

Preliminary studies show that MLS can boost capacity in poor weather at LaGuardia, Kennedy and Newark airports by as much as 15% and substantially reduce delays.

"Without pouring one cubic yard of concrete, *continued on page 3*

Airway Facilities Winners

Indianapolis, Raleigh Sectors Take Top 1988 Honors

Airway Facilities sectors in Indianapolis and Raleigh are tops in their fields, winning "National Sector of the Year" awards for 1988.

Indianapolis took first place in the Air Route Traffic Control Center (ARTCC) category, and Raleigh was selected as the winner in the General National Airspace (GNAS) category.

These two sectors were picked from regional winners that exhibited outstanding achievement in facility performance, human resource management and general programs.

Regional ARTCC winners include Albuquerque, Atlanta, Denver (Longmont), Oakland (Fremont, CA), and Washington (Leesburg, VA).

Other regional winners and competitors for the national honor in the GNAS category include Albuquerque, Boston, Dakota (Bismarck, ND), Des Moines, Denver, Empire (Syracuse, NY), North Alaska (Fairbanks) and San Diego.

Associate Administrator for Airway Facilities Edwin S. Harris, Jr., *continued on page 2*

Phone Home. FAAers on travel can phone home on commercial telephone lines and get reimbursed, according to a recently issued DOT notice. Here's how it works.

Employees are allowed to make a maximum of two long-distance tele-

Wrap Up

phone calls - but no more than one call a night - to their family or residence during each travel period of seven days or less.

Reimbursable calls are limited to *continued on page 2*

Winners *from page 1*

said picking the national winners was "extremely difficult due to the superb overall performance of each candidate. The sectors are to be commended for their excellent professional contributions and personal commitment throughout the past fiscal year."

The Indianapolis ARTCC Sector handled about two million aircraft in the 1988 fiscal year. A unique feature of this sector is the large concentration of overnight freight terminals in its control area. Although the heavy night traffic limits its ability to perform scheduled maintenance during night-time hours, the sector demonstrated a commitment to excellence and cooperative attitude with Air Traffic FAAers. In fiscal year 1988, for example, 95.65% of the sector's facilities and services performed above the national average for reliability.

The Raleigh General NAS Sector covers about 37,000 square miles -- an area that includes several major military installations and the fast-growing Raleigh-Durham International Airport.

The sector is responsible for 584 FAA facilities and also for inspecting 43 nonfederal facilities.

In spite of aviation growth and demands, the sector has shown a 60% improvement -- credited to teamwork and employee dedication -- in the number of unscheduled outages over 1987.

National and regional awards and employees' certificates will be presented to the winners in the near future.

Wrap Up *from page 1*

\$3 a call, must be made within the continental United States and be fully documented on the reimbursement voucher.

'No' Disclosure. The *New York Times* agrees with DOT Secretary Sam Skinner that publicizing all

terrorist threats against airlines and airports is counterproductive.

In an April 10 editorial endorsing Skinner's views and entitled "Don't Disclose Air Terror Threats," the newspaper wrote: "There are strong arguments pro and con, but on balance, the answer ought to be no."

It was followed the next day by a *Washington Post* editorial that lauded Skinner for moving "firmly but with care to craft new rules aimed at improving airline response to threats of terror."

It reiterated Skinner's view that "the preponderance of expert opinion on this score is against automatic, wide-open disclosure."

"No set of procedures can guarantee safe passage for every flight, but thoroughness, sophisticated equipment and intelligence can minimize the dangers in what remains a relatively safe, indispensable way to travel," the *Post* wrote.

Computer Timesharing. Want to keep up to date on the agency's computer timesharing services? A quarterly publication, *FAA Timesharing Newsletter*, is available for interested FAAers. It contains useful information on the newest timesharing developments, ideas for boosting timesharing productivity and cutting costs, feedback from

Busy '89 For FAA's DC-3

It's another big year for FAA's vintage DC-3. The 44-year-old aircraft has been returned to service for numerous airshows -- including the recent mid-April Sun-N-Fun Fly-in in Lakeland, FL -- as part of the agency's goal of increasing aviation awareness, highlighting aviation careers and encouraging aviation safety.

In getting ready for N-34's third season, DC-3 program manager Phyllis Howard of the Aeronautical Center's Aviation Standards National Field Office thanked the "talented and spirited" FAAers for their pre-season efforts.

DC-3 Airshow Schedule

May 13-14

Redding Airshow, Redding, CA

May 16-21

SAFECOM '89 at University of North Dakota, Grand Forks, ND

June 16-18

Aerospace America '89, Oklahoma City, OK

July 15-16

Tri-Cities International Airshow, Pasco, WA

July 28-August 3

EAA Convention and Airshow, Oshkosh, WI

August 9-13

Airshow Canada, Abbotsford, BC

August 26-27

Springfield Air Rendezvous, Springfield, IL

September 16

Reno Airshow, Reno, NV

September 23-24

Topeka Airshow, Topeka, KS

October 6-7

Aviation Education Conference and Safety Seminar, Toms River, NJ

October 13

Louisiana Balloon Festival and Airshow, Hammond, LA

timesharing users, profiles of users and descriptions of timesharing applications.

Interested in receiving the newsletter or contributing information to upcoming issues?

Contact Fitzhugh Stephens, AMS-320, Washington headquarters, FTS 267-9983.

Airport Morale. Miami International Airport has come up with an idea that it says should boost airport employee morale and cut turnover rates - a public school, the first located at an airport.

Miami International renovated a building vacated by FAA Airway Facilities, Flight Standards and Security offices. After FAA's move to new quarters, the old agency digs were turned into a kindergarten last September for children of airport employees.

Next year, the "satellite learning center" will include first and second grades. The airport opened a day care center in 1987.

The idea originated with the Dade County public school system, which has seen dramatic increases in student enrollment in recent years.

In the cooperative venture, Miami International spent about \$400,000 to design and renovate the space to meet school system specifications. The school system supplies teachers and learning equipment.

Airport officials say the cost is worth it in employee morale.

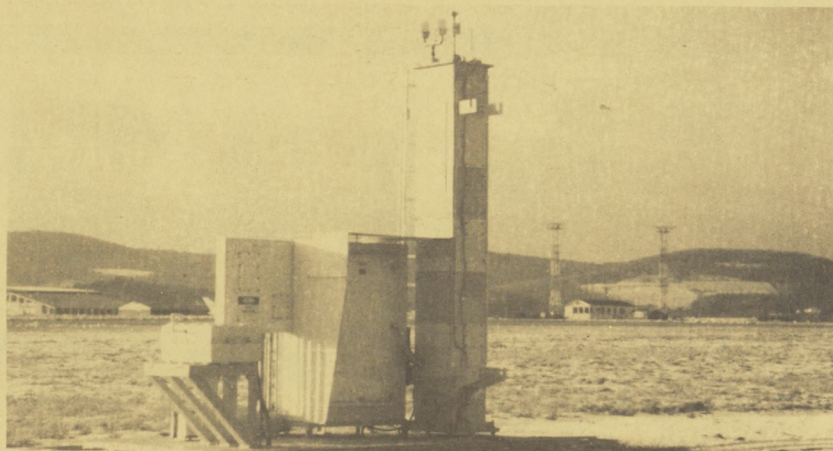
After all, how many parents get a chance to eat lunch with their children on a weekday?

Headquarters Intercom

April 25, 1989
No. 89-17

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



Another piece of the MLS equation, this is an elevation station. Its antenna generates a narrow, horizontal fan-shaped beam and sweeps it up and down through the coverage area. Readout in the cockpit indicates to the pilot whether or not the aircraft is above or below the desired glide path angle to the runway.

MLS Commissioned *continued from page 1*

MLS can give us the equivalent of a fourth major jetport - the size of Washington National - in the New York area," he said.

MLS will achieve effectiveness in the 1990s and will be the primary precision approach system throughout the world well beyond the year 2000, Del Balzo predicted.

Del Balzo was the keynote speaker during ceremonies hosted by Arlene B. Feldman, New England Regional Administrator.

For the traveling public, the new system will eventually mean fewer flights delayed, cancelled or diverted to other airports because of bad weather, as well as less noise and increased safety.

MLS provides precision guidance for a full range of aircraft in all weather conditions. It overcomes ILS limitations because its radiated signals are only minimally affected by surrounding terrain, structures and weather.

MLS uses scanning beam technology yet costs less to install and eliminates the ILS problem of frequency congestion.

The decades-old ILS transmits from the ground an electronic beam that guides aircraft gradually down to the runway. But it creates only a single, narrow "highway" that

planes must follow down, one at a time.

In contrast, the new MLS creates a very much wider electronic "funnel." An antenna on the aircraft intercepts the MLS ground signals and an onboard computer determines precisely where the plane is in the funnel. This makes it possible for all kinds of aircraft, including helicopters, to approach the runway from different sides, at different speeds, and at different angles of descent. They can be safely guided into a runway at a faster rate than ILS permits, a major savings in passenger time.

MLS has been in limited operation at FAA's Tech Center in Atlantic City and several small municipal airports and airstrips around the country.

Wednesday Deadline For Intercom Items

Intercom is published weekly. The deadline is 12 noon every *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.

Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.



Bird's-Eye View

Hine Junior High School students got a bird's-eye view of operations at National Airport's tower recently with the help of Roger Cadd, far right, an FAA plans and procedures specialist. The teenagers were treated to a glimpse of how air traffic control works. The tour, set up by the DOT Volunteer Committee, was one of many ongoing programs the committee has with the southeast Washington school. The committee "adopted" Hine in 1984.

Photo by Lance Strozier

Flightplan

Savings bond kickoff. FAA's annual U.S. Savings Bond Campaign kicks off *May 15* and runs through *June 15*. There are plenty of fun events planned for this year's drive. Watch for them. They'll be announced soon.

Commuter pickup. There's an additional, and more convenient, pickup point for carpoolers on D Street, SW, behind the General Services Administration Building.

The new location is for carpoolers who use the I-395 express lanes. Stops are at Springfield and Rolling Valley Mall. Look for the "com-muter pickup" sign.

'Wings' open house. On *Saturday and Sunday, April 29-30*, from 10 a.m. to 3 p.m., the National Air and Space Museum's Paul E. Garber Facility in Suitland, MD, opens its doors for its annual, free "Wings & Things" Open House.

The Garber Facility houses the museum's restoration workshop and its reserve collection of historic air and space craft.

The weekend offers an opportunity to browse through six vast exhibit buildings and view hundreds of items from Piper Cubs to Japanese warplanes and from rocket engines to antique Chinese "fighter

kites." Sharp-eyed visitors may even spot the pointy ears worn by "Star Trek's" Leonard Nimoy.

Except for the open house weekend, the Garber Facility is open for free, daily guided tours by advance reservation only. For tour information, call (202) 357-1400. For directions, call (202) 357-2700.

Computer exhibit. Aerospace's "computer revolution" is the focus of a major new gallery, "Beyond the Limits: Flight Enters the Computer Age," opening *Friday, May 12*, at Smithsonian's National Air and Space Museum.

The gallery is organized in seven exhibit areas to illustrate the primary applications of computers in design, aerodynamics, computer-aided manufacture, flight testing, air operations, flight simulators and space operations.

Each exhibit will include at least one "hands-on" interactive computer terminal for gallery visitors to try.

Healthbeat

Cholesterol facts. A lecture focusing on cholesterol, "Cholesterol Connection: Fact or Fiction," is scheduled for *Thursday, April 27*, from noon to 1 p.m. in the FAA auditorium on the third floor.

Guest speaker is Diane Stoy of

George Washington University.

Trouble sleeping? Try listening to "white noise." A tape recording of ocean waves, radio static, or a humming motor -- such as a fan -- mask other unpredictable sounds that can disturb sleep.

These white noise sleep inducers work better than classical music or silence, according to sleep research.

Employee Appraisal Deadline Is May 12

The deadline is fast approaching for managers to submit employee appraisals under FAA's Performance Management System. The appraisal cycle ended March 31 and covers all General Schedule and Prevailing Rate employees.

The Employee Relations and Career Development Branch (AHR-140) requests that all appraisals be submitted to them no later than *Friday, May 12*, unless the employee is on an extended rating cycle.

Employees must be on extended rating cycles when they have not been in their current positions for 90 days or have not been performing under the elements and standards for 90 days as of March 31.

For those on extended rating cycles -- ending no later than June 30 -- ratings must be submitted to AHR-140 by *Wednesday, July 12*.

If AHR-140 doesn't have a current appraisal by the appropriate deadline, the employee will receive a "fully successful" rating.

In addition, all nominations for "unusually outstanding" performance awards must be received by AHR-140 by *Friday, May 12*.

Nominations for "quality" increases also must be received by *Friday, May 12*, except for those on extended rating cycles for whom the deadline is *Wednesday, July 12*.

For more information on the Performance Management System, call x78916.



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

On The Job At Temporary Towers

Directing Air Traffic Under Coconut Leaves

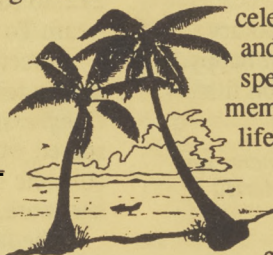
Mike Gatley and Stuart Washington usually don't direct air traffic under coconut leaves, but then they aren't always part of history-making events either.

April 15 was different.

The two controllers, who work at the Molokai tower at Hoolehua on Hawaii's island of Molokai, volunteered for the extra duty at the rustic Kalaupappa airstrip on the same island.

It was worth it, they say. The state of Hawaii provided a small, portable tower made of two by fours topped with a roof of coconut leaves.

Actually, Mike had been making aviation safety plans for weeks. It was



Oil Spill Makes Valdez Busier Airport

The nation's largest oil spill has turned the tiny Valdez Airport in Alaska into one of the busiest in the state. Only Merrill Field and Anchorage International are busier these days. And FAAers are pitching in by operating a temporary tower to handle the dramatic increase in air traffic.

The last time FAA had such a large contingent at the Valdez airfield was in the days when the Alaska Pipeline was under construction.

Now, three FAA controllers and a manager are working alongside two military controllers in a decommissioned tower building. They have

continued on page 2

a big event, the 100th anniversary of the death of Father Damien.

And they were expecting scores of aircraft to shuttle hundreds of celebrants to the tiny colony and its historic church for special ceremonies commemorating Father Damien's lifelong work.

Father Damien is known worldwide for his humanitarian efforts in establishing a refuge of

spiritual and medical help for people suffering from leprosy, known as Hansen's disease today.

About 120 patients and staff still live at the conclave. On April 15, though, the population temporarily grew by 650.

Most visitors were able to get in and out the same day as the controllers handled 187 operations - far above the usual daily schedule of one small cargo plane and a few commuter stops

continued on page 2

Jacket Nostalgia. First popularized in the open, and often unheated, cockpits of aircraft in 1911, leather

Wrap Up

flight jackets are still standard issue today for Air Force and Navy pilots. Over the years, they have become a mainstay of American dress, and the

continued on page 2



Merrill Field's ice sculpture: A scale model of the tower and a Piper Cherokee.

Mother Nature Melts Good-bye Gift

Ron Barnes hasn't retired yet, but one of his good-bye gifts is already kaput - gone with the (warm) wind, melted, evaporated.

The momento was another kind of "temporary" tower, and this time Mother Nature took care of it.

It all began earlier this year when

continued on page 2

Stiff Penalties

FAA Cracks Down On Falsified Pilot Records

More than 1,000 pilots who allegedly falsified their medical certificate applications could face stiff penalties for failing to report alcohol- and drug-related convictions.

The offenders could have their medical certificates revoked and their

continued on page 3

Molokai *from page 1*

at the outpost, which lacks lighting, fuel and maintenance facilities.

The controllers' home base at the Molokai Airport also saw a dramatic increase in daily traffic with 223 operations, up from the usual 130.

But the FAAers weren't working alone. Since the location is now a National Historic Monument, there were Park Police to handle the day's heavy pedestrian traffic once the planes landed. Medical technicians were on call for emergencies.

Oil Spill *from page 1*

been handling more than 400 operations daily - everything from helicopters and bush planes to C-130 cargo aircraft. Before the oil spill in Prince William Sound, operations averaged 10 to 15 daily.

In addition, an FAA flight standards inspector and two electronic technicians are working at Valdez. Two more agency controllers have also been stationed on the Coast Guard Cutter *Rush* to issue air traffic advisories in the sound. On one day in early April, for example, the ship had 1,490 radio contacts with 311 aircraft.

Goodbye *from page 1*

Alaska was a lot chillier and the folks at Merrill Field's air traffic control tower in Anchorage decided to try their artistic luck in the annual "Fur Rendezvous" snow sculpture contest.

For those not familiar with tundra lore, "Fur Rendezvous" is a winter festival commemorating the days when trappers "rendezvoused in the big city" to trade their fur harvest and medicate acute cases of cabin fever.

The entry, one of 75, was chisled from 8-foot-square blocks of packed snow. It was named the "Ron Barnes Merrill Tower Express" and dedicated to Merrill's air traffic manager - an FAAer who plans to retire soon after 32 years with the agency.

Contestants had a week to create

their frozen illusions. The Merrill carving team - with the aid of wives, children, significant others and friends - built a scale reproduction of a Piper Cherokee adjacent to the Merrill Field tower.

Although the Merrill ice sculptors didn't take top honors in the contest, the group members say they had a "great time" and got a kick out of watching and hearing the thousands of spectators who "oohed" and "aahed" as they toured the frozen creations.

The winning sculptures depicted an Eskimo blanket toss, polar bears sharing a hot tub with moose and sheep, and a 16-foot-tall *Tyrannosaurus rex* with a carved seal in its mouth.

In the end, FAA's temporary tower became a soggy, but happy, memory briefly captured on film.

Special thanks to Ed Neumann, air traffic control specialist at Merrill Field, for this report.

Wrap Up *from page 1*

fashion industry turns out replicas by the thousands annually. In 1987 alone, Americans shelled out \$50 million for these civilian versions.

Interested in the place in history and culture of leather flight jackets? The April/May issue of *Air & Space/Smithsonian* magazine tells the story.

Here's one interesting tidbit. In the late 1970s, squadron skippers at

California's Miramar Naval Air Station were punished with guard duty if any of their pilots were caught wearing leather flight jackets on the base. The jackets were reserved exclusively as flight gear and to be worn only in the cockpit.

That changed in 1981 when then-Navy Secretary John Lehman authorized flightcrews to wear the jackets wherever they pleased.

Future Pilots. Rep. James Oberstar, who chairs the House Public Works Subcommittee on Aviation, wants Congress to focus attention on the airline pilot shortage. Oberstar has introduced legislation, House Joint Resolution 212, to earmark June as "National Learn To Fly Month."

Attracting new pilots, Oberstar said in remarks printed in the *Congressional Record*, cannot be solved with additional airport concrete or air traffic control system hardware.

"The latest, and quite possibly the most serious, problem facing the aviation industry is the shortage of qualified pilots needed to operate the Nation's expanding fleet of aircraft," the Minnesota Congressman said.

While Oberstar points out that the aviation community understands the problem and has developed a public awareness program, he says Congress can give it an added boost.

"I believe that the young people of America will answer this challenge once they are made aware of and understand the satisfaction that can be achieved from acquiring a pilot's license," he said.

The resolution must be passed by the House and Senate and signed by the President before it becomes official.

Extra Flight Attendants. FAA has proposed a new safety rule that would require more flight attendants to supervise passenger boarding operations when an airliner is on the ground. The proposal would mainly

Headquarters Intercom

May 2, 1989
No. 89-17

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

affect mid-size airline aircraft with 51 to 150 seats.

