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U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

'People Person'

Busey Praises FAA's 'Professionalism, Commitment to Safety' at Senate Hearing

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He said he believes the agency has a "dedicated workforce" and plans to get out in the field to meet employees and be a good listener both within and outside FAA.

Busey, 56, is a career naval aviator who rose to the rank of admiral and spent the past two years as Commander-in-Chief of American Naval Forces in Europe and Allied Forces in

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Senator Wendell Ford, above on the right, chats with James Busey before Senate hearing kicked off on June 14. Ford, from Kentucky, chairs the Aviation Subcommittee of the Commerce, Science and Transportation Committee.

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→ Security. "I want to make sure that we explore every avenue to provide the best technology available in explosives detection devices to satisfy our traveling citizens that we are doing everything as a nation in our power to assure their safety in the air."

→ People. "I believe very strongly that we have a superb workforce, a dedicated workforce within FAA. You've heard a lot here in Washington concerning morale. I simply don't have a feel for that personally ... one of the initial things I plan to do is to get out in the field where the rubber meets the road, meet the people, form my own judgments as to what the problems may be and see what's in the realm of possibility to fix."

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"I intend to listen to what they have to say and use the talents available in that community and outside the federal government to help me to do my job to provide the safest system and the most modern system that we

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→ Procurement. "Procurement is a key part of the air traffic control modernization program. It's an area that I intend to get personally and deeply involved in.

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Flightplan

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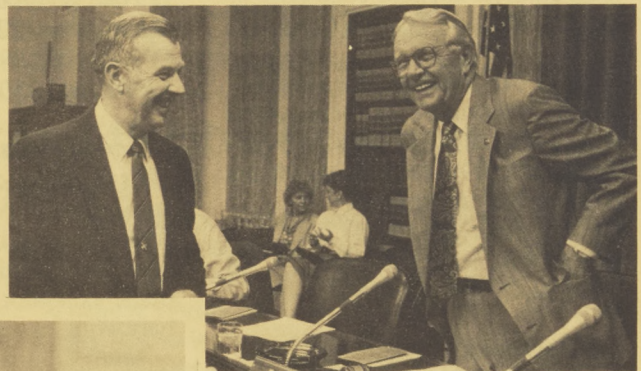
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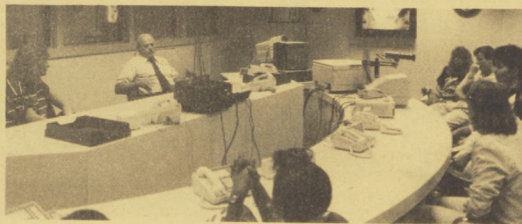
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Food Fight FAA Style

Here's mud -
chocolate mud
pie, that is - in
your eye...and
nose and mouth.
Why did FAAers
Ruth Leverenz,



Neil Planzer, Jim Adler, Charlie Huettner, and Dan Beaudette become crowd pleasers extraordinaire? They raced to see who had the worst manners and could wolf down a pie the fastest. It was all part of FAA Headquarters recent U.S. Savings Bond Drive finale. See the results on pages 2 and 3.

A Chance To Sound Off

Four Meetings Slated To Review Pilot Rules

In its push for a comprehensive regulatory review of pilot training and certification requirements, most of which have remained unchanged since 1973, FAA has scheduled four public hearings nationwide to discuss revision of the certification rules for pilots, flight and ground instructors, and pilot schools.

As a first step, the agency issued a notice of proposed rulemaking in May that, among other things, will establish new training and currency requirements for general aviation pilots.

The hearings will focus on the longer range changes needed to meet the increasingly complex and demanding requirements for operating in today's airspace.

Meeting topics include the structure and content of the various pilot and flight instructor certificates and ratings; requirements for written tests, practical tests and proficiency checks; basic requirements for certificates and ratings; strengthening training requirements; instructor duties and qualifications; and pilot school training requirements. Hearing dates and locations are:

→ *September 12-13* in the FAA Headquarters auditorium, 800 Independence Avenue SW, Washington, DC.

→ *September 19-20* at the O'Hare Expo Center, 9291 West Bryn Mawr, Rosemont, IL.

→ *October 3-4* at the Viscount Hotel, 9750 Airport Boulevard, Los Angeles, CA.

→ *October 16-17* at the Grosvenor Resort, 1850 Hotel Plaza Boulevard, Lake Buena Vista, FL.

Focusing on Safety

New Emergency Exit Rule

A new FAA regulation aimed at improving airline cabin safety mandates a maximum distance of no more than 60 feet between emergency exits on large transport category airplanes.

Current regulations do not specify a maximum distance between emergency exits but, instead, require that exits be spaced as uniformly as possible along the passenger cabin. They also key the number of emergency exits to passenger seats - one for every 55 seats.

The new rule will "hold the line" on the growth of exit distance until a performance standard can be developed that will allow a more accurate measurement of an airplane's overall evacuation capability.

The new rule applies to all new transport airplanes type certificated after July 23 and to all newly manufactured airplanes of older type designs produced after October 16, 1987. It also will prevent any modification, such as deactivation of exits, that would increase the distance between exits to more than the 60-foot standard.

U.S. airlines also are prohibited from buying and operating foreign-owned airplanes that have exit distances exceeding the standard.

Stricter Scrutiny for Electronics

To beef up aviation security, the FAA has directed U.S. airlines operating in Europe and the Middle East to screen intensively all portable electronic equipment for explosives before it can be checked or carried aboard aircraft.

The tighter security for pre-flight screening, which went into effect at the end of June, includes radios, cassette players, laptop computers and other electronic devices to ensure they are not being used to hide an explosive device.

Flights operated by U.S. carriers departing from cities in Europe or the Middle East are
turn to **Electronics** on page 4

FAAers Show Off, St



Ruth Leverenz, Neil Planzer, Jim Adler, Charlie Huettner, and Dan Beaudette psych themselves up for pie.

.....

Fastest (and Messiest) Pie Eaters

1st place

Dan Beaudette
Flight Standards Service

2nd place

Ruth Leverenz
Office of Budget

3rd place

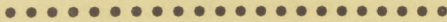
Jim Adler
Office of Personnel

Charlie Huettner

Office of the Associate Administrator for Aviation Safety

Neil Planzer

Office of the Associate Administrator for Air Traffic



A dry Herb McLure kicks off the Saving's Bond Drive. Little did he know that three weeks later he would swim away from the finale like this.



It's something you don't see everyday -- bosses getting splashed as employees chuckled and co-workers tossed etiquette out the window as they wolfed down chocolate cream pies.

There were some real spectacles, and it was all part of FAA Headquarters recent "U.S. Savings Bond Spectacular."

Held at lunchtime, so the maximum number of FAAers could get a glimpse of the antics, the crowd pleasers included an extremely popular dunking booth. Targets for dunking were Policy and International Aviation's Joan Bauerlein; Carolyn Blum, Logistics deputy; AD complex head, Brooks Goldman; Herb McLure, Human Resource Management Associate Administrator; Budget chief Nick Stoer; Chief Counsel Greg Walden; and Leon Watkins, the Assistant Administrator for Civil Rights.

Visitors to Washington who eagerly tried their hand at splashing some of Headquarters bosses included another boss, Aeronautical Center Director H. C. McClure.

Another event, the well attended pie eating contest, took on the characteristics of a college food fight. Then there was the can carrying contest, with questionable rules and doubtful judging.

Participants in the Spectacular's events also showed off their sports prowess in the tug of war and the long ball hitting contest.

Chair for the Spectacular, Ricky Dunn (Training and Higher Education), and vice chair, Diane Ables (Human Resource Management), applauded the "enthusiasm and good humor" of the cheering sections, observers, and all of FAA's good sports.

Winners of the events are listed on this page.



Charlie Huettner and Dan Beaudette before being excused.



Pulling with all of their might, championship. Check out the



An employee makes sure that Neil Planzer will wear pie, in spite of his careful eating.



A triumphant FAAer sees her dreams of revenge after hitting the target and dousing Greg Walden.

Photos by Lance Strozier

Strut Their Stuff At 'Spectacular'



Dan Beaudette, covered with pie, try to leave the table



Darleen Little counts the cans this contestant has managed to carry during the can carrying race.

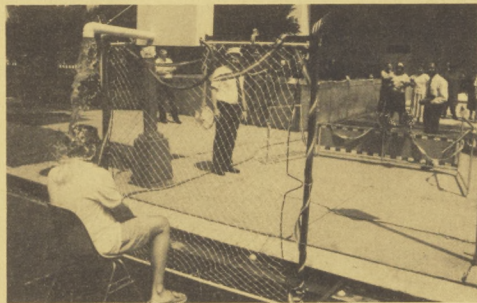


In their might, two teams vie for the tug of war. Pick out the best rope tuggers at the right.

Strozier



Revenge come true for Walden.



Leon Watkins "dunked" by the first throw from the first participant. It wasn't his lucky day.



"This is not going to be reflected in my performance rating, is it?" an assistant to Brooks Goldman asked before striking the target with his hand, dousing Goldman again.

Can-Do Can Carriers

1st place

Pat Lyons and Gloria Zamora

Office of Government and Industry Affairs

2nd place

Donna McQueen and Caterina Vasquez

Office of the Chief Counsel

3rd place

Shirlene Wilson and Ellen Tucker

Office of Aviation Medicine

4th place

Debbie Holden and Phyllis Burbank

Office of the Associate Administrator for Human Resource Management

Finishers and Best Costumed

Nancy Kalinowski

Office of the Executive Director for Regulatory Standards and Compliance

Judy Nauman

Office of the Associate Administrator for Aviation Standards

Best Rope Tuggers

1st place

Art Hayes, George Marania, Margie Ross, Dan Salvano, and Linda Walker

Aircraft Certification Service

2nd place

Tina McClure, Dee Dee Minner, Carl Mittlehauser, Lane Speck, and Bill Wallace

Office of Air Traffic Evaluations and Analysis

3rd place

Allyn Hertzbach, Kai Peter Koenig, Rosalie Manley, Bill Masters, and Lilith Ren

Office of Human Resource Development



A long ball contestant's swing earns her at least two bases.