It would generally require one flight attendant to remain aboard for every two floor-level exits. In the typical 150-seat aircraft, which has four floor-level emergency exits, two flight attendants would have to remain on the aircraft at stops when passengers are onboard.

The proposal would also eliminate the requirement that personnel substituting for flight attendants during the on-the-ground phase have in-flight training.

Present regulations specify that half of the number of cabin attendants required for flight -- one for every 50 seats -- must remain onboard the aircraft when it is on the ground loading and unloading passengers. While a 150-seat aircraft requires three flight attendants aloft, current regulations only require one to remain onboard when the aircraft is on the ground.

For aircraft such as a B727 or an MD80, one person may not be adequate to cover all possible emergency situations since a flight attendant at the rear door cannot deal with a problem that may arise in the front of the cabin.

The deadline for comments on the proposal is July 13.

Better Communications. Communication links at 20 enroute centers are being upgraded. The first two contracts were awarded to AT&T Federal Systems to upgrade communication lines with new technology at the Denver and Boston centers.

The Colorado center's new lines are expected to be in operation in early May at a cost of \$12 million. The Nashua, NH, site is in the planning stages with a contract price of \$25 million. These costs represent a savings of over 20% when compared to existing services.

The new service links ARTCCs with digital radar and voice communications. In case of failure along one path, the new system ensures

continuous access by automatically switching to another path. For example, if a backhoe at a construction site accidentally severs a cable that feeds an enroute center, the system will automatically switch to another route without a disruption in service.

The overall pricetag for the project nationwide is estimated at \$400 million. Additional contracts are expected to be awarded in the near future.

Penalties *from page 1*
airmen certificates suspended or revoked.

FAA zeroed in on the pilots after more than 6,000 names were obtained from the Department of Transportation's Office of Inspector General through an FBI computer match. FAA medical records were cross-checked against FBI criminal history records and Florida state motor vehicle records.

The search turned up a significant number of airmen who appear to have falsified their applications for airmen medical certification by omitting drug convictions and drug- or alcohol-related traffic convictions.

In all of the cases, the FAA will review the individual's medical eligibility and take appropriate enforcement action.

Airmen will be required to correct the record when applying for a new

medical certificate.

The agency will also take appropriate enforcement action in cases involving drug convictions where there is no charge of falsifying medical records.

Because of the large number of cases, enforcement is focusing on convictions that occurred after February 17, 1984 -- providing a three-year "lookback" from the original date DOT announced that the Inspector General's Office would be checking airmen medical records against FBI files. However, FAA is prepared to take certificate action against an airman based on aggravated circumstances, regardless of the age of the conviction.

The Notice of Enforcement Policy was published in the April 14 *Federal Register*.

Flightplan

B-24 pilot remembers. George McGovern, best known for his 19-year career in the U.S. Senate and bid for the Presidency in 1972, also served as an Army pilot in World War II. He earned the Distinguished Flying Cross for his skill during a dangerous mission.

Join McGovern for his personal reminiscences as a B-24 pilot on *Thursday, May 18*, at 8 p.m. in the Langley Theatre, National Air and Space Museum.



Director, Flight Standards Service, signs an order for the new Airworthiness Safety Inspectors Handbook. This is the first time it has been totally revamped in 10 years. Looking on are Raymond E. Ramakis, left, manager of the Aircraft Maintenance Division, and Owen H. Magruder, Jr., manager of the Training and Technical Standards Branch.

New Handbook

FAA's airworthiness inspectors will soon receive sections of a new task-oriented handbook as part of the agency's ongoing effort to update these manuals. Robert L. Goodrich, Acting

Sweet Success

The Federal Transportation Credit Union celebrated its 50th anniversary recently with a special get-together in the MacCracken room. More than 800 members attended the event where pieces of an anniversary cake were dished out to commemorate its half-century of sweet, monetary success. Founding member Clete M. Estep, right, cuts the cake with the approval of board chairman Robert B. Helland, left.

Photo by Lance Strozler



Bond Team Gears Up For '89 Drive

You'll be hearing a lot from FAA's Savings Bond Committee in the next few weeks. They're planning a series of fun events to remind headquarters folks that savings bonds are good investments.

This year's drive runs from May 15 to June 15 and is being planned by this "core committee" - Herbert McLure, chairman, AHR-1; Ann Hoffer, coordinator, AHR-10; Earl Portlock, AHD-200; Ricki Dunn, AHT-30; Ginny Bachman, ALR-200; Margarete Berrios, APN-300; Diane Ables, AHR-140; Rosalie Manley, AHD-100; and Darlene Little, AHR-10.

The governmentwide theme of this year's campaign is "The Great American Investment." The FAA emphasis, according to McLure, will be on "fun, fun, fun, with plenty of opportunity for each of us to consider the role savings bonds can play in our own investment program."

Just to get FAAers interested - and thinking about - savings bonds, the group has come up with a "Money Mindbender" word game. Check it out below.

Emergency Etiquette

Don't Second Guess FAA Building Fire Alarms

When the fire alarm rings, everyone must evacuate the FAA building as quickly as possible. That's the rule although there has been some confusion.

When the building fire alarm sounded recently, many questioned whether it was a real or false alarm and did not immediately leave the building as required.

Although that alarm was triggered by a problem in the NASA building across the street, all FAAers should have quickly headed for the stairs and left the building.

The FAA Headquarters alarm is currently connected to the NASA system, but plans are in the works

to install a separate, continuous sounding alarm for the building.

Until the continuous sounding alarm is hooked up, be alert for the three rings of the current system - it rings once, repeats twice and then goes silent. That's the signal for building wardens to go to their posts to provide guidance and evacuation assistance and for all occupants to leave the building as soon as possible.

When the alarm rings, don't hesitate or try to second guess whether it's real or false. Evacuate immediately.

Newsy item? Call *Intercom* at x78521 or stop by room 908.

Monetary Mindbender

Here's how it works: The folks planning this year's Savings Bond Drive have a challenge. They are inviting FAAers to come up with some catchy phrases that zero in on financial goals and success. Here's an example from Diane Ables of the bond campaign's "core committee" who added her phrases around the words SAVINGS BOND, below.

Save for the future
dreamS come true
Visualizing success
Improved savings
inVest in green
Get rich quick
Soaring opportunities

Buying power
pOverty is contagious
challenge equals growth
reDuce your taxes



P
O
S
I
T
I
O
N

F
O
R

T
H
E

P
A
Y
O
F
F

Everyone can play: The Savings Bond Committee wants you to try it. The best and most creative entries will be rewarded for their outstanding "Monetary Mindbender" during the month-long campaign.

How to enter: On a separate piece of paper write these words vertically: POSITION YOURSELF FOR THE PAYOFF, as shown to the left. Add your phrases around the letters and drop it off in the "savings bond box" in FAA headquarters room 520 by Monday, May 15. Don't forget to include your name, routing symbol, and phone number.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

'Tiger Teams' On The Prowl

Controller Recruiting Blitz Targets Women, Minorities



Air traffic control's plans envision more women and minorities using sophisticated electronic equipment.

FAA is heading for the home stretch of a two-month recruitment blitz - a major effort to increase minority and women air traffic controllers.

"Tiger teams" - lingo to describe the high energy, verve and vigor of a core group of recruiters and coordinators - are on the prowl in two FAA regions, New England and Southwest.

Although the results of the blitz can't be compiled until June, the two project leaders already see success.

"The project can't fail. There will

only be different levels of success," predicts Maureen Coulter who works for human resources in the Northwest Mountain Region and has been on loan to the special recruitment program since January.

Coulter, along with Cathy Trujeque, who usually calls the Western-Pacific's civil rights office her home, are already encouraged by what looks like significant improvements.

The duo says the blitz has the necessary funding, commitment and resources to meet the challenge, along with the "tiger teams."

The Staffing Policy Division of the Headquarters Office of Personnel was

continued on page 3

Quick Response. This year's Survey Feedback Action (SFA) Program has reached one of its key goals of returning individual results quickly.

After receiving more than 37,000 completed questionnaires on more than 7,000 supervisors and managers, reports went out on time. Even

Wrap Up

though an additional 1,500 questionnaires were received two weeks after the cutoff date, reports were mailed to supervisors within a month of their receipt. Summary reports for facilities/organizations are scheduled to go out on May 12.

This year's survey provided reports for each FAA supervisor for whom

continued on page 2

Quick Scan Radar

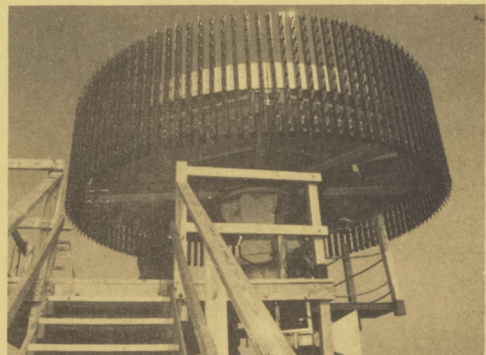
Year-Long Demonstration Starts in North Carolina

FAA's "Quick-Scan" radar recently kicked off a year-long test and demonstration at the Raleigh-Durham Airport in North Carolina and promises to be a major airport capacity stretcher into the next century.

Quick Scan greatly reduces the "update rate" of aircraft movements as depicted on an air traffic controller's screen. While current radar updates an aircraft's position every four seconds, Quick Scan reduces that to as little as half a second.

The demonstration aims to find out if the new radar - in conjunction with automated alarms and high resolution color displays - will help controllers

continued on page 2



'Quick Scan' radar at the Raleigh-Durham Airport.

Quick Scan *from page 1*

prevent or resolve aircraft blunders into the airspace between closely spaced parallel and converging runways.

Savings in both time and money could be enormous since the new radar allows safe operations in poor weather when runways are closely spaced or converging.

In the year 2000, for example, it's estimated that Quick Scan could save airlines \$106 million that year at the Raleigh Airport and cut delays by more than 66,000 aircraft hours. Raleigh has independent parallel runways.

At airports with converging runways similar savings are also predicted. At Boston's Logan International, Quick Scan could save airlines \$155 million in the year 2000 and slice delays by more than 96,000 aircraft hours.

In the Raleigh radar demonstration project, tightly controlled test events use aircraft simulators flying instrument approaches to the airport.

These simulated aircraft are vectored into the "real time" traffic flow and displayed on monitors as if they were actual aircraft on approach to Raleigh.

Wrap Up *from page 1*

three or more completed questionnaires were received. The Administrator's Management Team will be briefed in mid-May. Then the results of the survey's national findings will be released.

Regions, centers and Headquarters are currently implementing their strategies for helping supervisors and managers to interpret their results and plan their feedback-action planning meetings.

Secretary to Secretary. "Secretaries are special assistants for every detail. They must constantly master new skills and meet new challenges to fulfill their ever changing role,"

DOT Secretary Sam Skinner told all FAAers in a special memo to commemorate the recent Professional Secretaries Week at the end of April.

Skinner asked all employees to join him in paying "special tribute" to secretaries throughout the year.

"Our secretaries at the Department meet the challenge of this changing role with utmost professionalism and dedication. Many eagerly accept more, not less responsibility.

"They are such a critical component of our work environment that business could not thrive for very long without them," the Secretary said.

And despite an increase in office automation, more secretaries are needed on the horizon. The U.S. Bureau of Labor Statistics projects a 9.6% increase - to more than 3 million - in secretarial jobs by 1995.

Name Change. The Acquisition and Materiel Service has switched its name back to Logistics Service, its previous title. The routing symbol is still ALG.

\$193,000 Fine. FAA has proposed a \$193,000 civil penalty against Bar Harbor Airlines of Bangor, ME. The carrier was cited for alleged violations in six specific cases including improper maintenance procedures. Several of the

violations were discovered during the special in-depth or periodic ramp inspections of the company's airplanes.

Planning a Transfer? The DOT and FAA have a new relocation services contract with PHH Homequity, which offers employees free counseling services.

After you're selected for a new job, or prior to bidding on or accepting a new position at another duty station, employees should call 1-800-552-1336 for information about the new destination.

Experienced counselors will answer questions to help employees make responsible and informed decisions about buying and selling a home. This is an opportunity to find out about the cost of living, commuting times, schools, taxes, special needs or the median price of homes for sale and rent. Counselors will also provide tips on listing and marketing your home as well as mortgage prequalification services for home buying.

\$200,000 Penalty. FAA is seeking a \$200,000 civil penalty from Air Wisconsin for failure to perform verification inspections to ensure aircraft repairs were done properly.

In one case, the failure to make a verification check led to the right engine of a two-engine aircraft being stuck at a power level of 80% when the fuel control lever became disconnected in flight.

It was later determined that during earlier maintenance on the fuel control linkage, the connection to the fuel control lever had not been safety wired, a discrepancy that probably would have been detected in a verification check.

Every Wednesday. The *Intercom* deadline is no later than 12 noon every *Wednesday*.

Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

Headquarters Intercom

May 9, 1989
No. 89-18

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Blitz *from page 1*

instrumental in planning and initiating the blitz and came up with the phrase "tiger teams" because of the enthusiasm of the recruitment teams.

In the New England Region, there are nine full time recruiters detailed to the blitz while about two dozen "coordinators" are devoting about half of their time to Southwest's recruitment drive.

The blitz began April 3 and wraps up on June 2. It has a goal of increasing the applicant pool of women and minorities by 50% in the two regions.

New England and Southwest were picked as "test markets" because of their ethnic and geographic diversity. They will provide a good base for ferreting out the most successful minority recruiting techniques before the program goes national.

The job of attracting qualified women and minorities into the air traffic profession is a tough one. FAA battles what are often negative images of the air traffic control system and controllers in the media and the public's lack of awareness about air traffic control jobs.

A 1988 FAA-sponsored analysis put it bluntly: "Many people in the general public are not aware of the job of air traffic control specialist, while many who are aware do not see air traffic control specialist as a viable occupational choice for themselves. The problem is especially true for females and members of minority groups."

The report also says that only a small fraction of people contacted about becoming a controller are interested enough to take the controller exam.

It looks like those dismal statistics are already being reversed during the blitz. One of the many orientations was recently at a community center in a minority neighborhood of Providence, RI. More than 40 interested people

More 'Focus Groups'

Meetings Continue To Solve Aviation Problems

A dozen "Focus Group" meetings are already under its belt, and the idea has become so productive that the FAA is planning more meetings including two in May.

Focus groups, which were inaugurated during former Administrator Allan McArtor's term, bring together about 30 FAAers with common agency jobs and interests in one location for a few days of frank discussions about problems and possible solutions.

The next get-together in Philadelphia on May 10, 11 and 12, focuses on the agency's role in environmental issues. Its goal is to identify actions that will meet FAA's responsibilities pertaining to environmental policies, regulations and laws.

Then from May 30 through June 1, another focus group will tackle accounting procedures, covering everything from paychecks to bill paying. The location of the accounting meeting will be announced soon.

Focus groups have come up with many suggestions that have already been put into action.

At a security focus meeting last year, participants suggested that metal badges be issued to identify security personnel. As a result, badges have been issued to all region, center and some Washington Headquarters security staff members.

Another meeting zeroed in on the need to increase minority and women in FAA's workforce. That spawned several special programs including the current "recruitment blitz" in the New England and Southwest regions, which aims to attract more minorities and women to air traffic controller careers. See story on the "blitz" on page 1.

The four Executive Directors' offices are responsible for tracking group recommendations and implementing them when appropriate.

showed up, and the vast majority were women and minorities. From the group, 27 completed the test a few days later.

One of the keys to this recruiting drive, Coulter and Trujeque say, is the decision to go out and find minorities and women in their neighborhoods by using local media popular with minority segments of the community.

Instead of trying to get prospective air traffic controllers to travel long distances to an FAA facility, recruiters now show up practically on their doorsteps.

Another plus is the solid support of air traffic controllers who volunteer to "talk up" their jobs.

For this blitz, women and minor-

ity controllers tell their stories to prospective candidates. They talk about their personal experiences and explain the four-hour written exam to allay any test-taking fears before candidates show up for the exam.

Another incentive is the FAA's new "fast track" processing that is dramatically slicing the time it takes to get approved to enter the FAA Academy.

Candidates -- those who score high on the exam, are in good physical health, do well in pre-employment interviews and are "squeaky clean" -- can be offered a job and at the Academy within 45 to 90 days.

"There are a lot of squeaky clean candidates out there," Coulter says.

Averting Watery Disaster

Driving Boats and Drinking Alcohol: Deadly Combination, Coast Guard Warns

As many FAAers head for the waterways in all sorts of boats and other water recreation craft this spring and summer, the U.S. Coast Guard Auxiliary warns that drinking and driving - a boat - are a dangerous combination.

Here are some disturbing facts:

- More than half of all boating accidents that result in death can be traced to alcohol use.
- Not only is operating a boat while intoxicated illegal, it is very dangerous.
- As alcohol is consumed, a

person's ability to think clearly is hampered, body coordination deteriorates, and the desire to take risks replaces common sense.

- A drunken boat operator is of little use in responding to emergency situations and often turns into a daredevil out on the water.
- As alcohol consumption increases it seriously restricts vision. Alcohol induces tunnel vision, the inability to see to the side.
- Alcohol also reduces depth perception, night vision and the ability to distinguish colors, especially red

and green, which are the colors of a boat's running lights.

- Capsizing boats and passengers falling overboard are two of the leading causes of boating accidents.

The passenger is often both the cause and victim of these accidents. So, while the designated non-drinking driver concept helps, even passengers are at increased risk if they drink while out on the water.

For more boating safety information, contact your local Coast Guard Auxiliary or Coast Guard station.

May Aviation Milestones

→ On May 2, 1952, British Overseas Airways, using the de Havilland Comet, inaugurated the first scheduled air service with pure jetliners, between London and Johannesburg.

→ Lts. John Macready and Oakley Kelly (U.S. Army) completed the first nonstop flight across the United States on May 3, 1923, from New York to San Diego, in 26 hours 50 minutes, in a U.S. Army Fokker T-2.

→ On May 5, 1930, United Airlines inaugurated the first airline stewardess service, with Ellen E. Church, a registered nurse claiming the distinction of being the first stewardess.

→ The *Hindenburg* exploded and burned while mooring at Lakehurst, NJ, on May 6, 1937, marking the end of serious efforts to utilize rigid airships in commercial air transportation.

→ On May 7, 1937, the Lockheed XC-35, the first fully pres-

surized airplane, made its first flight.

→ Richard E. Byrd and his pilot, Floyd Bennett, made the first flight over the North Pole on May 9, 1926, in a Fokker F-VII.

→ On May 14, 1908, C. W. Furnas became the first passenger on an airplane when he flew with Wilbur Wright in the Wright Flyer III, at Kitty Hawk, NC.

→ The first regular U.S. air-mail service was inaugurated on May 15, 1918, between Washington, DC, and New York City.

→ On May 21, 1927, Charles A. Lindbergh completed the first nonstop solo flight across the Atlantic in an airplane, from New York to Paris in an elapsed time of 33 hours 29 minutes.

→ Amelia Earhart became the first woman to complete a solo crossing of the Atlantic by airplane on May 22, 1932, from Harbor Grace, Newfoundland, to

Derry, Northern Ireland, in a Lockheed Vega.

→ On May 24, 1946, the first radar-equipped control tower for civilian flying was unveiled at the Indianapolis Airport.

→ The first full-scale wind tunnel for testing airplanes was placed into operation on May 27, 1931, at the Langley Memorial Aeronautical Laboratory of the National Advisory Committee for Aeronautics, Hampton, VA.

→ On May 31, 1862, Thaddeus Lowe, making observations from a tethered balloon, saved the Union Army from severe defeat at the Battle of Fair Oaks, VA.