Top Long Ball Hitters

1st place

Rose Gardiner

Office of the Associate Administrator for Air Traffic

Dennis Hupp

Office of Human Resource Development

2nd place

Sheila Byrd

Office of Accounting

Dennis McEachen

Office of Aviation Medicine

3rd place

Gerry Wallace

July Aviation Milestones

→ On July 1, 1924, the U.S. Air Mail Service began flying the mail around the clock between New York and San Francisco, after lighting a stretch of airway between Chicago and Cheyenne.

→ Amelia Earhart and her navigator, Fred J. Noonan, attempting to girdle the globe west to east by keeping as close to the equator as geography would allow, disappeared on July 2, 1937, between New Guinea and Howland Island. They were flying a Lockheed Electra 10E.

→ On July 2, 1932, Franklin D. Roosevelt became the first U.S. presidential candidate to fly when he took a Ford Trimotor from Albany to Chicago to address the Democratic National Convention.

→ John Wise, accompanied by John La Mountain, flew in a balloon from St. Louis, MO, to Henderson, NY, on July 2, 1859. He covered 809 miles in 20 hours and established a new world distance record.

→ July 4, 1927, was the date the Lockheed Vega, a four-passenger, single-engine, high-wing monoplane, first flew. That flight was an important step toward the creation of the low-drag monoplanes with which U.S. aircraft manufacturers were to revolutionize airliner design in the 1930s.

→ The British R-34 on July 6, 1919, completed the first transatlantic crossing by a rigid airship. It went from East Fortune, Scotland, to New York.

→ July 6, 1936, marked the date a federally operated air traffic control system began functioning.

→ Madame Therese Peltier on July 8, 1908, became the first woman to fly in an airplane. The pilot, Leon Delagrangé, operated from Issy, France.

→ It was on July 8, 1940, that the Boeing 307B Stratoliner became the first transport with a pressurized cabin, as well as the first with four engines, to enter scheduled airline service.

→ Douglas Corrigan, an aviation mechanic, created a minor sensation when he took off from New York on July 17, 1938, in a modified nine-year-old Curtiss Robin and ostensibly headed for California, only to land, 28 hours 13 minutes later, just outside of Dublin, Ireland.

There he gave this implausible explanation for his "misdirected" flight: "I flew on the wrong end of the compass needle and traveled in the wrong direction." Thus he earned the nickname "Wrong Way Corrigan."

→ On July 21, 1911, Madame Denise Moore became the first woman to be killed in an airplane, when the Henry Farman she was flying crashed at the Camp de Chalons, France.



The first airliner with a pressurized cabin and four engines, a Boeing Stratoliner, flies over the Chicago Municipal Airport tower in 1940, wearing Transcontinental & Western Airlines colors. The airport is now known as Midway.

→ Wiley Post on July 22, 1933, completed the first solo flight around the world and set a new world record for time. He flew from Floyd Bennett Field, New York, and back, in 7 days 18 hours 49 minutes in his Lockheed Vega, the *Winnie Mae*.

→ On July 24, 1837, Robert Cocking became the first man to die in a heavier-than-air machine when he was killed jumping from a balloon in a dihedral parachute, at Lee Green, London.

→ Louis Bleriot made the first airplane flight across the English Channel on July 25, 1909, when he flew from the French coast to Dover. This flight took place 124 years after Blanchard had crossed the Channel in a balloon.

→ On July 31, 1952, two USAF helicopters, Sikorsky H-19s, completed the first transatlantic helicopter flight.

Electronics *from page 1*

affected while those operating between cities in the United States to foreign cities are not affected.

"The ruling will provide an increased level of safety and security but, at the same time, will not penalize passengers who have a legitimate need to carry or use these articles," DOT Secretary Sam Skinner said. "In assessing the threat against aviation, we must con-

tinually be on guard against any overreaction, or we will only further the terrorists' objective of disrupting the world's air transportation system."

The new overseas requirement includes a screening process for all passengers transporting electronic equipment using criteria designed to identify "suspicious" articles. Any item that cannot be cleared will be kept off the aircraft.

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No. 89-27

Pat Cariseo, Editor
Pat Tomasetti, Assistant Editor
Kristy Wooley, Staff Assistant
Lennie Maginnis, Art Director

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U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Getting Ready for a Quantum Leap in Technical Training

High Tech Complex Named for

Marking a major milestone in FAA's plan to plunge into the 21st century with a new generation of air traffic control computers and equipment, the agency broke ground on June 30 for a high tech training complex.

Named for astronaut General Thomas P. Stafford, the



Astronaut Thomas P. Stafford

multi-million dollar investment at the Aeronautical Center in Oklahoma City promises to revolutionize controller and Airway Facilities technician training.

DOT Secretary Sam Skinner, the first Transportation chief to visit the Aero Center, called the facility the "lifeblood" of the agency.

The FAA will "only be as good as the young men and women who join the system in the next few years," Skinner said. He predicted that the new Stafford Building will upgrade training so "we can expect nothing but the best."

Skinner was joined by dozens of local, state and federal officials at the groundbreaking ceremony in the hot Oklahoma sun.

New FAA Administrator James Busey called the event "a very important and major milestone in the FAA's modernization program."

The 195,000 square foot facility is expected to cost *turn to New Building on page 4*



Federal, state and local officials - led by astronaut Tom Stafford, DOT Secretary Sam Skinner, FAA Administrator James Busey and Aeronautical Center Director H.C. "Mac" McClure - turn the first shovels of dirt during June 30 groundbreaking ceremonies.

Zapping On-The-Job Stress

Tips To Cope With Workday Hassles

With a loud yell of "HA," a large group of FAAers bent at the waist and brought their upraised and clasped hands to their feet in one short, swift, downward motion.

No, they weren't learning the best technique to cut wood. The group was practicing an exercise to relieve stress, appropriately called "the woodchopper."

"I expected only about 10 people to show up for the program," said Dr. Dale Berman, the psychologist who

To handle stress, try the exercise on page 5.

conducted the recent seminar at FAA Headquarters. It was sponsored by the Human Resource Management office and the Employee Counseling Service Program.

The "Coping with Anger and Frustration at Work" seminar attracted more than 50 FAAers who spent two hours learning to rethink their ways of perceiving change

turn to Stress on page 5



Million-Dollar Handshake

It's official. At a recent FAA Headquarters ceremony, then-Acting Administrator Bob Whittington, right, and Eric Thorson, Acting Assistant Secretary of Defense for Readiness Support, marked the start of a joint civilian and military NOTAM system. Combining FAA and Defense Department resources is expected to save taxpayers a bundle. Find out more on page 3.

Photo by Bob Laughlin

Wrap Up

Top Banana. A temporary flight attendant? DOT Secretary Sam Skinner added the job to his resume recently when he handed out breakfast goodies to FAAers on their way to Oklahoma City.

Skinner, coatless with maroon suspenders, ambled down the aisle of the agency's DC-9 with sweet rolls, cereal, milk, and bananas for everyone.

The FAAers – including new FAA Administrator James Busey – and Department of Transportation employees were on their way to groundbreaking ceremonies for the new training center at the Aeronautical Center.

Cream in your coffee? Skinner left the beverage pouring honors on N-29 to the regular flight attendants.

A+ Performance. Six months ago when new FAA Administrator James Busey first met Sam Skinner, the new DOT Secretary was an unknown on the national scene.

He's come a long way. Here's what Busey said about Skinner's "baptism by fire" when he introduced him at ceremonies on June 30 to break ground for the Aeronautical Center's new training facility:

"Right from the start hardly a day went by without some new crisis to test his mettle. And he quickly proved himself to be among the best of the very best.

"This performance shouldn't surprise any of us. Anyone looking at his career so far could have predicted his Washington performance.

"*Washingtonian* magazine recently graded the cabinet's performance and gave Secretary Skinner an A+.

"Now the Secretary would tell you he got an A+ because they were easy graders. But let me tell you that here are a lot of us in his fan club that know better.

"From my first meeting with the Secretary some six months ago I had the feeling he'd be a great Secretary of Transportation, great for the FAA, great for the Department and great for our country.

"And everything I've seen since then certainly confirmed that impression."

Rubino Retires. Joseph Rubino has retired as deputy director of the Technical Center in Atlantic City.

Rubino, a 32-year FAA career executive, served as deputy since September 1987.

He has held several other senior level positions at the Tech Center, including acting director; manager, Administrative Systems Division; special assistant to the director; and assistant chief, Data Engineering and Development Division.

Lots of Hot Air. After 18 years of soaring majestically and silently over fields in Iowa, the U.S. National Hot Air Balloon Championship has pulled up stakes and flown south to Baton Rouge, LA.

More than 200 balloonists – including 100 of America's top ranked competition balloon pilots – will take to the skies twice a day, weather permitting, for a 10-day festival scheduled for August 4-13.

The championship, known to bal-

loonists simply as "the Nationals," ranks second in size to Albuquerque's International Balloon Fiesta.

For the first time, pilots in the 1989 Nationals will compete for cash awards. A purse of \$63,750 will be divided among high-scoring pilots, with the overall winner earning a \$20,000 check and the right to represent the United States in the 1991 World Championship in St. Jean Sur Richelieu, Montreal, Canada.

Mode C Update. The *Intercom* of June 27 contained an error about new Mode C regulations that went into effect July 1.