→ Lt. Cdr. A. C. Read (USN) and a crew of five completed the first aerial crossing of the Atlantic on May 31, 1919, made in stages in a Curtiss NC-4 flying boat, between Trepassey Bay, Newfoundland, and Plymouth, England.

Savings Bond 'All Stars'

Kickoff Event Set For May 15, Youngster's Poster Contest Planned

Become a financial "all star." That's the theme of FAA's Savings Bond Drive this year which runs from May 15 through June 15.

Here are just a few of the events:

- **Kickoff celebration.** Mark your calendar on Monday, May 15, from 11:30 a.m. to 12:30 p.m. for the campaign's gala kickoff on the south "patio" of the FAA building.

The event features favorite FAA

Flightplan *from back page*

will appear in the next *Intercom*.

Computer exhibit. Aerospace's "computer revolution" is the focus of a major new gallery, "Beyond the Limits: Flight Enters the Computer Age," opening *Friday, May 12*, at Smithsonian's National Air and Space Museum.

The gallery is organized in seven exhibit areas to illustrate the primary applications of computers in design, aerodynamics, computer-aided manufacture, flight testing, air operations, flight simulators and space operations.

People *from back page*

on one of those hot pre-air-conditioning days.

Several management and computer systems analysts devoured scoops of vanilla ice cream topped with chocolate, whipped cream, nuts and other tasty morsels.

"It helped motivate us and keep us working," recalls *Linda Deaton*, a member of the frozen treat making committee, which also included *Gloria Snowden*, *Vera Edwards* and *Ann Marie Sadler*.

But the ice cream eaters admitted it was not all play. After all, it was hard work gobbling up the mid-noon dessert quickly before warm temperatures turned their bowls into liquid pools.

celebrities with music by the Hine Junior High band. An informative and entertaining video will be shown continuously from 10 a.m. to 2 p.m. in the inside lobby.

The kickoff marks the official opening of the 1989 Savings Bond campaign. Herb McLure, campaign chairman and Associate Administrator for Human Resource Management, promises it will be "lots of fun - from kickoff to closeout!"

- **Poster contest.** One of the highlights of this year's campaign is a poster contest for children of FAA employees, aged 1 to 18. Posters should portray investment themes such as deferred tax on interest or uses of savings bonds for education or retirement, for example. Entries must be turned in to room 520 no later than Monday, May 22, and include the child's name and age and parent's name and routing symbol.

Entries will be displayed in the east lobby of the second floor next to the DOT Child Care Center for

two weeks during the campaign.

An impartial panel will award prizes on June 8. Contest questions? Contact Ann Hoffer, x73855.

Healthbeat

Healthy heart. FAA's clinic is hosting a lecture on cardiovascular fitness on *Wednesday, May 10*, from 12 noon to 1 p.m. in the 3rd-floor auditorium.

The speaker, Allen Sinclair, represents Occupational Health Services, Inc., and Metpath, Inc.

Weight control. The next registration for the Weight Watchers group will be held at the clinic, room 327, on *Tuesday, May 16*, from 11:30 a.m. to 12:30 p.m. The group, which is slated to meet each *Tuesday* from *May 23* through *July 18*, is limited to 30 members, so call Sam Hart, x73406, to check on space availability before the registration date.

Registration for a later session is scheduled for *Tuesday, July 25*.

How can you get
enough dough to
buy a



or to relax on a



IT'S EASY
BUY SOME
SAVINGS
BONDS...NOW!

**Computer
Art**

With FAA's Savings Bond Drive getting into full swing, Headquarters workers will be seeing many "buy bonds" posters around the building in the next few weeks. Here's one of the many poster designs by Earl Portlock, a member of the bond committee, who has come up with some catchy computer art.



Tomatoey inauguration. Celebrating a big event with champagne wasn't good enough for the 7th floor FAAers who work for the Program Engineering Service. They prefer tomatoes, mushrooms, sausage and stringy cheese.

That's exactly what happened when the group inaugurated its new modular office furniture - the first office to get the modern look as part of the building modernization program.

To add some spice to the event, APS ran a "furniture placement contest" asking employees to guess the day and time the first piece of systems furniture was snapped into

People

place. The prize? Gooley, tomatoey pizzas with mushrooms and sausage for the winners.

Don Swinney, APS-120, took first prize - two pizzas - for his guess of 10:15 a.m. on April 18. He was really close, only off by eight minutes. The official timekeeper recorded the first furniture installation at 10:07 a.m. on April 18.

Mike Laueremann, APS-502, took second prize - another pizza - with a guess of 5:17 p.m. on April 17. Others who were within a few hours of the magic moment were *Richard Coffelt*, *Wanda Hobbs*, *Doris Harmon*, *Jackie Haselrig*, *John Carlson* and *Ed Van Duyne*.

Best guesser Swinney held an informal reception on April 23 and passed around slices of pizza as APSers surveyed their new digs.

Cool treats. Many people cringe when the big boss wheels into the office on a surprise visit, but this time it was different.

Executive Director *Joe Del Balzo*, who heads up an-alphabet of organizations involved in bringing sophisticated electronic hardware on line, recently pushed a portable



Best guesser Don Swinney shows off his pizza prize and new modular work station.

Photo by Judy Branting

lemonade stand around the 5th and 7th floors. The vehicle sported a white tablecloth, a bouquet of pink tulips and an "AXD Cool Cart" placard.

It was one of those hot, steamy days before the FAA Headquarters air-conditioning system was switched on.

Del Balzo and his staff mixed up three gallons of lemonade and dished out 70 cups of the tart libation to clammy workers in several "hot spot" offices.

One of Del Balzo's assistants, *Freida Johnson*, put it this way, the cool treat was "fresh squeezed from concentrate."

There were unconfirmed reports in the halls that Del Balzo plans to stir up batches of hot chocolate (with miniature marshmallows?) when winter rolls around.

Associate Administrator *Herb McLure* and Deputy *Dorothy Berry* also got into the act.

They and their staff packed a big picnic-sized ice chest with chilled soft drinks during several of the 5th-floor "dog days" when the high heat and renovation dust plagued Human Resource FAAers.

Weekday sundaes. Not to be outdone, the folks in the 4th-floor Logistics Service - previously labeled the Acquisition and Materiel Service - made their own sundaes

continued on page 5

Flightplan

Labor pact briefing. On Tuesday, May 9, at 9 a.m., a briefing will be held in the FAA auditorium to explain the provisions of the recently negotiated labor agreement between FAA and the National Air Traffic Controllers Association (NATCA).

The briefing will be conducted by Ray Thoman, Deputy Director of Labor and Employee Relations, who served as chief spokesman at the negotiations, and Ted Beckloff, Director of Air Traffic Plans and Requirements Service.

A videotape of key members of the union and management negotiating teams will be used to provide an article-by-article review of the intent of the parties at the bargaining table.

Time will be set aside throughout the tape to take questions from the audience.

Managers forum. Now that FAA managers have received their Survey Feedback Action (SFA) results, the "Managers Forum" is for you if you want:

- Quick answers to specific questions.
- Help designing your feedback and action planning sessions.
- Advice from other managers and organizational development specialists.
- One-on-one consulting.

Two more forums are offered from 9:30-10:15 a.m. in the MOC room on the 10th floor on Tuesday, May 9, and Thursday, May 11.

Consultants will also be available from 10:15-11:30 a.m. if you can't attend the forum. This is a good opportunity to take advantage of these forums before your boss starts asking for your results and action plan.

EPG update. The FAA Headquarters Employee Participation Group awards ceremony is scheduled for Friday, May 19. Details

continued on page 5



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

Headquarters Intercom

Controller Contract Inked

*Capitol Hill
Ceremony Marks
FAA, Union Spirit
Of Cooperation*



Members of the FAA and NATCA negotiating teams team up for a group photo with Acting Administrator Bob Whittington and Union President Steve Bell.



Whittington signs controller agreement with Bell during Washington ceremony. Photos by Stan Barouch

Smiling faces, snapping photographers, pats on the backs and praise heaped on the negotiating teams marked the official signing of the labor agreement between FAA and the National Air Traffic Controllers Association (NATCA) on May 1.

The event drew more than 100, including FAAers and union representatives, to a special ceremony and reception in the Rayburn House Office Building in the shadow of the U.S. Capitol.

Acting Administrator Bob Whittington and Union President Steve Bell
continued on page 2

1988's Best: Air Traffic's Top Facilities

Four air traffic facilities nationwide have won top honors for excellent performance and outstanding accomplishments in 1988.

Selected from 32 nominations in four categories, winners of the "Air Traffic Facility of the Year" are:

*Flight Service Station/Automated
Flight Service Station
Lansing AFSS
Lansing, MI*

*Air Route Traffic Control Center
Minneapolis Center
Farmington, MN*

*Radar Terminal Facility
Dallas/Ft. Worth International
Airport Tower*

*Non-Radar Terminal Facility
Yakima Air Terminal Airport
Yakima, WA*

continued on page 2

Terror-Filled Minutes. DOT Secretary Sam Skinner recently presented the Aviation Achievement Award of the Aero Club of Washington, D.C.,

Wrap Up

to the pilot and crew of Aloha Airlines flight 243 for "extraordinary airmanship and courage" during an inter-island flight when the aircraft lost an 18-foot section of its fuselage.

Receiving the special awards were
continued on page 2

Wrap Up *from page 1*

Captain Robert Schornstheimer, First Officer Madeline "Mimi" Tompkins, who is now a captain; and flight attendants Michelle Honda and Jane Sato-Tomita.

The award was also presented posthumously to Clarabelle Lansing, the flight attendant who lost her life in the tragic incident.

Skinner lauded the captain and copilot who "kept their calm during the 10 terror-filled minutes" before they safely landed the 737 in Maui on April 28, 1988.

Big Orange. FAA headquarters is sporting a spiffier agency flag fluttering along Independence Avenue. The bright-orange 8', 11" by 17' flag was recently unfurled and flutters below the white-and-blue Department of Transportation colors.

The new FAA flag replaces a smaller version, which was added to the flagpole at the request of then-Administrator Allan McArtor in the fall of 1987.



Headquarters officials pose with 'Big Orange' before it was first hoisted in mid-April.

Photo by Lance Strozier

Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

Near Midairs Drop By 28%

Controller Errors, 'Pilot Deviations' Decline

The number of pilot-reported near midair collision reports continued to decline in the first quarter of 1989, dropping to 123 from 172 in the first three months of 1988 and 221 in the comparable period in 1987.

"Pilot deviations" - in-flight violations of FAA regulations or air traffic control directives or procedures - also dropped to 468 in the January-March period, compared to 787 in the first

quarter of 1988 and 788 in the first three months of 1987.

In addition, operational errors by air traffic controllers were down by 3% through the end of March, dropping to 240 from 248 in the same period last year. In 1988, the number was down by 13%, going from 1,199 in 1987 to 1,042.

The 28% first quarter reduction in near collision reports follows a

continued on page 4

Top Air Traffic Facilities *continued from page 1*

The four winning facilities will be awarded special plaques during ceremonies in the near future for scoring outstanding marks for operational efficiency, communications, employee development, external relations, resource management, human relations, professionalism and employee morale.

Air Traffic's best for 1988 were selected from top ranking nominations in the four categories.

Receiving nominations in the Flight Service Station and Automated Flight Service Station category were: Dillingham, AK; Fort Dodge, IA; Altoona, PA; Bridgeport, CT; Great Falls, MT; St. Petersburg, FL; San Angelo, TX; and Oakland, CA.

In the air route center category, the nominations included the Anchorage, Seattle, Atlanta, Fort Worth and Los Angeles ARTCCs.

Nominees for the best terminal radar facility were: Anchorage International Tower; Omaha TRACON at Offutt Air Force Base, NE; Erie International Tower, PA; Minneapolis-St. Paul International Tower; Portland International Tower, OR; Greater Cincinnati Airport Tower, Hebron, KY; Dallas-Ft. Worth International Tower; and

Sacramento TRACON at McClellan Air Force Base, CA.

Non-radar terminal nominees represented airport towers in Bethel, AK; St. Joseph, MO; Republic Airport, Farmingdale, NY; Pontiac, MI; Bridgeport, CT; Ft. Lauderdale, FL; College Station, TX; and San Francisco International.

Signing *from page 1*

inked the three-year pact shortly after both lauded the agency and union negotiating teams for their hard work and cooperation.

Whittington, who started his FAA career as a controller in Kansas City in the mid-1950s, said he was "extremely proud" of the "great job" by the negotiators on both sides.

"It shows that we have a new relationship between FAA management and our workforce. We want to keep that going," Whittington said.

Bell, a controller at the New York TRACON before being elected union president in 1988, called it a "historic" event that "proved the skeptics wrong again."

He said the negotiating teams put away "all the baloney and the peripheral subjects" and got down to business by "putting our noses to the

grindstone" in a "non-confrontational" way.

The Capitol Hill reception, hosted by the union, was a friendly affair set in the stately, yet modern 1960s foyer of the newest of the House office buildings on Independence Avenue.

Bill Pollard, Associate Administrator for Air Traffic, said the congenial get-together was "indicative of the attitude that enabled us to negotiate the contract in record time."

"The relationship that we have established with NATCA is one that is based on trust and emphasis on our common objectives. We hope to sustain this type of relationship for many years," Pollard said.

FAA and NATCA reached a tentative agreement in January. It was ratified on April 18 by a 3,920 to 748 vote by union membership.

About 68% of the 7,000-plus NATCA members cast their ballots by mail with 83% voting in favor of the contract.

The contract contains 77 articles covering such issues as union participation in facility advisory boards and the national Employee Assistance Plan, establishment of a national Equal Opportunity Committee and Occupational Safety and Health Committee, controller immunity, vacation scheduling, maternity leave, and part-time employment.

It also provides for the establishment of professional councils composed of FAA and NATCA representatives to investigate areas outside the purview of the collective bargaining agreement and make recommendations for possible changes.

The contract is the first for controllers since the Professional Air Traffic Controllers Organization was decertified in 1981 for calling an illegal strike against the government.

NATCA was certified on June 1987 after winning a national election among controllers.

National Champions

FAA Honors Top Aviation Education Boosters

The country's top aviation education boosters were honored by the FAA at the recent National Congress on Aviation and Space Education in St. Louis for their "outstanding contributions" to promoting aviation.

The winners were selected from scores of individual, group and organization nominations from across the country. They received the "FAA Administrator's Championship Award for Excellence in Aviation Education."

Taking top honors in the categories listed are:

State Official
Duane E. Esse, Jr.
Wisconsin Bureau of Aeronautics
Great Lakes Region

State Education Official
Herbert J. Grover
Wisconsin Department of Education
Great Lakes Region

Community
Sky School
Virginia Beach City Public Schools
Eastern Region

Business
Fairchild Aircraft Corporation
San Antonio, TX
Southwest Region

Industry Association
**Experimental Aircraft
Association Foundation**
Oshkosh, WI
Great Lakes Region

Educator, Grades K-3
Susan Broderick
Head Elementary School
Montgomery, AL
Southern Region

Educator, Grades 4-6
Edith F. Rubin
Community School District
Queens, NY
Southern Region

Educator, Grades 7-9
John H. McLaughlin
Virginia Beach City Public Schools
Virginia Beach, VA
Eastern Region

Educator, Grades 10-12
Patricia B. Church
West High School
Bakersfield, CA
Western-Pacific Region

Educator
Vocational/Technical School
John Taylor
Judson Independent School District
Converse, TX
Southwest Region

Educator, Community College
Dan Koch
Lincoln Land Community College
Springfield, IL
Great Lakes Region

Educator
Undergraduate College/University
Margaret Baty
Embry-Riddle University
Prescott, AZ
Western-Pacific Region

Educator
Graduate College/University
Thomas J. Connolly
Embry-Riddle University
Daytona Beach, FL
Southern Region

Individual
Hank Nauert
Retired FAA Employee
Lenexa, KS
Central Region

Youth Organization
**Eagle Flight Pilot Training
Academy**
East Orange, NJ
Eastern Region

Flightplan

Financial flapjacks. An "all American" super-saver breakfast will be served up by the FAA cafeteria on *Thursday, May 25*, beginning at 7 a.m.

It's all part of this year's U.S. Savings Bond Campaign. For \$2 you can enjoy blueberry pancakes, bacon or sausage and a small juice/coffee. There's a special treat for breakfasters that day - Uncle Sam will make a guest appearance.

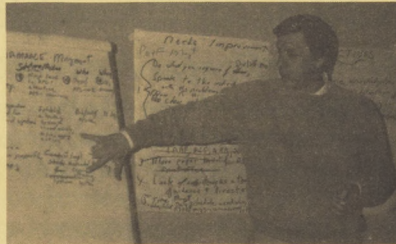
Air Traffic picnic. FAA Headquarters' first annual Air Traffic Picnic will be held on *Friday, June 9*, from 11 a.m. to dark at Ft. Hunt Park. The picnic committee is providing hot dogs, hamburgers, soft drinks and ice at a cost of \$5 for adults and \$2 for children.

To make the event a success, volunteers are needed in the following areas: eight people to flip hamburgers and move the grills; at least three pick-up trucks to transport the grills and sports equipment; six volunteers to help organize a sack race and a balloon toss; and three culinary connoisseurs to judge a bake-off.

To help or for more information, Air Trafficers should call Talisa Bailey or Rose Gardiner at x79233.

EPG awards. The FAA Headquarters Employee Participation Group awards ceremony is scheduled for *Friday, May 19*, from 10 to 11 a.m. in the MacCracken Room.

Relocation help. Lee Mowrey, AAA-300, and Marcia Corey, AHR-150, will present information on the new relocation services contract with PHH Homequity and a film on home appraisal to interested Headquarters employees. The program is set for *Wednesday, May 31*, from 1:30 to 3:00 p.m. in conference room 5C and on *Thursday, June 1*, from 8:30 to 10:00 a.m. or 10:00 to 11:30 a.m. in room 8C. To reserve a seat, give Pat Lettley, x78007, a call with a choice of dates.



Bob Brown talks about survey results during Program Engineering Service retreat.

Photo by Judy Branting

Quick Survey Action

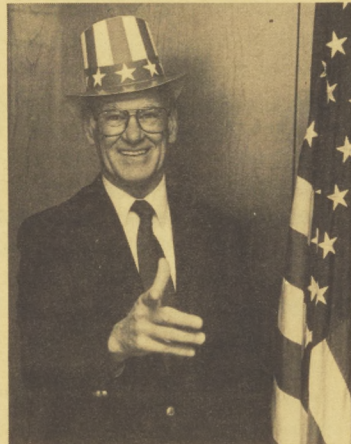
One of the first FAA headquarters managers to prepare a meeting to discuss the results of the Survey Feedback Action (SFA) questionnaire was Bob Brown. Brown, Director of the Program Engineer-

ing Service (APS), had scheduled a management team retreat in Fredericksburg, VA, last month when the survey reports arrived.

Since the timing was right, Bob decided to add action-planning sessions based on SFA results to the agenda. He and APS Deputy Director Al Thomas shared their survey reports with division and staff managers.

The group, helped by headquarters facilitator Judy Branting, chose several key issues identified in the survey reports and planned actions to solve the problems.

The survey asked FAAers nationwide to rate the job performance of their managers and supervisors.



'Uncle Sam' Wants You

Acting Administrator Bob Whittington dons an "Uncle Sam" top hat and mimics the famous "I Want You" posters that asked Americans to join the Armed Forces. This time Whittington has another message: Buy U.S. savings bonds. You'll be seeing more "Uncle Sam" hats throughout the building as a reminder to "sign up" for bonds. FAA's annual Savings Bond Campaign runs through June 15.



Near Midairs, Errors Down *continued from page 2*

33% decline for all of 1988. Last year's total was 712 compared to 1,058 in 1987. The 1988 total was the lowest annual figure since 1984.

The decline was especially noticeable in California, which historically has accounted for approximately 25% of all near collision reports. This year, the 23 reported incidents in the state were 17% of the first quarter total. The 41% drop in pilot deviations resulted in the lowest first quarter count since 1986, when it was 525. It also followed a year in which the

count was down 20% from the 1987 total - 2,933 as compared to 3,651.

Headquarters Intercom

May 16, 1989
No. 89-19

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

United 747 Crew Honored for Heroism

'Hours of Training, Extraordinary Skills, Critical Decision Making Paid Off'

The flightcrew and flight attendants who showed "extraordinary skill, leadership and courage" in bringing a badly damaged 747 back for a safe landing earlier this year were honored with special awards as heroes by DOT Secretary Sam Skinner.

Amid a standing ovation in the FAA auditorium on May 10, Skinner, along with FAA Acting Administrator Bob Whittington, presented the Department of Transportation's Award for Heroism to United Airlines captain David Cronin, first officer Al Slader, second officer Mark Thomas, and 16 flight attendants.

The ceremony was attended by family and friends of the United Flight 811 crew, airline and aviation officials and members of the U.S. House and Senate.

"Captain Dave Cronin, his flightcrew and cabin crew exemplified the highest standard of professionalism," Skinner said. "All of the hours of training and critical decision



United crew, left to right: second officer Mark Thomas, first officer Al Slader, and captain David Cronin.

making paid off. We're recognizing highly trained crewmembers who have trained for years for the moment that faced them in February, and they performed in an exemplary fashion.

"They are a credit to themselves, their families, their airline, their passengers and the American people they represented on a U.S. flag carrier," Skinner said.

On February 24, shortly after the United 747 took off from

Honolulu on a flight to New Zealand, a cargo door blew open rocking the aircraft. A large hole was opened in the fuselage, and nine passengers were swept out to their deaths. Only two engines on one wing were operating.

The crew made a series of critical decisions that enabled them to bring the aircraft back to Honolulu and save the lives of 346.

They were faced with unique problems and showed
turn to Heroism on page 5

Aviation Pioneer. Frank "Bud" Kelley, an aviation pioneer and veteran FAAer who helped inaugurate the jet age, died on May 3. FAA co-workers remember him on page 3.

'Spirit of America.' "We as Americans are lucky to live in a society that believes in the intrinsic worth of each human being," said DOT Secretary Sam Skinner in commemoration of the recent Asian Pacific American Heritage Week.

Wrap Up

In a memo to all DOT employees, Skinner added, "The spirit of America lies in the richness of our diverse cultural
turn to Wrap Up on page 2

Breaking Records

Largest Class Enters, Graduates Academy

The FAA Academy in Oklahoma City is getting used to setting new records, and May is no exception.

The largest class of air traffic controllers — 187 — graduated on May 3, and six days later the largest incoming class — 314 — started controller training at the Aeronautical Center.

The current class is one of the best prepared. Almost all had attended college and many are pilots or have had military aviation training.

The previous record-sized graduating class was 183 in December 1986.

Message From the Secretary

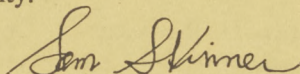
Aiming for a National Transportation Policy

Aviation history was made at Kitty Hawk in 1903, launching an aviation system now serving millions of passengers a year. Today, we are witnessing the beginning of a new era in space transportation with the development of commercial space vehicles.

As has been true throughout our history, transportation today is critical to our economy and necessary to our defense. America's transportation systems have made our society the most mobile on earth. A diverse transportation network has assured the rapid, safe, and dependable movement of people and goods throughout the country and around the world.

The recent National Transportation Week of May 15-21 proclaimed by President Bush recognized transportation's importance and honored the millions of Americans who serve and supply our transportation needs. This special week not only honored the transportation industry itself but was an opportunity to express my personal gratitude for the outstanding employees in the Department and especially the dedicated people at the Federal Aviation Administration. You are highly skilled, well motivated public servants, and you can take tremendous pride in your contribution to transportation.

However, let's not rest merely with a pat on the back. Everyone in the FAA should continue to work hard to ensure that America does not take for granted what one European airline official described as the best air traffic control system in the world. We can improve this tremendous resource by committing ourselves to the development of a national transportation policy. I look forward to working with you to make this goal a reality.



Wrap Up *from page 1*

heritage. Through the rich and varied traditions of their homelands, Asian and Pacific Americans have greatly enhanced America's culture. We appreciate and value their presence and treasure their commitment to life, liberty and the pursuit of happiness."

New Radar. The ASR-9, FAA's newest airport surveillance radar, was commissioned on May 2 at its first operational site in Huntsville, AL. More than 100 ASR-9 radars are on order and will be installed across the country.

The extremely reliable ASR-9

provides a clearer picture of weather and aircraft than older radar systems. It will operate 24 hours a day, 365 days a year without full-time maintenance personnel.

The new radar is solid state, except for the final power amplifier, and uses sophisticated integrated circuit, signal and data processing technologies. It is a dual-channel system - one electric channel will operate while the other is on standby. ASR-9 automatically switches to the standby channel if a failure is detected giving controllers a radar availability of 99.9%. The system monitors itself, alerts off-site maintenance specialists if a fault

occurs and isolates the problem.

It is the first radar to show controllers the positions of both storms and aircraft at the same time. Manufactured by Westinghouse, the radar provides controllers with six levels of weather intensity data.

Designed for 20 years of continuous operation, the ASR-9 will replace ASR-4 through -8 radars.

Retirement Update. All employees who retire on or after January 1, 1990, are required by law to make a supplemental contribution in order to continue basic life insurance coverage after retirement. This supplemental contribution will apply to all three levels of post-retirement coverage: 75% reduction, 50% reduction and no reduction.

The supplemental contribution will be two-thirds of the basic life insurance premium, identical to the amount contributed by active federal employees for basic life insurance coverage - that's currently 40.1 cents for each \$1,000 of coverage.

For more information, contact your local retirement officer.

Maintenance Base Shut. Eastern Airlines agreed to shut its maintenance base at Kennedy International Airport after an FAA investigation concluded that the airline repeatedly failed to follow proper maintenance procedures.

The agency began its probe in February when an inspector noticed something amiss in the records of work in progress during a routine midnight shift surveillance visit.

The investigation by Flight Standards inspectors raised serious questions about Eastern's continuing analysis and surveillance program and its failure to correct problems at the Kennedy maintenance base. After FAA reported its findings to the airline on May 3, Eastern agreed to close the base immediately.

FAA is continuing to take depositions from Eastern mechanics and supervisors to determine the validity

of all allegations of falsification of maintenance records.

New TCAs. FAA has proposed the establishment of the first of nine new Terminal Control Areas (TCAs) designed to improve operational safety at some of the nation's fastest growing airports.

A notice of proposed rulemaking was issued on May 8 to create a TCA at Charlotte/Douglas International Airport in Charlotte, NC. The action would mandate additional procedural and equipment requirements for operations at Charlotte, give air traffic controllers increased authority over flights within the designated TCA, reduce the potential for midair collisions and improve operational efficiency.

The agency also plans to initiate rulemaking this year to create TCAs at eight additional locations: Memphis, Phoenix, Baltimore-Washington International, Washington's Dulles Airport, Tampa, Orlando, Salt Lake City, and Houston Hobby Airport.

TCAs currently are in place at 23 major U.S. hubs, which encompass 27 air carrier airports.

Operating rules for the circular-shaped TCAs require pilots to obtain a clearance or approval from the airport traffic control facility before entering that airspace and to comply with all air traffic control instructions within the designated airspace. Aircraft also need two-way radio communications equipment, radio navigation equipment, and a Mode C, or altitude-reporting, transponder.

The TCA at Charlotte and the other eight locations would replace existing Airport Radar Service Areas (ARSAs), which cover a smaller area, have less stringent operating requirements and currently have no Mode C transponder requirement. The design for each new TCA is being developed with consideration for the facility needs, local terrain features and the recommendations of airspace user groups.

Remembering an Aviation Pioneer

'Prince of a Guy' Helped Inaugurate Jet Age

Scores of FAAers remember Frank "Bud" Kelley, an aviation pioneer who helped inaugurate the jet age, as a man who enjoyed people and "never had a bad word for anyone."

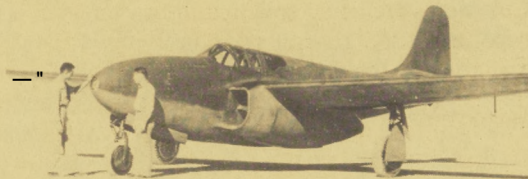
Kelley, who died at the age of 74 of a stroke on May 3 at his retirement home in Laguna Beach, CA, joined FAA in 1962.

He retired from what is now the Aircraft Certification Service in 1979 after an aviation career that put him in the history books.

Kelley was a test pilot with the Bell Aircraft Corporation on November 16, 1942, when he flew the XP-59 over Muroc Dry Lake, Edwards Air Force Base, CA, in the Mojave Desert and became one of the first Americans to fly a jet aircraft.

Tom Kossiaras of the Office of Aviation Safety Analysis and Dick

Frank "Bud" Kelley, left, inspects the propellerless XP-59 in the Mojave Desert in this vintage photo from 1942.



Gough of Air Carrier Operations at Headquarters remember Bud as a man who enjoyed life and always had an interesting story to tell about his test pilots days.

"He was a pleasant, gentlemanly person who never had a bad word for anyone," Kossiaras says. Besides working with Kelley when he was at FAA, Kossiaras lived in the same apartment building while Kelley was in Washington. "I know it sounds like a cliché," Kossiaras says, "but Bud Kelley was truly a nice guy."

Gough summed it up: "He was a prince of a guy."

Kossiaras remembers Kelley showing FAAers the complicated grid plan he devised when Kelley was in the Navy and took part in the search for Amelia Earhart. That was in 1937, when Kelley was a pilot flying from the carrier *Lexington* in the Pacific.

He served in the Navy from 1935 to 1940 and worked for Vought-Sikorsky Aircraft and Hughes Aircraft Company before joining FAA.

The man, who many recall as "always having a cigar in his mouth," was also one of the original helicopter test pilots and was the agency's liaison to the Transpo '72 Airshow at Dulles International Airport.

Before his retirement, Kelley was a featured guest at the National Air and Space Museum which has the propellerless XP-59 on display. Several months before the museum officially opened its doors to the public on July 4, 1976, Kelley lowered himself into the plane's cockpit as construction work was still going on at the museum and joked, "This looks familiar."

After retiring from FAA, Kelley split his time between homes in Laguna Beach, CA, and on the Chesapeake Bay. He never lost his love for flying and could always pinpoint the identity of aircraft flying over the congested skies of Southern California.

At his request, Kelley's ashes were scattered in the Pacific Ocean. He is survived by his wife, June, two daughters and three sons.

Safety Priorities

FAA Zeroing in on National Aviation Agenda

FAA is zeroing in on a "national aviation safety priorities" agenda aimed at helping the agency focus its resources more effectively on safety programs with the highest payoffs for air travelers and other airspace users.

This is the first time FAA or any DOT agency has undertaken a comprehensive effort to identify safety priorities formally.

In addition to input from top agency officials and safety experts, FAA is soliciting suggestions from the aviation industry and the public.

In a "Request for Comment," in the May 4 *Federal Register*, Associate Administrator for Aviation Safety Keith Potts said his office has begun a "systematic effort to identify a primary set of high priority, national issues in several categories of aviation safety" to push ahead FAA's primary mission to "foster and promote aviation safety."

Comments are being solicited in two broad areas -- commercial air transportation and general aviation flying.

Specifically, the agency is seeking comments on such issues as flight operations, maintenance, aircraft certification, air traffic control, airway facilities, airport operations, civil aviation security, and rotorcraft. Comments on other subjects also are invited, but should be limited to "issues that are of the highest national concern."

All comments received by the end of June will be considered in the development of an "interim list of priorities," which will be published in the *Federal Register* this summer. Then a "listening session" is planned for September to allow the public to address the merits of the interim draft priorities.

The last step will be the development of a final set of recommended priorities, which will be forwarded to the Administrator for his consideration in October.

Fuel Tank Fires

FAA Soliciting Public, Aviation Industry Comments

FAA is asking for public and industry comments on the "feasibility and effectiveness" of requiring crashworthy fuel tanks and fuel lines in the fuselages of airline aircraft to reduce further the risk of post-crash fires.

Both fuel tanks and fuel lines would have to be "rupture resistant" during crash impact, and fuel lines should disconnect and self-seal in the event of an accident. Such a system might eliminate or minimize fuel spillage in the fuselage area, reducing the potential for a post-crash fire in a survivable accident and giving passengers more time to escape from the aircraft.

All new fire protective features "must be justified by an increased level of safety with a minimum of added complexity, weight and operational constraints," the agency said.

FAA is asking for comments on the merits of developing crashworthy fuel tanks and fuel lines along with an assessment of their ability to limit fatalities in a survivable accident.

The FAA notice poses 17 questions that deal with this issue, including the following:

➔ Is it feasible, both from the technological and economical standpoints, to design and install the

crashworthy fuselage fuel systems?

➔ Would they be effective in preventing or reducing post-crash fires?

➔ What criteria should be used to design a crash resistant fuel system? Could existing military standards for flexible fuel cells be the basis for a suitable standard?

➔ Are there any possible hazardous side effects that would be inherent in any such system?

➔ If new regulations are adopted, should they apply to all aircraft or only those type certificated in the future?

The FAA notice responds to a provision in the Aviation Safety Research Act of 1988. A 1964 effort by the agency to develop standards for crash resistant fuel tanks and self-closing breakaway fuel line systems subsequently was withdrawn because of a lack of adequate technical data.

The new notice would apply only to fuel systems in the aircraft fuselage and not those in the wings, which present a different set of technical problems.

Wednesday Deadline

Intercom is published weekly by the FAA Office of Public Affairs. The dead-line is no later than 12 noon on every *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.

For events listed in the *Flightplan* section, submit the information at least three weeks in advance.

Headquarters

Intercom

May 23, 1989
No. 89-20

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Helping Accident Investigators

Digital Aircraft Flight Recorders Due This Month

Approximately 2,000 older model airline jets must comply with FAA requirements to install new digital flight data recorders. The deadline is May 26.

The new requirements are intended to give accident investigators more complete and readily accessible information on an aircraft's performance prior to a crash.

In addition, certain newly manufactured turbine-powered commuter airline aircraft must be equipped with cockpit voice recorders by the same date.

Aircraft covered by the new flight data recorder requirements are those models that were type certificated on or before September 30, 1969 — primarily Boeing 727s and 737s and McDonnell Douglas DC-9s. Air-

craft certificated after that date already have digital recorders.

Of the approximately 2,000 affected aircraft, FAA estimates that all but about 70 will be in compliance by the May 26 deadline.

Required equipment delivery delays have resulted in some requests for extension of the installation deadline. These requests for extensions are being carefully reviewed and granted on a case-by-case basis only for extraordinary reasons. FAA ordered the upgrading of the recording equipment in these aircraft in May 1987, giving the airlines two years to comply.

Digital flight data recorders store vital flight data in a digital format on magnetic tape that can be quickly processed and printed out by computer. They replace older equipment that logs flight data by tracing lines with a mechanical stylus on foil tape. These foil records are less precise and harder to read than the magnetic tapes and are more susceptible to damage from impact and fire in an accident. Also, a special machine is required to retrieve the data.

Initially, the digital recorders will be required to log the same six items of information as the foil-type

recorders: time, altitude, airspeed, vertical acceleration, heading, and time of air traffic control radio communications. They must be upgraded to record 11 flight parameters within five years.

Additionally, newly produced versions of these older type designs must be capable of recording 17 types of information. This is the same requirement that now applies to aircraft type certificated after September 30, 1987.

The requirement for cockpit voice recorders applies only to newly manufactured jet or turbo-prop commuter aircraft that carry six or more passengers and require two pilots. Currently, only jet-powered commuter aircraft with 10 or more passenger seats must have cockpit voice recorders.

However, under separate rule-making adopted in June 1988, cockpit voice recorders will be required in all turbine-powered commuter aircraft with two pilots and six passenger seats, effective October 11, 1991, regardless of their date of manufacture.

Also by that date, new and in-service jet or turbo-prop aircraft that can carry 20 or more passengers and newly manufactured jet or turbo-prop aircraft carrying 10 to 19 passengers must have digital flight recorders.

Flightplan *from back page*

"Spectacular." Mark your calendar for FAA's "Savings Bond Spectacular" on *Thursday, June 8*, from 11 a.m. to 1 p.m. on the FAA patio on the C Street side of the building. Rainedate is the next day, *Friday, June 9*.

Details of the event, which will include music, food, games and contests, will be announced later. Stay tuned.

High-flying picnickers. FAA Headquarters' first annual Air Traffic picnic is slated for *Friday, June 9*, from 11 a.m. to dark at Ft. Hunt Park. The picnic committee is providing hot dogs, hamburgers, soft drinks and ice at a cost of \$5 for adults and \$2 for children.

To make the event a success, pick-up trucks are needed along with volunteers to flip hamburgers, transport the grills and sports equipment, organize a sack race and a balloon toss and judge a bake-off.

To help or for more information, Air Trafficers should call Talisa Bailey or Rose Gardiner at x79233.

Heroism Over the Pacific *continued from page 1*

"extraordinary skill and great courage" in handling a damaged 747, Skinner said.

Despite "hurricane-like" winds and debris swirling through the cabin, the flight attendants showed "great bravery and outstanding professionalism" by acting quickly to perform emergency procedures, fastening life vests on passengers and telling passengers to remain seated.

"There are many good times and bad times in this job, but when you get the opportunity to recognize people who have performed in an extraordinary manner it is really a good time," Skinner said.

The flight attendants, who wore Hawaiian leis at the ceremony and who received heroism awards were Laura Brentlinger, Honolulu; Sarah Shanahan, Kailua, HI; Darrell Blankenship, Seattle; John Horita, Hilo, HI; Mae Sapolu, Honolulu; Sharol Preston, Honolulu; Robyn Nakamoto, Aiea, HI; Edward Lythgoe, Kailua-Kona, HI; Linda Shirley, San Francisco; Richard Lam, Haleiwa, HI; Tina Blundy, Honolulu; Jean Nakayama, Honolulu; Ilona Benoit, Honolulu; Curtis Christensen, San Francisco; Ricky Umehira, Honolulu; and Leonard Jenkins, Denver.

People

Help a fellow worker. FAAers can help a fellow worker in need by donating annual leave to Freddy Morales, AMS-350. Freddy needs your assistance after suffering a stroke. His leave ran out on May 8.

Want to help by giving some of your leave time to Freddy? Contact Elmer Frasure, AHR-150, x78328, or Al Mendez, x73262.

Awards and rewards. The Office of the Associate Administrator for NAS Development held its first awards ceremony on April 20.

Associate Administrator Arnold Aquilano presented certificates to employees for superior accomplishment and handed out on-the-spot cash awards. Sixteen FAAers received pins marking 3, 15 and 30 years of service.



Special assistant Cal Fischer, left, received 30-year pin from Arnold Aquilano.

Flightplan

Pecuniary pancakes. As part of FAA's U.S. Savings Bond Campaign, an "all American" super-saver breakfast will be served up in the cafeteria on *Thursday, May 25*, beginning at 7 a.m.

For \$2 you'll get blueberry pancakes, bacon or sausage and a small juice/coffee. Uncle Sam also promises to make an appearance.

Fast feet. Interested in joining FAA's new running club? Contact Kent Meier, x79914.

Slow movers. Interested in joining FAA's new walking club? Contact Sam Hart, x73406.