Under the new rules, the altitude-reporting transponders are required for aircraft operating 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 must have Mode C equipment with the exception of aircraft that lack electrical systems, balloons and gliders.

Waivers will be granted in special cases.

Aviation 'Summer Camp' Set August 6

Here's a chance for youngsters to learn more about aviation at two-week courses sponsored by the FAA, Civil Air Patrol and the Reserve Officers Association.

The Youth Aviation Career Academy offers an aviation ground school, a course in aviation communications and electronics and an introduction to air traffic control at Fort Belvoir, VA, August 6-18.

The academy also offers instructor and assistant instructor courses for older aviation pros.

A registration fee of \$115 includes food, housing, texts and educational materials. Here are requirements for teenagers:

→ Students must be 15 years old no later than August 17, 1989, to attend the aviation ground school and the air traffic control course.

→ Students may be under the age of 15 to attend the communications and electronics course.

→ Civil Air Patrol senior members may attend on a space available basis.

For the other instructor courses, here are the requirements:

→ Aviation instructor students must possess a ground instructor rating, or commercial pilot license and be a certified flight instructor.

→ Electronics instructor students must possess an FCC amateur license or an FCC commercial license.

→ Assistant instructor students may be Civil Air Patrol cadets who have passed the private pilot written exam or possess an FCC amateur license.

To register or for more information, contact Robert Colby, Alexandria, VA, (703) 549-7722.

Transportation Accidents Claim 49,550 Lives Nationwide

Aviation, Marine and Rail Deaths Decline, Highway and Pipeline Fatalities Rise

Aviation fatalities declined slightly across the United States in 1988 from the previous year, the National Transportation Safety Board reports.

NTSB statistics show that 1,160 died in aviation accidents last year, a decrease of eight from 1987.

General aviation deaths totaled 796, a record annual low. Three fatal air carrier accidents claimed the lives of another 285. The remaining 79 fatalities occurred in commuter and air taxi operations.

Despite the slight dip in aviation deaths, fatalities across the United States in all forms of transportation rose last year by 213 persons to 49,550.

Highway fatalities accounted for 94% of the deaths, increasing to 46,730 from 46,390. This made 1988 the worst year for highway fatalities since 1981, when 49,301 persons died.

The NTSB said a "compelling and inexcusable" factor in the highway death toll is driving while under the influence of drugs or alcohol.

The biggest increase in highway fatalities involved passenger cars, pickup trucks and vans. Passenger car deaths rose by 207. Pickup truck and van fatalities increased by 141. There were 218 fewer deaths from motorized cycles and 44 less from pedalcycles.

Here is the breakdown of 1988 highway deaths:

Passenger cars — 25,339

Pedestrians — 6,823

Pickup trucks and vans — 8,199

Large trucks — 899

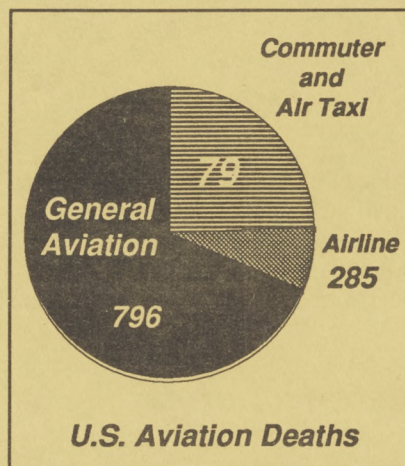
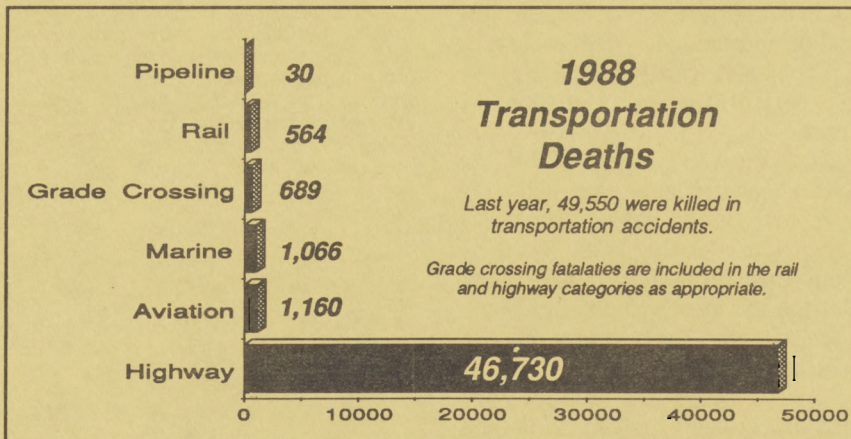
Motorized cycles — 3,618

Pedalcycles — 904

Other highway — 948

Fatalities related to pipeline transportation rose from nine to 30, with all but two involving natural gas.

Marine fatalities declined by 88 to 1,066 persons, of which 120 were in commercial operations. The number of deaths from recreational boating last year fell from 1,036 to 946, the lowest annual total since such statis-



tics were first compiled in 1961.

Grade crossing accidents accounted for 689 deaths, up 65 from 1987. These fatalities are counted in the highway or rail categories as appropriate.

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Saving Big Bucks Defense, FAA Start Up Joint NOTAM System

Phase one of the integrated NOTAM system was completed on June 15 — a move that is expected to save taxpayers \$1 million annually.

Then-Acting FAA Administrator Bob Whittington, Eric Thorson, Acting Assistant Secretary of Defense for Readiness Support, and other DOD representatives commemorated the event with a ribbon cutting ceremony on June 21 at FAA Headquarters.

The new NOTAM system also means that 38 military personnel are being reassigned to other duties.

"This milestone marks the end of phase one of the NOTAM system," says Thorson.

NOTAMS (Notices To Airmen) are alert notices that inform pilots of possible hazards around airfields — everything from equipment problems to special airspace uses.

The new system upgrades the old by combining the NOTAM service for civilians and the military.

"One million isn't bad," says Whittington. "I hope that we can continue to work together for joint success."

Phase two development will add NOTAM request/reply capability for the DOD.

turn to NOTAM on page 5

New Aero Center Building Boasts High Tech Training *from page 1*

between \$32 and \$34 million to construct. When the building's total equipment pricetag is added, the cost will be approximately \$50 million.

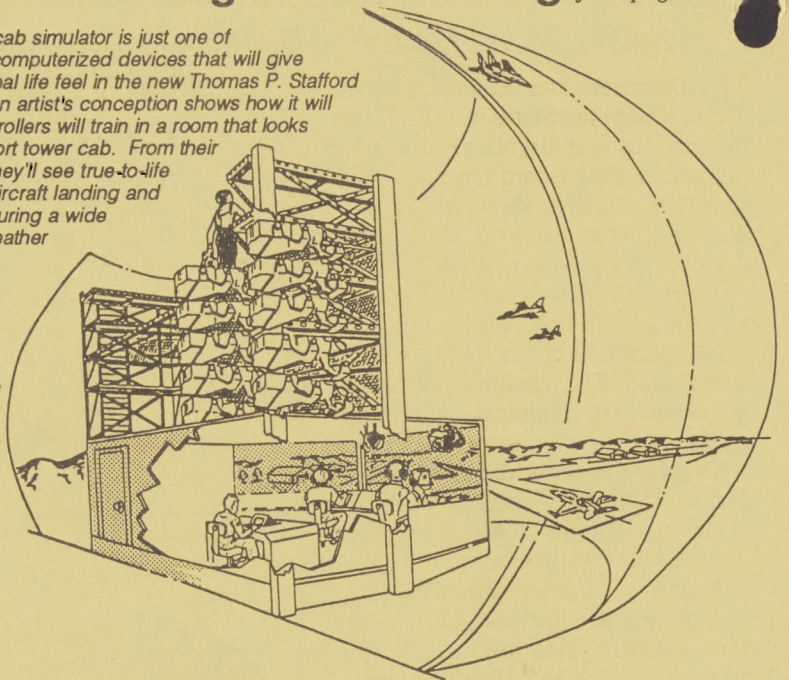
The futuristic building's first phase is expected to be ready in about 15 months.

Stafford, who was one of the first NASA crews to leave earth orbit and travel to the moon, paving the way for a later lunar landing, was joined by family members at the ceremony along with the astronaut's English and math teachers from his boyhood days in Weatherford, OK.

"As we look to the future, I hope that the systems development and technologies that will come from this building will continue to be in the forefront of contributions and the great traditions and capabilities that the FAA has always provided to the American public," Stafford said.

Skinner said it was fitting that the building bear Stafford's name and called the Gemini and Apollo astronaut an outstanding aviator, engineer, pioneer and innovator. "He not only

This tower cab simulator is just one of numerous computerized devices that will give training a real life feel in the new Thomas P. Stafford Building. An artist's conception shows how it will work. Controllers will train in a room that looks like an airport tower cab. From their windows, they'll see true-to-life visions of aircraft landing and taking off during a wide range of weather conditions. Above are numerous projectors which will spawn the aircraft and weather images.



dreams but takes dreams and makes them reality," Skinner said.

To his long list of accomplishments Aero Center Director H.C. "Mac" McClure added that Stafford is "one

fine human being."

The new building will boast several electronic systems that will allow controllers and technicians to train in an environment that duplicates the real world.

These include:

→ **Tower Simulator.** A complex of labs will simulate an air traffic control tower environment complete with computer generated visuals of everything from aircraft to thunderstorms and lightning.

→ **Computer Systems.** Two major air traffic control computers, the Host and the Advanced Automation System (AAS). Associated equipment will include 11 support systems.

→ **Communications.** Five separate communications systems interconnected to provide an environment identical to field facilities.

→ **Weather Complex.** Three separate systems which cover the total scope of modern weather information processing systems used by the FAA.