Herb McLure, center, who chairs this year's Savings Bond Drive, explains the campaign's progress to Acting Administrator Bob Whittington and Acting Executive Director for Policy, Plans and Resource Management Brooks Goldman.

Photo by Lance Strozler

Stellar Work: Two Offices Win Bond 'Stars'

The offices of the Executive Director for System Development (AXD) and the Associate Administrator for Regulation and Certification (AVR) are the first to be named "all stars" in the Headquarters Savings Bond Campaign.

Both offices have achieved 100% participation at the beginning of this year's drive.

Herb McLure, campaign chair, awarded the offices three stars - a visible symbol of their "all star" status.

Recognizing offices for significant achievement is a key feature of this year's campaign. Progress will be measured in two ways: the number of new bond purchasers and the number of employees who increase their payroll withholding for bonds.

Like AXD and AVR, offices showing significant progress will be awarded stars. Offices displaying three stars become members of the FAA Savings Bond All Star Team - the highest recognition. Stars are awarded on Fridays.

Relocation help. Information on the new relocation services contract with PHH Homequity and a film on home appraisal will be presented on *Wednesday, May 31*, from 1:30 to 3 p.m. in conference room 5C. There will be two sessions the next day on *Thursday, June 1*, from 8:30 to 10 a.m., and from 10:00 to 11:30 a.m. in room 8C. To reserve a seat, call Pat Lettley, x78007, with a choice of dates.

Art contest. The deadline is fast approaching for the 1989 International Aviation Art Contest, sponsored by FAA and the National Aeronautic Association in cooperation with the Federal Aeronautique Internationale.

Nine awards will be given to youngsters, ages 5 through 16. All entries must be postmarked by *Thursday, June 1*. For entry forms

and rules, contact Connie Housewright, x73469.

Labor pact briefing. On *Friday, June 2*, at 9 a.m., a briefing will be held in the FAA auditorium to explain the recently negotiated labor agreement between the FAA and the National Air Traffic Controllers Association (NATCA). The briefing replaces the previously postponed May 9 briefing.

Conducting the meeting will be Ray Thoman, Deputy Director of Labor and Employee Relations, who served as chief spokesman at the negotiations, and Ted Beckloff, director of the Air Traffic Plans and Requirements Service. Included in the program will be a videotape reviewing the agreement, article by article, and time for questions from the audience.

turn to **Flightplan** on page 5



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Controversial Law

Congress Delays Procurement Rule Until Mid-July

A controversial law that would sharply reduce the ability of hundreds of FAAers from accepting jobs in private industry in the future has been delayed by Congress.

The law, originally scheduled to take effect May 15, contains strong provisions prohibiting federal contracting officials from moving to private firms that do business with federal agencies.

The law has already prompted the resignations of some top-level managers - including FAA's Lee Page - from federal agencies.

At the request of the Bush Administration, Congress delayed implementation of the regulations - the Procurement Integrity Amendments - for two months until July 16.

Page, director of the Automation Service, left the agency on May 15. He was in charge of the massive Advanced Automation System - the \$3.6 billion contract with IBM to revolutionize air traffic control hardware, software and work stations.

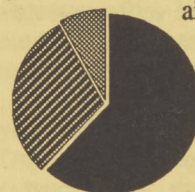
The National Aeronautics and Space Administration has seen the largest exodus of senior officials because of the law. Published reports say 26 of 67 departing NASA officials blamed their resignations on the new law.

turn to **Congress** on page 2

Delays Down. Aircraft delays in the nation's airspace during April declined by more than 19% from the same month last year and were at their lowest level since January 1986 when 17,844 delays were recorded.

April delays were 19,081, down from April 1988's number of 23,668.

Weather Culprit. As usual, weather accounted for the major portion of aircraft delays in April - 62.2%. The other



- Weather
- ▨ Terminal Volume
- ▩ Other

Wrap Up

significant delay factor was traffic volume at airport terminals - 29.8%.

more **Wrap Up** on page 3



Sleek, Modern Look

Judy Jenkinson lays claim to one of the many new, modern office work stations on the 7th floor. The attractive "systems furniture" will eventually replace older desks, chairs and file cabinets throughout the building. Judy works for the Program Engineering Service. Turn to the back page for more photos.

Photo by Bob Laughlin

Drunk Drivers

Cracking Down On Convicted Pilots

FAA has proposed a new regulation to crack down on pilots with a recent history of driving motor vehicles under the influence of alcohol or drugs.

Under the proposal, FAA could deny an application for a pilot certificate or suspend or revoke an existing certificate if the pilot has had a recent history of alcohol- or drug-related driving offenses. Such action would be based on two convictions or two administrative actions, or one of each, within a three-year period.

It also would require pilots to report any alcohol- or drug-related conviction or administrative action within the three years preceding the effective date of the final rule to the Airman Registry. Also, any conviction or administrative action that occurs after the effective date of the rule would have to be reported within 60 days of the event.

turn to **Pilots** on page 2

63% Say Yes

Voters Give Green Light to New Denver Airport

Denver voters overwhelmingly approved the construction of a new airport -- the first major airport to be built since Dallas/Fort Worth International opened 15 years ago.

In a special May 16 referendum, the pro-airport forces carried by a 63% to 37% majority.

The new airport, with the strong backing of DOT Secretary Sam Skinner and the FAA, is scheduled to open in 1993 on 53 square miles of farmland 25 miles northeast of downtown Denver.

The project is expected to cost \$2 billion for 94 gates and five runways. Future plans call for an ultimate expansion to 12 runways, which would add another \$1 billion to the cost.

The new airport would replace Denver Stapleton, currently the nation's fifth busiest. The vote totals showed that 70,122 voted in favor of the airport's construction while 41,754 voted against it.

Pilots *from page 1*

Failure to report these actions would be grounds for FAA certificate action.

In addition, the proposal provides for the automatic expiration of a pilot's medical certificate in the event of a single alcohol- or drug-related driving offense. Pilots must have a current medical certificate, as well as a pilot's license, in order to operate an aircraft legally.

The medical certificate would expire on the 61st day after conviction or final administrative action for an alcohol- or drug-related motor vehicle offense. During that time period, pilots could reapply for a new medical certificate but, as part of the process, would be required to provide the FAA-designated aviation medical examiner with evidence showing their participation in any court-ordered or other alcohol- or substance-abuse treatment program.

The proposed rule also would add an "express consent" provision to the FAA medical certification regulations enabling the agency to obtain independent verification of traffic conviction information contained in the National Driver Register (NDR). Under legislation enacted by Congress in December

1987, FAA is authorized to receive such information if requested by the individuals involved. Generally, access to NDR information is limited to a period of no more than three years preceding the request.

A 1987 comparison of FAA medical records with the NDR showed that the drivers licenses of 10,300 active pilots out of a total of 711,648 had been suspended or revoked in the preceding seven years for driving while intoxicated or impaired by alcohol.

Some 76% -- 7,850 -- did not report these convictions to FAA when applying for a medical certificate, as required.

Congress *from page 1*

Unless changed by Congress, the legislation would affect the hundreds of FAAers who deal with the agency's contracts, particularly the scores of high tech programs to upgrade National Airspace Plan equipment nationwide.

The law, as it is currently written, defines a "procurement officer" this way: any civilian or military official, employee, contractor, or subcontractor of any agency who has participated personally and substantially in the agency procure-

ment process, including all officials and employees who are responsible for reviewing or approving the procurement.

Here are the law's restrictions. During the conduct of any federal agency procurement, procurement officers are prohibited from knowingly:

- Soliciting or accepting any promise of future employment or engaging in any discussion of future employment with any officer, employee, representative, agent or consultant of a competing contractor.

- Soliciting or accepting any money, gratuity, or thing of value from any officer, employee, representative, agent or consultant of any competing contractor, or

- Disclosing any proprietary source selection information regarding procurement to any person other than the person authorized by the head of the agency or the contracting officer to receive the information.

After leaving federal employment, government officials or employees who have participated personally and substantially in the conduct of any federal agency procurement or who have personally reviewed and approved the award, modification, or extension of a contract for procurement are prohibited for two years from:

- Participating in any manner, as an officer, employee, agency, or representative of a competing contractor, in any negotiations leading to the award, modification, or extension of a contract for procurement, or

- Participating personally and substantially on behalf of the competing contractor in the performance of the contract, during the period ending two years after the last date such individual participated personally and substantially in the conduct of such procurement or personally reviewed and approved the award, modification, or extension of any contract for such procurement.

Wrap Up *from page 1*

Airport By Airport. Several of the nation's busiest airports reported significant declines in delays in April compared to the same month last year. Delays at Cleveland Hopkins International declined 34.5% from April of 1988 followed by a 32.8% decline at Atlanta Hartsfield International, a 23.1% drop at San Francisco International, a decrease of 18.3% at Philadelphia International, a 13.6% drop at Boston Logan International, and a 12.9% drop at Newark International.

Delays were up 11.8% at Chicago O'Hare International compared to April 1988, and delays rose by 9.2% at St. Louis International in April from the same month last year.

Automated Maintenance. FAA recently showed off one of its new automated prototype Maintenance Control Centers at the Airways Facilities Sector office at Mueller Municipal Airport in Austin, TX. Local and national FAA officials as well as local, state and federal dignitaries attended the public demonstration in early May, which followed months of intensive research and development.

The new center promises to revolutionize FAA's current labor-intensive way of monitoring and maintaining its vast system of navigational aids.

The Austin center is one of two fully automated - but different - Maintenance Control Centers now being tested. Two distinct types of hardware and software architecture were employed in the design of the two systems.

The Austin prototype utilizes a unified processing concept that employs mid-range super micro-computers.

The second system, being tested at the Airway Facilities Sector in Des Moines, IA, uses commercial off-the-shelf personal computer technology.

The prototypes are undergoing an



eight- to 10-month evaluation.

The final goal is the implementation of these high tech centers on a national basis. They will allow technicians to do remotely, in minutes, checks and adjustments on facilities that previously required weekly visits.

The final system will have an "electronic screwdriver" capability so that equipment can be adjusted remotely via computer terminals.

Traffic Alert Update. Congress is taking another look at the timetable for installation of TCAS II - the traffic and collision avoidance system that has been extensively tested by FAA and several airlines.

TCAS warns aircraft equipped with the systems if there is a potential for a mid-air collision and recommends corrective action.

Based on congressional mandate, FAA issued a final rule requiring TCAS II installation no later than December 30, 1991.

The Office of Technology Assessment in a February report recommended that Congress extend the deadline, and FAA Associate Administrator for Regulation and Certification Tony Broderick in recent congressional testimony said the agency agreed with a phase-in of TCAS II.

"During a phase-in period safe system design can be verified, operational reliability can be demonstrated in actual service and any unexpected traffic control interactions can be analyzed," he told the House Aviation Subcommittee.

For example, Broderick cited the

Future Controllers?

Tourists to the nation's capital were treated to a look at federal agencies, including the FAA, during the recent Public Service Recognition Week. Exhibits on the Mall ranged from the Army's mammoth tanks to FAA's display of the latest aircraft and air traffic control systems. Here Mike Lenz, Employee Relations Division, answers questions from an out-of-towner and his inquisitive children. The exhibit was designed by George Mathieu, Public Affairs.

"undue haste" in the installation of another device, the ground proximity warning system, which led to a "great deal of confusion, frustration and unnecessary costs."

The committee chairman said the panel would act "expeditiously" on the phase-in recommendation.

International Cargo Policy. The principal aims of U.S. international air cargo policy have been spelled out by the DOT and State Department in a joint statement.

The result of more than three years of work by DOT, the State Department, Congress and the air cargo industry, the statement outlines these specific goals of U.S. air cargo policy: freedom of carrier entry, routing flexibility, pricing freedom, the elimination of restrictions on frequency and capacity, an efficient environment for movement and storage of cargo on the ground, broad intermodal rights and the elimination of discriminatory practices.

The statement sets out guidelines to be followed by U.S. negotiators - such as insuring the comparability of air cargo opportunities granted to a foreign country with those available to U.S. interests in that country. It also stresses the need for prompt resolution of problems arising from foreign regulations that impede a carrier's operations on the ground.

Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

Flightplan

PMA Invitation. On *Wednesday, May 31*, the nationwide Professional Managers Association invites FAA managers to meet Earline Tompkins, PMA executive director, in the FAA auditorium at 12:30 p.m. Learn about the PMA program, its activities and what membership can mean to you and to public sector management.

Splash the boss. Here's your chance to play splish splash with your boss and get your boss wet while you stay dry. That's right, some of FAA's bosses say they'll play cat and mouse with a bucket of water as part of the Savings Bond Campaign finale.

So mark your calendar for the FAA "Savings Bond Spectacular" on *Thursday, June 8*, from 11 a.m. to 1 p.m. on the FAA patio on the C Street side of the building. Raindate is the next day.

There will also be music, food, games and contests. Interested in signing up for the pie eating contest or can carrying race? Contact your office's bond coordinator.

They include: Diane Coghlan, x73172, Paula Wade, x77340, Donna McQueen, x73172, Barbara Boulware, x73261, Colleen Cleary, x73883, Theda Lovell, x73277, Gale Vabolis, x78152, and Charles Collier, x77222.

Also J. P. Fox, x73666, Mike Upton, x78118, Kathy Rizzardi,

Headquarters Intercom

May 30, 1989
No. 89-21

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

On the Move



Putting Program Engineering Service files into their new storage compartments are Gayle Reynolds, Wanda Hobbs and Carmen Ortiz as Harold Colvin watches. They moved into newly renovated offices on the 7th floor on May 1.

Photos by Bob Laughlin

x77111, Mary O'Fiesch, x73012, Cal Baron, x78797, Ann Bauers, x79714, Jim Faber, x77097, Pat Coleman, x67045, and Richard Smith, x79091.

Extra time. The deadline for FAA's savings bond "Monetary Mindbender" contest has been extended to *Monday, June 5*. The contest announcement, which appeared in the May 2 *Intercom*, challenges FAAers to come up with catchy phrases about reasons for buying bonds.

Here's how it works. On a separate piece of paper write these words vertically: POSITION YOURSELF FOR THE PAYOFF. Add your phrases around the letters, and drop it off in the "savings bond box" in FAA Headquarters room 520. Don't forget to include your name, routing symbol, and phone number.



Checking out their new work space and office furniture are Frank DeMarco and Cynthia Moore of the Systems Maintenance Service.



Ken Cohen is no stranger to office moves. In fact, Ken is one of the original employees in the Headquarters building. He moved from "temporary" quarters on the Mall to the then new FAA Headquarters in November 1963. Now he's moved into a new work station on the 7th floor. It's all part of the building's modernization program.

Runners. Interested in joining FAA's new running club? Contact Kent Meier, x79914.

Walkers. Interested in joining FAA's new walking club? Contact Sam Hart, x73406.

Air Traffic get-together. FAA Headquarters' first annual Air Traffic picnic is slated for *Friday, June 9*, from 11 a.m. to dark at Ft. Hunt Park. The picnic committee is providing hot dogs, hamburgers, soft drinks and ice at a cost of \$5 for adults and \$2 for children.

To make the event a success, volunteers are needed to flip hamburgers, move grills, organize a sack race and a balloon toss and judge a bake-off.

To help or for more information, call Talisa Bailey or Rose Gardiner at x79233.

Newsy item? Call *Intercom* at x78521 or stop by room 908.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

A Look at the Future

Air Traffic Controllers From Across the Nation Step Into the 21st Century

Air traffic controllers from across the country got a glimpse of the 21st Century recently when they stepped into an enroute center of the future.

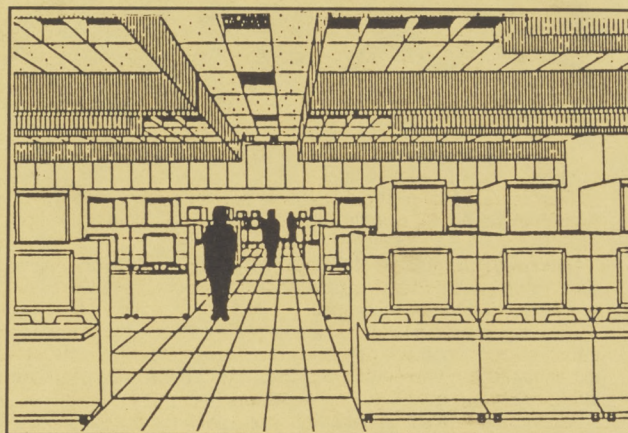
It was actually a \$320,000 true-to-life mock-up of what the 20 centers will look like in the mid to late 1990s when the Advanced Automation System (AAS) begins to go on line nationwide.

Special teams of controllers have been looking at the design of sector suites with their multi-colored monitors for several years, but this event was different. It was the first time all nine controller teams involved in evaluating the numerous components of AAS have been in the same place at the same time.

Air Traffic officials called it "Teamfest '89" and said it was so successful plans are in the works for a similar event next spring.

Teamfest's highlight was the future enroute center mock-up but also included nine days of meetings, seminars and demonstrations in May in Gaithersburg, MD, near IBM Systems-Integration Division's offices. IBM is the main contractor for the AAS.

Four of the high tech consoles were in operation with a



This is an artist's view of the enroute center of the future with its high-tech sector suites.

program that generated air traffic, aircraft conflicts and weather to give controllers an actual feel of what their jobs will be like in the next decade.

One of Teamfest's main goals is to improve the final
turn to Teamfest on page 2

Aging Aircraft Update

Older Boeing Jets Face \$142 Million Overhaul Cost

FAA has taken another major step to ensure the safety of aging aircraft by proposing airworthiness directives that would mandate extensive structural modifications to older Boeing 727s, 737s, and 747s.

These are the first in a projected series of directives dealing with older aircraft designs.

As Tony Broderick, Associate Administrator for Regulation and Certification put it: "The goal is to get ahead of the development of cracks rather than try and catch up with the growth of them."

The action marks a fundamental change in the agency's maintenance philosophy.

Historically, FAA has relied primarily on repetitive

graphic courtesy of Corporate Travel magazine

turn to Aging on page 3

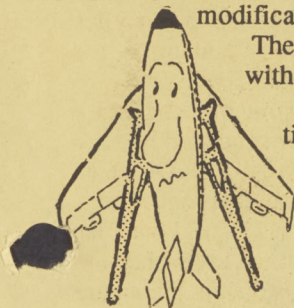
Chit Chat. What do you say to the Administrator when he's stuck in an elevator? Find out on page 6.

Fiftieth Birthday. The U.S. Coast Guard Auxiliary marks its half-century. Read more about it on page 4.

High Tech Building. Ground-breaking ceremonies for FAA's new

Wrap Up

\$31 million training building at the Aero Center in Oklahoma City are set
turn to Wrap Up on page 4



Ready To Fly



FAA's new "recreational pilot" certificate doesn't become effective until August 31, but the agency is ready to fly.

Four recreational pilot publications, developed by the Examinations Standards Branch at the Aero Center in Oklahoma City, are in line at the government's printing presses.

Nationwide distribution of the *Student Pilot Guide* advisory circular, *Pre-Solo Written Test*, *Recreational Pilot Question Book* and *Recreational Pilot Practical Test Standards* is scheduled for the end of June.

The recreational pilot certificate is geared for sport and recreation only - not for transportation - and is a new entry level certificate for people interested in flying basic, experimental, and homebuilt airplanes, helicopters and gyroplanes close to a home airport that does not have a control tower.

Putting the FAA's final stamp of approval on the publications is Robert L. Goodrich, Director, Flight Standards Service. Attending the ceremony at Headquarters were, left to right, Bobbye Heatley, Fred Gardner, and Gary Walker - all of the Examinations Standards Branch.