The Stafford Building is financed through the Oklahoma City Airport Trust which issued municipal bonds. The Aero Center will repay the cost over the next 20 years.

20 Building Boosters Honored

Hard work and dedication paid off in praise and special medals for 20 federal transportation employees who helped make the new General Thomas P. Stafford Building a reality.

At a special event at the Aeronautical Center on June 30 just before groundbreaking ceremonies, DOT Secretary Sam Skinner and new FAA Administrator James Busey presented the group with individual bronze medals.

The medals are emblazoned with the likeness of astronaut Stafford suspended by a red, white and blue ribbon.

Receiving the honor were Headquarters FAAers Brooks Goldman, Dana Scott, Murray Camp, Hank Skalski, Donald Mullikin and Martin Miller.

Aero Centers FAAers honored were former and retired Aero Center Director James Richardson, former Academy Superintendent Morris Friloux along with Joe Standell, Jimmie Biggs, Steve Strong, Les Groves, Dave Settle, Bill Goodnight, George Michel, Bruce Carter and Opal Koonce.

Receiving recognition from DOT Headquarters were Assistant Secretary for Administration Jon Seymour along with Angelo Picillo and Phil Rockmaker.

DOT's Seymour and FAA's Goldman will receive their awards in Washington.

Stress *from page 1*

and anger. They also tried new ways of reducing unhealthy stress.

One of the program's themes was that change is constant and inevitable. According to Berman's seminar, people usually do not fear, resist, or resent change. It is the unknown, unfamiliar, and uncertain that cause damaging stress. Here's how to defuse this stress:

→ Recognize that change always involves some loss and stress.

→ Define your feelings. Are they ones of anxiety, worry, anger, fear?

→ Restructure negative beliefs that magnify the stress. The change may be helpful to you.

→ Conversely, use positive self-talk to cope with change.

→ Allow time for emotional adjustment to change.

→ Practice relaxation techniques – the woodchopper, for example.

→ And, maybe most importantly, build and use a social support network of friends, advisors, and confidants.

Anger, another source of unwanted stress, is the first emotion humans experience and the last one they learn to manage effectively. To help channel anger in a positive direction:

→ Recognize that anger is natural and can be healthy. Take responsibility for angry feelings.

→ Calibrate your anger so that it is comparable in intensity to the situation. Realize that the world will not end because your car won't start.

→ Use quick relaxation responses – such as deep breathing – to control overwhelming feelings of anger.

→ Think about the cause of your anger. Was it really due to a misunderstanding as opposed to an injustice?

→ "Do not attribute to malice that which is due to stupidity" is an appropriate quote Berman uses. Others may be thoughtless and insensitive, but they probably are not malicious.

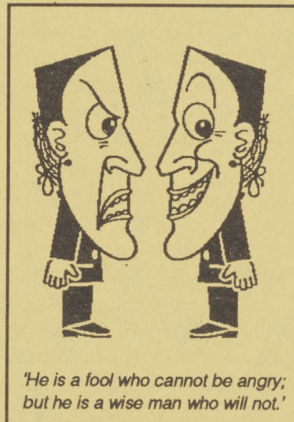
→ Learn that life is not fair. Also, may be frustrating and disappointing not to get what you want – or think you deserve – but it usually is not awful or terrible.

Relax for Health: Try This Exercise

All those workday hassles can cause a great deal of health-damaging stress. Protect yourself with this yoga-type "relaxation response" exercise:

Find a comfortable quiet spot. Close your eyes. Now for the next several minutes, focus on slow, regular breathing, with pauses at the end of each inhalation and expiration.

Begin to hold the breath for several seconds. Now slowly exhale. Take another deep, slow breath. Hold your breath and flex the muscles in your legs and calves by bending your toes towards your head. Now breathe out, and relax the tensed muscles completely.



Take another deep, slow breath. Hold the breath, and make fists with both hands. Tighten your arm and shoulder muscles. Feel the tension. Now breathe out and relax for a few seconds.

Take another deep, slow breath. Hold the breath, and bite down tightening your jaw muscles. Again, feel the tension, then exhale and relax.

Inhale again, deeply and slowly. Hold the breath while you tighten your stomach and neck muscles. Feel the tension. Exhale, and let the muscle tension go. Feel the relaxation.

Take another deep, slow breath. Hold the breath and tighten every muscle in your body for a few seconds. Slowly exhale and let the muscle tension go. Pause for about 30 seconds. Repeat twice more: Slow inhalation, tighten all body muscles, slow exhalation and relax.

Pause for about a minute. Now count backwards ... 4 ... 3 ... 2 ... 1 ..., and yawn. Stretch your arms and legs, briefly feeling the tension, and then quietly open your eyes.

This health tip from Dr. Dale Berman's "Coping with Anger and Frustration at Work" seminar.

→ Know what ignites your anger, and prepare yourself to deal with the anger when it comes.

→ Share your reasons for being angry. In that way intense feelings are diffused and your perception of the situation can be validated or clarified by others' feedback.