Photo by Dennis Hughes

Teamfest *from page 1*

product. In fact, many changes have also been made to the sector suite design - from modifying the keyboard design to moving the location of speakers on the console.

Controllers were joined by FAA engineers who also took a real-life tour through the mock-up.

An 11-minute video of the sector suite prototype and how it will work is being produced by FAA so other controllers nationwide will get their own look at the future.

The 20-by-20 inch controller screens will show data that is updated continuously - everything from aircraft position, speed, altitude and identification to electronic display of flight data and weather graphics.

The Tech Center in Atlantic City is scheduled to receive the initial sector suite system in early 1991. The Seattle enroute center is slated to have the sector suites installed in the summer of 1992 and to have the new equipment totally operational in January 1994. By the fall of 1995, sector suites are expected to be up and running at all 20 centers.

Watch for photos of Teamfest in an upcoming issue of *FAA World*.

Maintenance Failure Blamed for Aloha Airlines Accident

The National Transportation Safety Board blamed Aloha Airlines for the 1988 accident in which one of its 737s lost a large chunk of its fuselage at 24,000 feet on an inter-island flight.

On May 23, the board pinned the accident's probable cause on the "failure of the Aloha Airlines maintenance program to detect the presence of significant disbonding and fatigue damage which ultimately led to failure of a lap joint and separation of the fuselage upper lobe."

Although the crew landed the aircraft safely, one flight attendant was killed when she was swept from the plane over the Pacific.

Since the accident, FAA and the aviation industry have focused more resources on the problem. The agency's aggressive aging aircraft program has led to more stringent aircraft inspection and major aircraft structural changes by issuing several new airworthiness directives. More changes are in the works which will lead to tougher maintenance and structural requirements for all older and high-use aircraft.

See story beginning on page 1 for details on FAA's latest plan to ensure safety of older aircraft.

The NTSB also said the following contributed to the accident:

→ Failure of Aloha Airlines management to supervise properly

its maintenance force.

→ Failure of FAA to evaluate properly Aloha Airlines maintenance program and to assess the airline's inspection and quality control deficiencies.

→ Failure of an airworthiness directive to require inspection of all the lap joints proposed in an earlier Boeing alert service bulletin.

→ Lack of specific repair requirements for structural changes that were neither generated by Boeing nor required by FAA after the discovery of early production difficulties in the 737 cold bond lap joint, which resulted in low bond durability, corrosion and premature fatigue cracking.

Aging *continued from page 1*

Structural inspections to identify needed repairs due to corrosion, cracking and other signs of metal fatigue. These inspections become more frequent and demanding as aircraft get older and approach their manufacturer's "economic design goal" -- the point in an aircraft's life when maintenance costs are expected to rise significantly.

Under the new approach, airlines would be required to make strengthening modifications to basic critical structures to prevent fatigue problems as aircraft reach their economic design goal. In addition, some parts, such as landing gear, must be replaced after a specified number of flight hours or cycles.

The directives, proposed on May 18, initially would affect 115 U.S.-registered Boeing aircraft -- 67 B727s, 28 B737s, and 20 B747s.

The estimated cost for these modifications to the 115 aircraft is \$142 million over a four-year period. Additional aircraft will be covered as they accumulate time-in-service and reach the threshold for modification.

Specifically, the points at which the cost of maintenance is expected to increase substantially are 20 years or 60,000 flights for the B727, 20 years or 75,000 flights for the B737, and 20 years or 20,000 flights for the B747.

The proposed directives stem from a June 1988, FAA-sponsored international conference on aging aircraft following the April 1988 Aloha Airlines accident in which a Boeing 737 with almost 90,000 flights lost 18 feet of its fuselage in flight but managed a safe landing.

Following the conference, a joint government/industry task force was organized under the leadership of the Air Transport Association and the Aerospace Industries Association. With FAA's active participation, it began developing a modification program for aging aircraft. On February 28, the first of the



This Aloha Airlines 737 lost a big chunk of its fuselage last year.

working groups recommended a program of modifications for the Boeing 727, 737 and 747.

Boeing translated the recommendations into comprehensive service bulletins for each aircraft, and then FAA carefully reviewed them before proposing the directives.

The proposed directives call for 74 modifications to the 727, 58 to the 737 and 29 to the 747. The modifications involve such items as structural reinforcement/replacement of skins, stringers, bulkheads, frames, ribs, spars and other structural members.

One of the items in the 747 directive mandates a major modification of the fuselage shell structure from the nose to the forward main passenger entry door (Section 41). It will require 14,000 man-hours per airplane to complete. After modification, however, operators can terminate special inspections re-

quired since 1986 to detect cracking in that area of the body frame structure.

Because of the size of the modification program, the work probably will be staggered over a period of time and coordi-

nated with other scheduled maintenance. Although airlines would be allowed four years to incorporate all of the changes, FAA will be working to make sure the airplanes with the most operating cycles or those that have not recently undergone special inspections will be given priority in the structural modification program.

It is estimated that the B727 program will require 17,357 man-hours, or nine man-years, per airplane; the B737, 14,335 man-hours, or seven man-years, per plane; and the B747, 35,000 man-hours, or 18 man-years, for each airplane.

In the interim, operational safety will be provided by the individual operator's structural inspection program, regular maintenance, inspection modifications required by previous ADs, increased FAA surveillance, and the special Supplemental Structural Inspection Program for older aircraft.

In addition to the work group that developed the recommendations for the older Boeing jets, two other groups currently are studying aging airliners produced by other manufacturers.

One is working on a modification program for McDonnell Douglas aircraft. The other is looking at the remaining fleet.

Comments on the proposed directives are due June 30. The final airworthiness directives are expected to be issued by late summer or early fall.

Headquarters Intercom

June 6, 1989
No. 89-22

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

50th Anniversary

Coast Guard Auxiliary History of Helping Dates Back to June 23, 1939

On a dark spring night in 1942, a picture that served as welcome relief to so many, was about to turn into a nightmare for a German U-boat captain off the shore of Florida.

World War II started for the U.S. Coast Guard Auxiliary as a small grey boat on patrol spotted the U-boat. Knowing that there wasn't time to call for air support to attack the submarine, the auxiliary skipper and crew decided to ram the 300-foot vessel hoping to damage it. This act represented the Auxiliary's spirit since its birth three years earlier on June 23, 1939.

The Auxiliary's creation was sparked by calls for assistance from small boats and the threat of war facing Europe. A plan was presented to Congress in 1939 to boost dramatically the Coast Guard's capability by enrolling private boat and yacht owners into a Coast Guard Reserve -- the name of the Auxiliary in 1939. It was set up to assist the Coast Guard, promote efficiency in the operation of motorboats and yachts, foster a wider knowledge of and better compliance with the laws, rules and regulations

governing the operations of motorboats, and promote safety, effect rescues on and over the high seas and navigable waters, and facilitate other operations of the Coast Guard.

On the homefront, the U.S. had 300,000 registered motorboats and 4,000 sailing craft at the beginning of 1939. In 1938, the Coast Guard reported more than 14,000 calls for assistance from the pleasure boating public resulting in more than 8,000 rescues. This and events such as the Dunkirk rescue of the British Army on the shores of France by 900 pleasure boat owners and the dangers of war facing the United States soon led to further change in 1941.

Congress set up a Coast Guard Military Reserve and renamed the existing nonmilitary Reserve the Coast Guard Auxiliary. With a critical shortage of boats and personnel in the Coast Guard, many of the original members of the Coast Guard Auxiliary enlisted themselves and their boats into a "Temporary Reserve," an "auxiliarist" in the Military Reserve to provide what was needed.

During World War II, auxiliarists

were responsible for capturing saboteurs, rescuing victims from ships attacked by German U-boats and serving as spotters looking for enemy submarines.

On numerous occasions, Auxiliary crews in their small boats attacked much larger vessels that had main deck guns and machine guns far superior in firepower.

After World War II, the Auxiliary went through several changes, but kept its tradition of sacrifice and helping people in trouble.

The public served by the Auxiliary, however, has changed dramatically. The number of pleasure boats in the United States has risen to an estimated 17 million today.

The Auxiliary has grown from 11,000 members at the beginning of World War II to more than 32,000 today.

The original purposes of the Auxiliary have been redefined into the four cornerstones of the organization: operations, public education, courtesy marine examinations and fellowship.

Today's Auxiliary has the goal of ensuring national safe boating.

Wrap Up *from page 1*

for Friday, June 30.

The new building, financed by the Oklahoma City Airport Trust, will be named for General Thomas P. Stafford, the Oklahoma astronaut and retired three-star Air Force general. Stafford and more than 300 dignitaries, including DOT Secretary Sam Skinner and former FAA Administrator Allan McArtor, are scheduled to attend.

The 195,000-square-foot building will contain 30 systems that closely duplicate operational facilities at enroute centers and airport control towers. These include five separate communications systems, two major air traffic control computers, 11

computer systems for support, a major air traffic control computer complex and an air traffic control tower simulator. Three separate weather systems will cover the full scope of modern weather processing systems.

As an astronaut, Stafford completed four space flights and six rendezvous, logging 514 hours and 33 minutes in space. He was commander of the famous *Apollo 10* flight, which tested the lunar module in orbit around the moon. He was also commander of the U.S. flightcrew for the *Apollo-Soyuz* rendezvous, a joint earth-orbital mission with the Soviet Union.

Newsy Item? Call *Intercom* at x78521 or stop by room 908.

Foreign Assignment Available in Madrid

Interested in a position in sunny Madrid? FAA's Civil Aviation Assistance Group is looking for an electronics engineer to fill a vacancy, equivalent to a GS-14.

The person selected will provide advice and assistance to the Spanish on data and voice communications systems and on remote maintenance monitoring systems.

Vacancy announcement AEU-89-392 closes Thursday, June 8, and contains details on required qualifications.

For additional assistance, contact Barbara Slavik at Headquarters, API-19, FTS 267-9089.

June Aviation Milestones

→ On June 2, 1954, the Convair XFY-1, made the first free vertical takeoff and landing, at Moffett NAS, CA.

→ Also on June 2, but in 1794, a unit of French Army balloonists (or aeronstiers), part of the first air arm ever organized, engaged for the first time in aerial reconnaissance during combat when it sent up a manned captive balloon to observe a battle between French and Austrian forces at the town of Maubeuge, 125 miles northeast of Paris.

→ Etienne and Joseph Montgolfier, on June 4, 1783, made the first public demonstration of an unmanned hot-air balloon in flight, at Annonay, France.

→ During the next year, on June 4, 1784, Madame Thible became the first woman passenger on a balloon when she went up in a Montgolfiere, at Lyon, France.

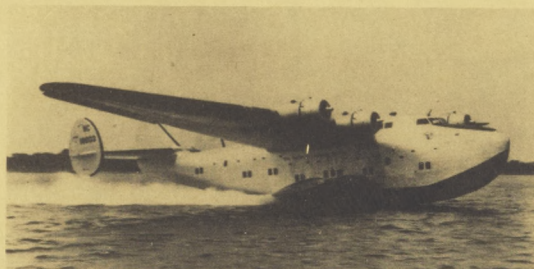
→ Charles A. Levine on June 5, 1927, became the first man to cross the Atlantic by airplane as a passenger when he flew nonstop between New York and Germany in a Bellanca monoplane piloted by Clarence Chamberlin.

→ On June 9, 1928, Charles E. Kingsford-Smith and Charles T. P. Ulm, accompanied by a navigator and a radioman, completed the first transpacific crossing by air. Departing from Oakland, CA, and arriving at Brisbane, Australia, with stopovers at Hawaii and the Fiji Islands, they flew a modified Fokker F.VII dubbed the *Southern Cross*.

The distance covered was

7,327 miles in an actual flying time of 3 days 11 hours 11 minutes.

→ In just under three hours on June 12, 1979, Bryan Allen made the first human-powered flight across the English Channel in the *Gossamer Albatross*, a specially constructed 55-pound polyester-bodied craft developed by Paul MacCready.



Flying boats, like this Boeing 314, inaugurated transatlantic passenger service in 1939.

→ June 15, 1785, was the date the first aerial fatalities occurred. Jean-Francois Pilatre de Rozier (the first man to fly) and Pierre Romain were killed in a balloon explosion over France. The balloon, built by Romain, was filled with hydrogen and hot air, a lethal combination.

→ Capt. John Alcock and Lt. A. W. Brown of the Royal Air Force completed the first nonstop transatlantic flight on June 15, 1919. It took them 15 hours 57 minutes to fly between Newfoundland and Ireland in a Vickers-Vimy.

→ June 16, 1937, marked the first scheduled airplane service over a segment of the North Atlantic. On that date Pan American Airways and Imperial Airways inaugurated reciprocally commercial passenger service between New York and Bermuda.

→ Washington National Airport opened for full operations on June 16, 1941.

→ Thaddeus Sobieski Coulin-court Lowe on June 18, 1861, became the first man to send a telegraph message from a balloon. This was done over Washington, DC.

→ June 22, 1910, saw the inauguration of the first air passenger service, in which Zeppelins flew between various German cities.

→ Thirteen-year-old Edward Warren made the first tethered manned-ascent in the United States on June 24, 1784. This took place at Baltimore, MD, in a balloon built by Peter Carnes.

→ The first practical helicopter, the German-built Focke-Achgelis FA-61, first flew on June 26, 1936.

→ Pan American Airways on June 28, 1939, inaugurated the first regularly scheduled transatlantic passenger service by airplane. Boeing 314 flying boats were used to connect New York and England.

→ On June 30, 1910, Glenn H. Curtiss made the first bombing tests from an airplane, at Lake Keuka, New York.

→ Phoebe Fairgrave Omlie on June 30, 1927, became the first woman to obtain a federal pilot's license. It was Transport License No. 199.

People

No respect? Rodney Dangerfield he's not, but Acting Administrator *Bob Whittington* had a little recognition problem of his own recently.

It all started innocently enough on May 17 when Management System's *Patricia Beardsley* boarded elevator No. 2 at the west end of FAA Headquarters and promptly got stuck with six other FAAers between the 5th and 6th floors.

In the banter that filled the 20-minute void before GSA's rescue team arrived, Pat remarked: "Maybe the elevators would get fixed if the Administrator got stuck in one."

"I am the Administrator," quickly responded another stuckee who looked and sounded a lot like Whittington.

Of course, Beardsley knows Whittington is Acting Administrator. This was the first time she met him in person and matched his face with his title.

Whittington got such a kick out of the episode that a few days later he sparked chuckles by reminiscing about his elevator epic at an awards ceremony.



Bob Whittington

Feedback

Gift of life. When FAAers donate blood during the Red Cross drives held in the building, they're helping other FAAers.

That's the message from *Marilyn Rittner* of Accounting.

Marilyn, who was the beneficiary of blood donated during an April drive, asked *Intercom* to pass along her "thank you" to all those who give the gift of life.

Oops, wrong letter. *Intercom's* "People" section recently chronicled the good-natured antics of Headquarters staffers who came up with unique ways to beat the heat before the building's air conditioning system cranked up.

In an item about several Logistics Service ice cream makers, *Lynda Deaton's* first name was misspelled. Guess which letter got messed up?

Flightplan

Savings update. An open season to join the Thrift Savings Plan or make a change in a current enrollment runs through *Monday, July 31*.

Booklets explaining the plan for employees who belong to the Federal Employees (FERS) and Civil Service (CSRS) Retirement Systems and enrollment forms are available in FAA room 514.

Richardson salute. John G. Richardson, manager, Traffic Management Branch, ATO-120, retired on Monday, May 15, 1989, after 36 1/2 years of service. John was a pioneer and leader in the field of automated traffic management and is the founding father of the aircraft situation display (ASD).

A retirement party honoring John will be held *Thursday, June 22*, at the Ft. McNair officers' club.

To make reservations, contact Katherine Spencer, x78670, or Paul Plummer, x79405, no later than *Friday, June 16*.

Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

Wednesday deadline. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is no later than 12 noon on every *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.

Healthbeat

Family problems? Jerry Meade, from the Human Resource Management Division, will present a lunchtime seminar, "Growing Up in a Dysfunctional Family," on *Monday, June 12*.

The seminar will focus on the effects alcoholism, drug abuse and other forms of dysfunction have on children raised in such environments. Long-range behavior patterns carried into adulthood will also be examined.

Meade has a good deal of professional and personal experience with alcoholism and has worked as a clinical social worker for the past 12 years.

The seminar is scheduled for 12 noon in the MacCracken - "round room" - on the 10th floor. Interested in attending? Please call x73945.

Speedy feet. Join FAA's running club. Call Kent Meier, x79914.

Steady gait. Join FAA's walking club. Call Sam Hart, x73406.

Heart info. *Wednesday, June 14*, from 12 noon to 1:00 p.m. is the time Alan Sinclear will present a lecture on cardiovascular fitness in the third-floor auditorium.

Sinclear, who is from Occupational Health Services, Inc., represents MetPath, Inc.

Promote health. On *Tuesday, June 20*, and *Wednesday, June 21*, from 8:30 to 12 noon, the Office of Aviation Medicine's Health Promotion Program is again sponsoring the MetPath, Inc., Wellness Program. This program offers a choice from three chemistry panels, or blood test combinations.

Testing cost will range from \$25 to \$30. Those to be tested must fast for 12 hours before the procedure, with only water to drink.

Come to the FAA health clinic, room 327, to sign up for your appointment.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

Flying Past 60: FAA Says 'No' to Pilots, Plans New Study

Citing evidence that older pilots face skill deterioration, are at greater risk of physical incapacitation, and are more likely to be involved in accidents, the FAA has again denied a petition from a group of airline pilots for exemption from the agency's age 60 rule.

The rule prohibits anyone over the age of 60 from serving as a pilot or copilot of an airline aircraft. It has long been opposed by pilots who contend that it needlessly discriminates against pilots over 60.

FAA, however, is planning to fund a detailed study of age versus accident rates.

The study will cover the years 1976 through 1990 and will involve merging National Transportation Safety Board and FAA safety and medical data bases on specifically identified classes of individuals.

Published reports and proposed studies to measure individual proficiency with respect to age will be reviewed. The FAA said it is willing to evaluate any protocol that might be

claimed, with scientific evidence, to be useful in selecting pilots who are at low accident risk.

The pilots submitted their petition in May 1986, and it was denied by FAA in September 1987. They then asked the U.S. Court of Appeals in

turn to Age 60 on page 3

Surprise Visit

'Minding My Business'

Les Cooling almost lost his cool.

"I was minding my own business," Les remembers when the boss walked in - the big boss.

Les, an FAAer for more than 40 years, was working on airspace regulations for the Indianapolis 500 auto race with his supervisor, when DOT Secretary Sam Skinner walked in the door.

Les, who was a C-54 pilot in World War II, has more than 10,000 hours of flying time and still flies, quickly

turn to Surprise Visit on page 2

Biggest Exhibit. Here's your chance to walk into the future as FAA puts together its largest exhibit ever of advanced and future air traffic

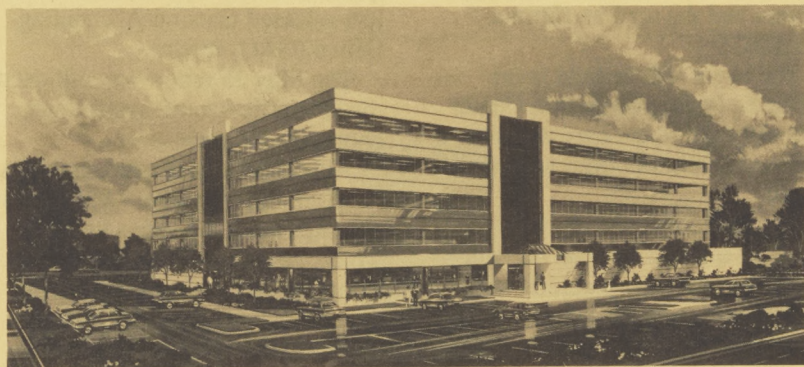
Wrap Up

control systems. It all happens on June 28-30 in New York City at World Tech '89.

FAA exhibits highlight 15 technologies - everything from doppler

turn to Wrap Up on page 2

Classy Glass and Sleek Steel



It's a little too early to pack their desks and files, but FAAers in Northwest Mountain Region headquarters are looking forward to moving to a new home next summer.

With dirt-scooping mini-tractors, Regional Administrator Fred Isaac joined General Services Administration and other officials in turning the first yards of dirt during groundbreaking ceremonies on Thursday, June 1.

The new headquarters, as this artist's picture shows, will be a five-story glass-and-steel edifice. It is scheduled to become the workplace of some 900 FAAers, replacing offices near Seattle-Tacoma International Airport.

The new 170,402-square-foot building, with lighted parking for 853 cars, will consolidate the headquarters operations and several Seattle FAA field offices under one roof.

The building is going up in Renton on a 7.6-acre site at the southwest corner of Lind Avenue and SW 16th, a few blocks south of Interstate 405 and between Longacres Race Track and Route 167.

Savoring Their 'Stars'



Why are these smiling people holding five-pointed stars? They are part of the Office of Labor and Employee Relations team who earned "All Star" status during FAA Headquarter's annual Savings Bond Drive. They were the first full-fledged service to be awarded the stars for a 15% increase in bond participation in the first week-and-a-half of the drive. Maureen Coe holds one of the stars, right photo, while Juaneca Harris shows off another five-pointer to her boss, Joe Noonan. The Savings Bond Drive wraps up on June 15.

Photo by Lance Strozier



Suprise Visit *from page 1*

remembered his military etiquette. Although he didn't snap to attention, he sensed it was time to split. After all, Skinner was a familiar face to most Windy City residents, and Les figured he was infringing on a high-level meeting.

But to Cooling's surprise, Skinner showed up at Chicago's Flight Standards Division office to talk to Les.

"Les, I came here to tell you we want you to sign up for another 40," the Secretary told a dumbfounded Cooling.

"He congratulated me like we were old buddies," Les remembers of the visit and the casual conversation with the DOT chief.

Les, who joined the agency on March 20, 1948, holds the record as

the longest currently working FAAer in the Great Lakes Region. Nationwide, he is one of the longest still employed FAAers with the agency.

Skinner took the opportunity to praise Cooling for his years of service to the aviation industry during the recent National Transportation Week festivities.

Wrap Up *from page 1*

radar and the Advanced Automation System to the microwave landing system and the civilian tiltrotor aircraft.

The event will be held at the Jacob K. Javits Convention Center and will feature industry and government exhibitors from around the world.

The exhibition is free. For program information and registration forms for the exhibition and symposium, contact Advanced Design and System Control, ADM-20, FTS 267-3047.

Near Midairs Down. For the 18th month in a row, pilot reports of near midair collisions (NMACs) declined. In April, 50 NMACs were reported by pilots, a decrease from the 66 of last April.

Since January, NMACS have fallen by 25% when compared to the first four months of 1988.

On the Move. Two more new ASR-9 radars have been installed at the Newburgh/Stewart Airport, north of New York City, and at Rio Grande Valley, TX, near the Mexican border. They will become operational this summer.

The ASR-9 is an extremely reliable airport surveillance radar that operates 24 hours a day, 365 days a year without full-time maintenance personnel. It provides a clearer picture of weather and aircraft than older radar systems. The first operational site was Huntsville, AL, where dedication ceremonies are set for June 22.

Wednesday Deadline. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is no later than 12 noon on every *Wednesday*.

Please send us your item or information, stop by FAA headquarters room 908 or call us, x78521.

Shortchanged. "It's been underfunded. It's been shortchanged." That's how DOT Secretary Sam Skinner described the air traffic control system under the previous administration in response to recent questions from reporters about a just-released General Accounting Office (GAO) report.

The May 25 report was critical of the air traffic control system and controller morale.

Although Skinner said morale is good among controllers and American aviation is the safest in the world, he acknowledged problems. Congress and the previous administration did not give transportation spending the "proper priority," he said.

Skinner, who took over as DOT Secretary in early February, has visited numerous air traffic facilities across the country and told reporters that he had personally talked to more controllers than the nine previous DOT chiefs combined.

In response to the GAO report, Acting Administrator Bob Whittington told a Congressional panel

Headquarters Intercom

June 13, 1989
No. 89-23

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

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

recently that the overall morale of controllers is good.

"Morale is a very difficult area to gauge," he said. Based on his visits and those of Headquarters associate administrators and regional administrators to air traffic facilities throughout the country, Whittington said the "overall morale of our controller workforce is good, although it varies from facility to facility and does not remain static over time."

He told a House transportation subcommittee that FAA has taken a variety of steps to improve controllers' work environments with more changes on the way.

He cited the results of the last agency-wide Job Satisfaction Survey. It showed that the overall job satisfaction for Air Traffic FAAers increased from 57% in 1986 to 66% in 1988 at enroute centers and from 60% in 1986 to 71% in 1988 at airport towers.

Whittington also said the results of another survey, the Survey Feedback Action questionnaire, from Air Traffic facilities were "encouraging."

That recently compiled survey showed that 74% of enroute center

controllers and 75% of tower controllers indicated that supervisors communicated honestly and openly; 79% of center controllers and 77% of tower controllers felt they had received adequate training to do the job; and 81% of center and

tower controllers felt they were treated fairly, regardless of age, sex or race.

"We are taking our employees' opinions seriously and are not only seeking opinions but acting on them," Whittington told Congress.

Age 60 Rule *continued from page 1*

Chicago for a review of the decision, and the court ordered further FAA consideration.

The FAA has long contended that pilots 60 and older are more likely to suffer performance degradation and that there is no way to predict its onset accurately.

The petitioning pilots contended that additional experience in the cockpit more than made up for any safety problem that might be associated with being over 60.

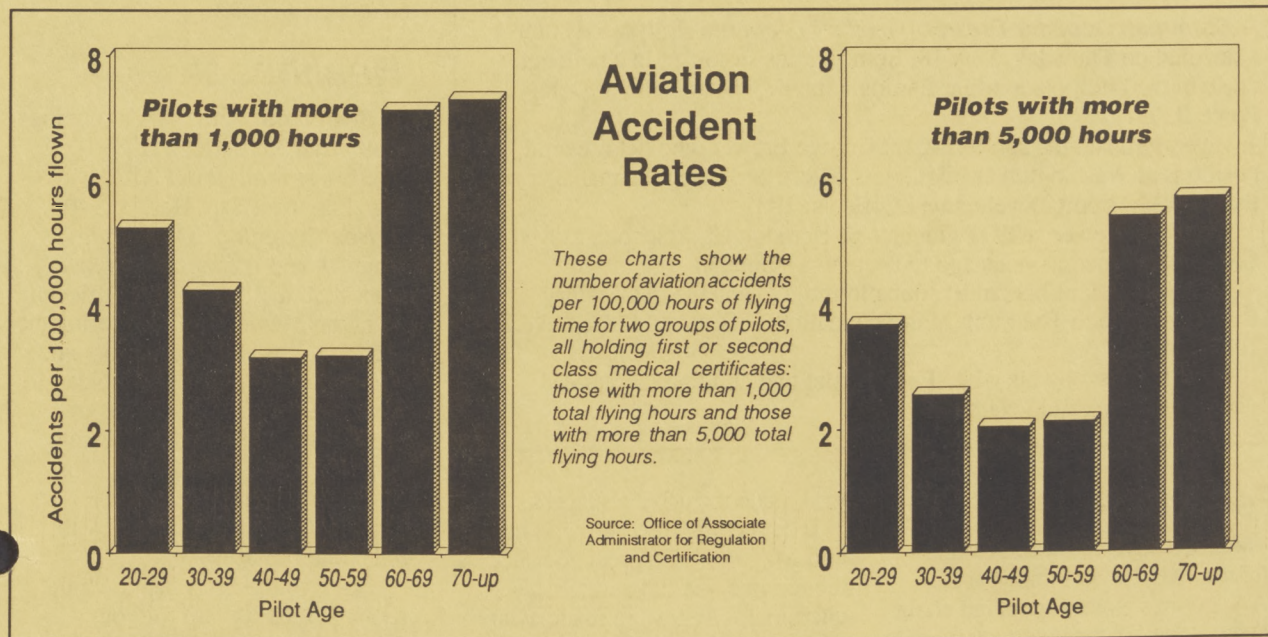
However, as noted by the Air Line Pilots Association, the union representing most airline pilots, studies do not support that conclusion.

The agency said in its second denial of the petition on May 26 that "the pool from which the older pilots would be drawn has a markedly higher accident rate than younger pilots.

"What is needed, and what the petitioners have failed to show, is a way to discriminate between those who contribute to the adverse trend of increasing accidents and those who do not.

"Clearly, there is substantial scientific evidence which indicates that the greater experience of the pilots who have reached or passed the age of 60 does not outweigh the increased risk of incapacitation or skill deterioration which accompanies their seniority."

FAA indicated that it remains open to establishing a protocol by which degradation of pilot performance beyond the age of 60 can be assessed in individual cases with a high degree of certainty. *See accident chart below.*



FAA Remembers

Airport planner Robert F. Bacon. Robert F. Bacon, a veteran of three decades with the FAA and a prime mover behind Dulles International Airport, died Friday, May 26, of a heart attack at his retirement home in Bethel, VT.

Bacon's FAA career started at the end of 1944 when he signed on with the then-Civil Aeronautics Administration as a typist in the Alaskan Region.

In 1956 he was transferred to Washington Headquarters where he served as chief of the Program Management Division, chief of Financial Management staff in the Bureau of National Capital Airports, chief of the System Planning Division for the Airport Service, director of the Office of Aviation Policy and Plans and Acting Deputy Associate Administrator for Policy Development and Review.

In 1962, Bacon was the primary FAAer involved in overseeing the design and construction of Dulles International Airport. In December 1974, Bacon was named Associate Administrator for Airports, a new position giving increased attention to the vital role of airports. While with the FAA, he was credited with major advances in airport planning and with developing airport environmental policy guidelines.

Before his retirement in August 1975, Bacon wrote numerous articles on airport system planning and received several awards including FAA's Meritorious Service Award in 1971, the Department of Transportation Secretary's Award in 1973 and FAA's Distinguished Career Service Award in 1975.

He was born September 18, 1919, and is survived by his wife, Betty, five children and 12 grandchildren.



Robert F. Bacon

Stuntman Geoffery Brewer. Geoffery Brewer, a Hollywood stuntman, died on Thursday, May 18, from injuries sustained in a helicopter crash in the Philippines while filming a movie, "Stranglehold: Delta Force II."

He was 30 and the son of FAAer George Brewer who held several positions at Washington Headquarters before becoming the manager of the Denver Airport Development Office in 1987.

Geoffery Brewer, a 1977 graduate of Herndon High School, moved to Los Angeles several years ago to become a stuntman.

At the request of his family, donations may be made in Geoffery Brewer's name to The Stunt Man Foundation, P.O. Box 11182, Beverly Hills, CA 90213.

He is survived by his wife, Tammy, and two children, 3-year-old Austin and 1-year-old Natascha.

Feedback

McLure says thanks. Herb McLure, AHR-1 and this year's FAA Savings Bond Campaign chair, passes along his thanks to everyone

who made the drive a success.

In launching the campaign in mid-May, McLure predicted success if everyone had fun and all Headquarters FAAers were made aware of the opportunity to buy bonds. As

the month-long drive ended, McLure said it was "the most successful in FAA history. I know that may sound grandiose, but my criteria have been accomplished resoundingly."

McLure singled out the bond coordinators and keyworkers for praise. "The people working at the grassroots are the vital link in a campaign's success. These 100 enthusiastic and willing workers made the whole drive work and certainly made my job both easy and enjoyable."

He also acknowledged the efforts of the AHR "Core Committee" who managed the Headquarters campaign: Diane Ables, Rosalie Manley, Ricki Dunn, Margarete Berrios (now working in ARP), Earl Portlock, Darlene Little, Ginny Bachman, and Ann Hoffer.

Driver needed. Commuters from Fairfax are looking for a driver for an existing carpool. The carpool originates in the Kings Park West area of Fairfax for its workday commute to FAA Headquarters. Carpoolers work from 8 a.m. to 4:30 p.m. Interested in joining the carpool as a driver? Contact Walt Heimann, x79039.

Healthbeat

Swift legs. Join FAA's running club. Call Kent Meier, x79914.

Slower feet. Join FAA's walking club. Call Sam Hart, x73406.

Health testing. On Tuesday, June 20, and Wednesday, June 21, from 8:30 to 12 noon, the Office of Aviation Medicine is sponsoring the MetPath, Inc., Wellness Program.

This program offers a choice from three chemistry panels, or blood test combinations. Testing cost will range from \$25 to \$30. Those to be tested must fast for 12 hours before the procedure, with only water to drink.

Come to the FAA health clinic, room 327, to sign up for your appointment.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom



Bill Davis, center, receives congratulations on his last day from his boss, Dick Clevenger, right, and close friend Dan McGrath.

Photos by Jay Carroll

After 49 Years, 7 Days

FAAer Bill Davis, Uncle Sam Say 'Goodbye'

It was one of the hardest decisions in Bill Davis' life.

He loved coming to work every day, had thousands of hours of unused sick leave on the books and was a fixture in FAA headquarters for four decades.

But several weekends ago, Davis mulled over his future at his Wheaton, MD, home. He decided to retire from federal service on Friday, June 2.

That day marked his 49th year and seventh day as an employee of Uncle Sam - most with the FAA - and it was filled with mixed emotions.

"I hated to retire," Davis said in his fourth-floor office shortly before co-workers hosted a reception on his final day.

"I'm real fortunate. I'm healthy, and I enjoy what I'm doing." But uncertainty with the future of Congressional action on retirement benefits spurred him to leave the agency and look ahead.

Davis, who worked as technical assistant to Dick Clevenger, manager of the Materiel Management Division, plans to grow some prize-winning chrysanthemums in his garden, keep up his 35 years of active participation in Toastmasters - he routinely teaches public speaking in Montgomery County - and to do other things. As he says, "it just delights me to putter around."

see Davis on page 4



Friends and co-workers bid farewell to Bill Davis.

'Skating to the Puck'

Secretary Skinner Shoots For National Transportation Policy

Hockey player Wayne Gretzky and DOT Secretary Sam Skinner see eye to eye - at least when it comes to strategy.

Gretzky puts it this way: "I skate to where I think the puck will be."

And that's Skinner's aim, but he's talking about another game plan - a comprehensive national transportation policy.

Skinner recently said that a special DOT working group is making "good progress" on transportation strategies into the 21st century.

Getting the wheels spinning on a nationwide strategy was one of Skinner's high priorities when he took over as DOT chief in early February.

In one of his first public speeches, he emphasized that he was "totally committed - with a big T" - to developing a national transportation policy.

turn to Strategy on page 3

Pay Program Kicks Off

Whittington Aims for Success

FAA's program to give additional pay - in the form of a 20% retention allowance to FAAers with safety-related jobs - officially kicked off on June 18. It will provide extra pay later this year to more than 2,000 air traffic controllers, inspectors and airway facilities technicians at a limited number of hard-to-staff locations.

Despite past budget uncertainties, DOT Secretary Sam Skinner and FAA Acting Administrator Bob Whittington fully support the pay demonstration program which was announced last year and approved by the Office of Personnel Management this March.

turn to Pay Demo on page 4

Wrap Up

Public Affairs Chief. It's official. David P. Prosperi was sworn in on May 30 as DOT Assistant Secretary for Public Affairs.

"We're extremely fortunate to have David with us," DOT Secretary Sam Skinner said during the ceremony. "He is a true public affairs professional, and I have no doubt his background and skills will be beneficial to the Department and this Administration."

Prior to accepting this position, Prosperi was deputy press secretary in the office of then President-Elect Bush. He also served as campaign press secretary to Sen. Dan Quayle when Quayle became the vice presidential nominee.

Prosperi was assistant to the Secretary and director of Public Affairs at the Department of Interior from 1985 to 1988. He was manager of government affairs for the Superior Oil Company and Superior Farming Company from 1982 to 1984.

During 1981 and 1982, he served as assistant press secretary to the President. He was a press aide for the 1980 Reagan for President campaign from 1979 to 1981. Prosperi received his bachelor's degree from the University of Illinois in 1975 and his master's in business administration from George Washington University in 1983.

High Tech Graphics. John Henry and his staff at the Tech Center are ready for FAA's largest exhibit of advanced and future air traffic control systems.

Henry and the Technical Services Branch in Atlantic City have put the finishing touches on the exhibit, which runs June 28-30 in New York City at the Jacob K. Javits Convention Center.

It has been designed and built by Tech Center staff and includes computer-driven video displays and video simulation. The exhibit of 15

FAA technologies is part of Tech World '89 and will be staffed by FAA experts. The actual equipment is being shipped from FAA Headquarters, the Tech Center and numerous contractors throughout the country. Other highlights include a keynote speech, "Civil Aviation: Present and Future," by U.S. Rep. Tom Lewis of the House

WORLD TECH[®]89

Subcommittee on Transportation, Aviation and Materials, on Thursday, June 29, at 9 a.m. The speech will be followed by remarks by FAA's Joseph Del Balzo on the "National Airspace System for the Year 2010."

The international exhibition is free. For program information and registration forms, contact Advanced Design and System Control, ADM-20, FTS 267-3047.

'Lump Sum' Status. Some good news for many FAAers: It is very likely that the lump sum pension option will be available through September 1990 and beyond. Eight out of 10 federal retirees opt for this program, which allows them to draw out an amount equal to all the money they contributed to their pension plan during their working years. Average payments are \$32,000 before taxes to each taker,

but they can escalate to three times that sum in the case of a long-term, highly paid employee.

Until October 1, retiree payments will be made in two checks, one of 60% on retirement and one of 40%, with interest, a year later. If Congress does not extend that provision, payments will revert to the initial single-check, 100% method.

Though the immediate future of the lump sum payment looks good, the provisions are still subject to legislative changes.

Soviet Symposium. An international "Symposium on Aviation in the 21st Century: Problems and Solutions" will be held in the Soviet Union September 5-8.

The four-day Moscow meeting is sponsored jointly by FAA and the USSR Ministry of Civil Aviation. It follows a successful symposium held last September in Cambridge, MA, under the joint sponsorship of FAA, the National Aeronautics and Space Administration and the Massachusetts Institute of Technology.

The meeting will cover a range of aviation topics including new aircraft, airports/aerodromes, human factors, and air traffic control.

Information and copies of the program can be obtained from Robert E. Machol, AOA-30, FTS 267-9451, or Dennis Cooper, ADM-20, FTS 267-3045.

Computer Upgrade. FAA recently completed upgrading its Maintenance Processor Systems (MPS) at 38 facilities. The MPS upgrade is a national project to meet the hardware and software requirements of the Remote Maintenance Monitoring (RMM) and Maintenance Management System (MMS) functions.

The RMM program monitors and controls long-range radar facilities that feed data to 23 enroute centers. This data provides the means to adjust, certify, and allow reconfiguration of the systems remotely.

Headquarters Intercom

June 20, 1989
No. 89-24

Pat Cariseo, Editor
Pat Tomasetti, Assistant Editor
Kristy Wooley, Staff Assistant
Lennie Maginnis, Art Director

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

The MMS program gathers basic information such as automated facility log records, performance reporting and preventive maintenance scheduling.

The MPS uses a Tandem Non Stop computer, which began operations in 1983. To meet increased demands on the system, Tandem Computers Corporation began upgrading the first of 38 facilities in September 1988. Final installation was completed in early May.

Strategy *from page 1*

Since then, Skinner said the process of coming up with a policy will have four major components:

→ **Today's context.** The effort will examine the current national transportation system and its external context and will summarize key issues, among and specific to modals, related to transportation today and in the near future. It will describe the remaining tasks to be undertaken in the development of a national transportation policy.

→ **Policies and issues dialogue.** This dialogue, largely within the government, will be a continuing process throughout the year. Current and future issues facing the nation in transportation will be identified and examined.

→ **Strategic planning outreach.** The issues, positions and recommended solutions of consumers, industry, labor and other interest groups, as well as Congress and the general public, will be solicited and examined. Information will be gathered from experts outside the Department to broaden knowledge of the issues and to help secure a consensus on a national transportation policy.

→ **Overall policy/plan development.** The development of a national transportation policy will also be based on internal staff work with strong outside support. This will involve filling information gaps, development of final policies and appropriate short and long-term strategies.

'Talented Managers'

Key Transportation Officials Tapped by Skinner

Calling them "talented, proven managers," DOT Secretary Sam Skinner has appointed several men and women to key Department posts. They are:

Catherine A. Bedell, who has served as DOT's Deputy Assistant Secretary for Public Affairs since September 1987 and has been reappointed to that post. Prior to joining DOT, Bedell served at the White House as Associate Director and Director of Presidential Boards and Commissions in Presidential Personnel, 1985-87 and as Deputy Associate Director of Presidential Personnel, 1982-84. She also served at the Small Business Administration as staff director for the President's interagency Committee on Women's Business Enterprise, 1984-85. A long-time Washington area resident, Bedell graduated magna cum laude with a B.A. from Tulane University.

Nancy L. Bruce, appointed as Director of Congressional Affairs. Bruce most recently was Director of Governmental Affairs for the Metropolitan Washington Airports Authority, a position she held since 1987. Prior to that she was an Appropriations Committee staff member for U.S. Rep. Frank Wolf (R-VA), 1985-87 and press secretary for U.S. Rep. Jack Edwards (R-AL), 1981-85. Originally from Michigan, Bruce was educated at St. Olaf College where she received her B.A., cum laude, and the University of Minnesota, where she graduated summa cum laude with a Masters of Clinical Social Work.

Wallace David Burnett, as Special Assistant to the Secretary for Strategic Planning. In this post, he will play a key role in the formation of the National Transportation Policy, a top priority for the De-

partment. From 1983 through 1988, Burnett worked for Sen. Ted Stevens of Alaska as legislative director, staff counsel, legislative assistant, and staff attorney. Originally from Alaska, he graduated with a B.A. from Stanford University and a juris doctor from the University of Michigan Law School.

Steven M. Gaddy, as Deputy Assistant Secretary for Governmental Affairs. Gaddy was previously with the Department of the Interior from 1986 through 1988 where he served in the Office of Policy, Budget and Administration as a policy advisor and in the Office of Territorial and International Affairs as director of the Technical Assistance Division and Special Assistant for Economic Development. He also was Congressional liaison and director of the Office of Executive Secretariat at UMTA, 1984-86. Gaddy also worked for the Department of Housing and Urban Development, 1981-83, and prior to that for Texas Gov. Bill Clements. He graduated with a B.S. from the University of South Carolina.

Ruth Drinkard Knouse, reappointed to the post of Director of Executive Secretariat, a position she has held since 1985. Knouse joined DOT in 1981, serving as special assistant to the Assistant Secretary for Governmental Affairs. Prior to coming to DOT, Knouse worked at the Reagan-Bush Transition Office and as a consultant for Touche Ross & Co., 1977-81. She was with the White House Domestic Council during the Ford Administration. She graduated with a B.S. from West Virginia University and did graduate work there and at George Washington University.

Heavier Traffic

North Atlantic Routes To Carry 40.5 Million in '94

A new forecast for airline traffic across the North Atlantic predicts 40.5 million passengers by 1994, a 34.6% jump over 1988, according to the International Civil Aviation Organization (ICAO).

In 1986, North Atlantic traffic, impacted by terrorist activity, declined to 22.7 million passengers. In 1987, traffic rebounded to 27.5 million passengers, a 21.1% increase over 1986.

Traffic continued to rise in 1988 reaching 30.1 million passengers, a 9.5% increase over 1987.

Bill Davis *from page 1*

Clevenger said Davis' retirement was like losing a "member of the family."

In a last day spoof, co-workers, who are planning a formal retirement party in July, took a splashy supermarket tabloid and substituted their own headline:

While Still Reeling from the Wright and Coehlo Scandals
Once Again Capitol Hill Is Rocked by the News That...

William J. Davis Retires!

The tabloid landed on Davis' desk on his last day.

Davis started his government career in 1940 as a Navy shipbuilding supervisor in Kearney, NJ, at a whopping annual salary of \$1,080. He planned to become a pharmacist but was sidetracked by World War II and another Navy stint as an aviation chief radio technician.

Then after a short time with the General Services Administration, he moved on to the then Civil Aeronautics Administration in September 1950.

Those were the days when the agency was spread out in numerous buildings in Washington, D.C.

Davis worked in one of the many "temporary" buildings that dotted the Mall in the shadow of the Washington Monument -- a place he called home until 1963 when FAA moved into the current marble headquarters building at 800 Independence Avenue, SW.

The temporary buildings have

become part of FAA lore. They were actually vintage shelters from World War I, were known for their oversized rats and were dotted with window air conditioners that worked -- sometimes.

Davis was hired by the CAA as a branch chief to revise its supply cataloging system. He stayed in the same field, working in various logistics jobs until his retirement.

Davis goes down in FAA history books with his 39 years with CAA-FAA and 49 years total government service. When you add in his thousands of unused sick leave hours, his government service tops the half-century mark.

Pay Demo *from page 1*

In a June 8 letter to all FAAers eligible to receive the 20% retention allowance, Whittington said, "I want you to know that both the Secretary and I, as well as our staffs, continue to be committed to conducting this project as originally planned. We do not anticipate any further Congressional action to modify the project, and we shall continue to expend whatever efforts are necessary to make the project a success."

Under the experimental project -- which may last up to five years -- safety-related employees at several facilities in the Eastern, Great Lakes, and Western-Pacific regions will receive the retention allowances.

Eligible air traffic, maintenance technicians and aviation standards FAAers will receive quarterly allowances of 20% of their base pay.

The project will test whether these pay incentives make it easier to recruit and retain quality employees in facilities that have been difficult to staff.

800 Independence Avenue, SW

People

Helping hand. *Marilyn Rittner*, a secretary in the FAA Office of Accounting, has been seriously ill since March 27 and is not expected to return to work until November. Her leave runs out soon.

FAAers can donate some of their annual leave to Marilyn through the Voluntary Leave Transfer Program. Contact Elmer Frasure, x78328.

Healthbeat

Angry, frustrated? A two-hour seminar, "Constructively Dealing With Anger and Frustration," is scheduled for *Monday, June 26*, from 10 a.m. to noon in FAA conference room 8 AB.

Presented by Dr. Dale Berman, it will focus on career and personal issues that can cause anxiety and ways of dealing with everyday realities and stressful events. This activity is in support of the Washington HQ Employee Assistance Program (EAP).

Contact Diane Ables, Employee Relations and Career Development Branch, AHR-140, x73880, to enroll or for additional information.

Newsy item? Call *Intercom* at x78521 or stop by room 908.



U.S. Department of Transportation
Federal Aviation Administration

Headquarters Intercom

The Big Squeeze

Finding Solutions to the Pinch at Headquarters

Some tough decisions will affect hundreds of FAA Headquarters employees in the near future as the agency comes up with creative solutions to cope with overcrowding at the building on Independence Avenue.

Office space in the 25-year-old marble edifice is tight now and getting tighter as the number of workers assigned to headquarters outpaces previous projections.



Brad Bradshaw

Brad Bradshaw, who heads up the building's modernization program, says: "We have space problems in every organization, and it's getting worse everyday. It will be difficult to solve



FAA's cramped headquarters these problems and keep everyone happy."

Bradshaw, who has been with the agency for 32 years - the last two at Washington Headquarters - spelled out some major building changes and

turn to Squeeze on page 3



FAA's Jack Ryan shot this photograph of student demonstrators from his hotel room in Beijing.

Witnessing History in China

Remembering 'Festive' Students Before Crackdown

Just two weeks before the crackdown by the Chinese government on students demonstrating for democracy in Beijing, three FAAers who witnessed "history in the making" recalled a different mood - a "festive" spirit exhibited by the protesters. That spirit vanished on June 4.

Before the violence began, Tom Messier of the Office of International Aviation, Jack Ryan and Russell Scarberry of the Air Traffic Operations Service along with three Air Force representatives, headed by Col. Mike Ball, were in Beijing for a meeting with the People's Liberation Air Force (PLAF).

The group was there to explain the common goals and cooperation that exists between the U.S. military and civilian air traffic controllers.

"We were trying to show them how our air traffic control system works and that they need to decide how to balance military and civilian use of their

turn to Chinese on page 2

Airport Screening Fines

Domestic Airlines Face \$1.2 Million in Civil Penalties

FAA has proposed \$1,245,000 in civil penalties against 28 airlines for alleged security lapses at airport screening points.

This is the fourth announcement of fines against airlines for failing to detect test objects during security checks by FAA inspectors since the agency began imposing heavier pen-

alties for such lapses in October 1987.

The airlines have responded positively to this increased emphasis on enforcement by improving their detection rate from the 1987 level of 78.9% to 93% in March 1989.

The 28 domestic airlines were charged with failing to detect 179

turn to Security on page 3

New Mode C Rule Effective July 1

New requirements for Mode C, or altitude-reporting, transponders designed to reduce further the danger of midair collisions in the nation's airspace go into effect July 1.

Under the new FAA rules, Mode C transponders will be required to operate within 30 miles of the primary airport in the 23 existing terminal control areas (TCA) in the United States. The practical effect will be that pilots operating from satellite airports that lie under the staggered TCA floors now must have Mode C equipment, although waivers will be granted for aircraft without electrical systems and in special cases.

Current rules require Mode C only for flights within the actual TCA boundaries, allowing pilots to fly non-equipped aircraft into and out of satellite fields, as well as overfly the TCA at most locations.

As a result, controllers have not had altitude information on all aircraft targets and could not always tell if the pilots were illegally within the TCA boundaries.

An additional change, effective July 1, involves dropping the enroute altitude requirement for Mode C carriage from the present level of 12,500 feet to 10,000 feet mean sea level. This means that most cross-country flying now will be done in aircraft having Mode C equipment.

FAA is committed to a further expansion of the Mode C transponder requirement on December 30, 1990, when Mode C will become mandatory for operations in all Airport Radar Service Areas (ARSAs). Presently there are more than 125 ARSAs nationwide.

Feedback

Distribution difficulties? At headquarters, Management Systems administers the distribution of the *Intercom* on an "all employee count" basis. This means that each employee should receive one copy.

If your office is not receiving the proper number of newsletters, it may not be getting the right amount of other mailings. Notify Bernida Williams in Management Systems, x78735, or the distribution representative for your office or service if a change is needed.

The distribution requirements for the organization can then be updated.

Extra pennies. Effective July 1, the District of Columbia government increases the sales tax from 8% to 9% on food bought in restaurants. Service America Corp., which runs the FAA cafeteria, will pass along the extra 1% to its customers.

Chinese Students 'Loved to Talk to Americans' *continued from page 1*

airways," Ryan says.

The FAAers' hotel, on Beijing's main street, was only a few miles away from Tiananmen Square - the scene of some of the largest demonstrations in Chinese history.

"They [the student protesters] were really happy and in a very festive mood - certainly in a non-violent mood," Ryan relates. "As the students would go down the street, past our hotel on bicycles, all of the cab drivers would give them the peace sign.

"On our last day in China, we went to a kind of department store they call the 'Friendship Store,' and while we were inside about a hundred demonstrators - who were outside - began forming a circle around the entrance of the building.

"Looking back now I don't think there was any real danger, but still it was frightening. Scarberry just walked right out, and they smiled at us. They parted to let us out and wished us well," Ryan says.

Despite the incident at the store,

Ryan says there were no bad events. "We weren't worried about our safety."

"Many of the people were not participating, but even they thought it was great," Ryan mentions. "I talked to the young people who were in our hotel. They loved to talk to Americans. They wanted to know what we thought about the demonstrations.

"On the day we departed, May 20th, martial law was declared. We knew something strange was going

on because there were no cabs in front of the hotel that day when there were usually 50. Many of the streets were blocked off, so we were lucky that the night before we had arranged to have the embassy van pick us up.

"There was a Chinese television in the terminal, and somebody was making a speech. We couldn't find out what he was saying because no one spoke English. We were worried - our airline was Chinese, and we didn't know if it would be allowed to take off after martial law had been declared. A little cheer went up when we crossed the coastline to Tokyo," Ryan says.

Ryan relates that he didn't realize the magnitude of what was happening around him for most of the trip.

"You get busy, you know, and you're doing other things. It wasn't until after I came back that I realized how I had been a witness to history," he says.

Special thanks to Kristy Wooley for this report.

Headquarters

Intercom

June 27, 1989
No. 89-25

Pat Cariseo, Editor
Pat Tomasetti, Assistant Editor
Kristy Wooley, Staff Assistant
Lennie Maginnis, Art Director

Published weekly by
The Federal Aviation Administration
Office of Public Affairs, APA-300
800 Independence Avenue, SW
Washington, DC 20591
(202) 267-8521

Squeeze *from page 1*

redicted there are more on the way.

During a recent meeting with more than 60 FAAers who belong to Employee Participation Groups, he asked for cooperation and support when - in the future - top management makes decisions to consolidate space or move offices to locations outside the Headquarters building to allow modification work to be accomplished.

EPGers, he said, face the challenge of helping to come up with creative solutions that can be funneled to top management and bear a "heavy responsibility" to make approved moves go smoothly.

The goal is a better work environment for all workers assigned to Headquarters.

Here's what has happened over the past few years:

→ In July 1987, when the decision to modernize the building was made, there were 2,700 people in the building.

→ The modernization program's

goal was to accommodate the majority of the 3,200 people projected to be working at Headquarters by the fall of 1990.

→ Since then, some organizations' growth has outstripped the 1987 estimates, partially because of a major agency reorganization.

→ By this March, approximately 3,200 people including contractors were assigned work stations at FAA headquarters.

→ New estimates project that 3,900 people will be onboard by the end of the 1990 fiscal year - 700 more than originally projected.

To cope with the space crunch, many offices have been downsized, the 9th-floor library has been reduced and several conference rooms have been turned into offices.

To gain room, several offices have already set up shop in DOT's Nassif Building, and some have temporarily moved to the Tariff Building in downtown Washington during renovation of their Headquarters space.

The National Transportation Safety Board, which occupies 59,000 square feet on the 8th floor, has met with the General Services Administration, and a space requirement study is underway.

In May, a plan to move 330 Accounting and Logistics workers to the Transpoint Building at Buzzard's Point in southwest Washington was scuttled after workers pinpointed reasons against the move including inhibiting the ability, as service organizations, to perform their jobs effectively away from the main FAA unit.

After two "all hands" meetings, Accounting and Logistics employees presented their reasons against the move to Acting Executive Director Brooks Goldman.

Goldman decided the Transpoint move was not in the best interest of the FAA organization and sent a memo to the affected employees telling them he was "extremely impressed" with their input and expressed his appreciation to the "large number of employees who participated in this fact-gathering process."

Ernest Keeling, who heads up the Office of Accounting, credited Employee Participation Groups within Accounting and Logistics for quick, accurate staff work.

Keeling said, "The efforts of these two EPGs paid off for all employees. EPGs are your voice to management - use them. They can make a difference."

Is there a new building in FAA's future to solve the space crunch?

DOT Secretary Sam Skinner has a vision of consolidating FAA and the other DOT modal agencies in one location if the price is right and the location is favorable. Preliminary plans suggest such an arrangement would require 2.2 million square feet of space in one or more buildings - possibly a campus-type arrangement.

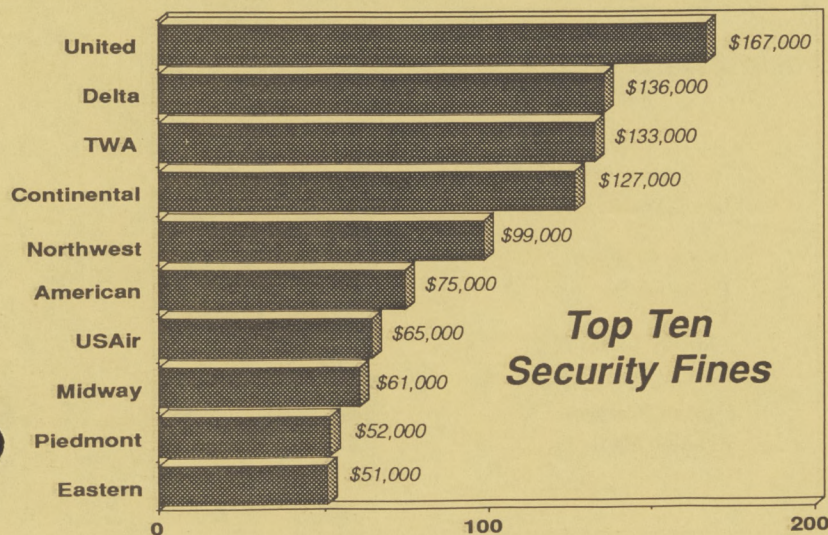
A new DOT home, even if the economics are right, would be several years away.

Security Fines *continued from page 1*

simulated weapons and explosives that were taken through airport screening systems by FAA inspectors.

The alleged violations occurred during 1988 and 1989.

This latest action brings the total amount of civil penalties proposed against U.S. airlines for weapons screening failures to \$5,211,000. More than 50 individual airlines have been cited for 734 alleged violations.



Top Headquarters Employee Participation Group Winners Named

Eight FAA headquarters organizations and individuals were honored recently with special awards for outstanding work in the agency's Employee Participation Groups (EPGs).

Acting Administrator Bob Whittington lauded the winners during a ceremony in the MacCracken Room on the 10th floor and presented plaques to the best EPGers at 800 Independence Avenue, SW.

Whittington, a long-time supporter of EPGs, said they have made and will continue to make important contributions to FAA.

Meet the winners on this page.

Photos by Bob Laughlin



Program Engineering Service's Robert Brown, second from right, accepts award and congratulations from Edwin Harris, Sylvia Woodcock and Acting Administrator Bob Whittington.



Jean Watson



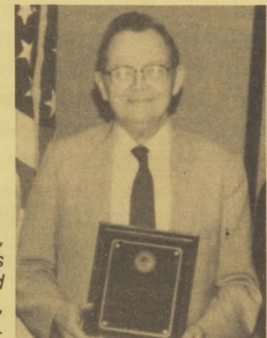
William Cotliar



Janice Gibson



Tim O'Hara accepts award for Vera Edwards.



Don Watkin, right, Budget's Nick Stoer and Marcia Bisenius, below.

Employee Participation Group Award Winners

Manager's Award
Robert E. Brown
Director, Program Engineering Service

Member Award
Janice Gibson
Air Traffic Operations

EPG of the Year Award
Office of Budget

Special Achievement Award
Don Watkin
Aviation Medicine

Achievement Awards
William Cotliar
Logistics Service

Vera Edwards
Logistics Service

Janice Gibson
Air Traffic Operations

Jean Watson
Aviation Medicine