→ Last but not least, forgiveness allows "clearing the slate." It can open the door to future transactions and give a sense of increased personal power.

Maybe Pogo, the cartoon character, should be quoted as the last word on stress when he said: "We have met the enemy, and they is us!"

NOTAM *from page 4*

The project that began in 1974, provides several operational improvements that upgraded the existing FAA system, including increased speed for DOD users, more current information for DOD users and increased accessibility of DOD NOTAM for civilian users.

With the completion of phase two of the system, civilian NOTAM information will become more accessible to DOD users.

Special thanks to Kristy Wooley for this report.

Feedback

Thanks. Connie Triplett, AND-20, has asked *Intercom* to pass along her appreciation to FAAers:

"I would like to express my heartfelt thanks to all of my co-workers and FAA friends for the flowers, cards, phone calls and visits to the hospital during my recent major surgery. God bless you and, again, many thanks for your kindness."

Distribution problems? At FAA 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.

Healthbeat

Helping the elderly. FAA Headquarters is forming a special support group for employees who care for elderly parents.

The group, "Caretakers of Elderly Parents," plans to meet on a weekly basis and is open to all interested FAAers.

For more information or to participate, contact Jerry Meade, Employee Assistance Program manager, at x73945.

"As anyone who has found themselves in a situation when their parents have become debilitated can attest, it can be a very stressful way of life," Meade emphasizes.

"The strain of caretaking, difficult decisions on whether to pursue nursing home care, financial burdens, and countless other problems face adults who, having often just raised their own kids, now have additional burdens to deal with."

Headquarters Savings Bond Wrap Up

'All Stars' Picked, 10% Boost in Bond Buying

These organizations are "All Stars" for the U.S. Savings Bond Campaign at FAA Headquarters. They each had at least a 15% increase in savings bond purchasers this year.

Designated as All Stars are the following organizations:

- Associate Administrator for Aviation Safety (ASF complex)
- Associate Administrator for Regulation & Certification (AVR-1)
- Associate Administrator for Aviation Standards (AVS-1)
- Office of Accident Investigation (AAI)
- Associate Administrator for Administration (AAD-1)
- Office of Budget (ABU)
- Office of Human Resource Development (AHD)
- Office of Training and Higher Education (AHT)
- Office of Labor and Employee Relations (ALR)
- Associate Administrator for Policy and International Aviation (API-1)
- Associate Administrator for Air Traffic (AAT-1)
- Air Traffic Plans and Requirements Service (ATR)
- Office of Air Traffic Evaluations and Analysis (ATS)
- Office of Operations Resource Management (AOM)
- Systems Maintenance Service (ASM)
- Executive Director for System Development (AXD-1)
- Executive Director for Regulatory Standards and Compliance (AXR-1)
- Associate Administrator for Advanced Design and Management Control (ADM-1)

FAA Headquarters, which participates in the national bond drive yearly, had an increase of 10% in the number of employees buying bonds.

Puzzlers Ponder Bond 'Mind Bender'

Solutions for the U.S. Savings Bond Campaign "mind bender" showed that there are some puzzle lovers at DOT.

The acrostic-type puzzle, worked by adding words or phrases around a campaign slogan, was solved in verse, in story form, and by using only selected letters of the slogan.

Puzzlers, who came from as far away as Raleigh, NC, include Toni Barnes, AGI-1; Milt Forrest, ASM-240; Connie Housewright, APA-120; Diane P. Prince, RRP-30, Federal Railroad Administration; and Mark A. Saulet, ALG-425.

Flightplan

Plan to ski. Make arrangements now to attend the 1990 FAA Skifest at Vail, CO, February 19-24. Enjoy accommodations at the Vail Racquet Club and skiing on the slopes of Vail and Beaver Creek.

Reservations can be made through Jim Platz (x246) or Rich Belmonte (x241) at the Denver Air Route Traffic Control Center (303) 651-4100.

"Ask Mr. Foster." If you have

called GELCO and received that answer, don't hang up. GELCO Travel Services company was recently purchased by Ask Mr. Foster.

All services including reservations for travel, rental cars, and hotels are the same, and the government reservation number is still 9-251-9287.

Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.



U.S. Department of Transportation
Federal Aviation Administration

Headquarters Intercom

'Big Challenge To Keep the Skies the Safest In the World' *Retired Admiral James B. Busey Takes FAA's Helm as 11th Administrator*

Pledging to work hard to keep America's skies safe, retired Admiral James B. Busey was sworn in as the 11th FAA Administrator during a public ceremony on July 11.

Busey, who recently ended a 37-year career with the U.S. Navy, took the oath of office from DOT Secretary Sam Skinner, who lauded the new agency chief as an "extraordinary person" and the "best qualified for the job."

The new Administrator, joined on the Headquarters auditorium stage by his wife, Jean, and son, James B. Busey V, said he was "deeply honored" to be selected for a "most challenging" job.

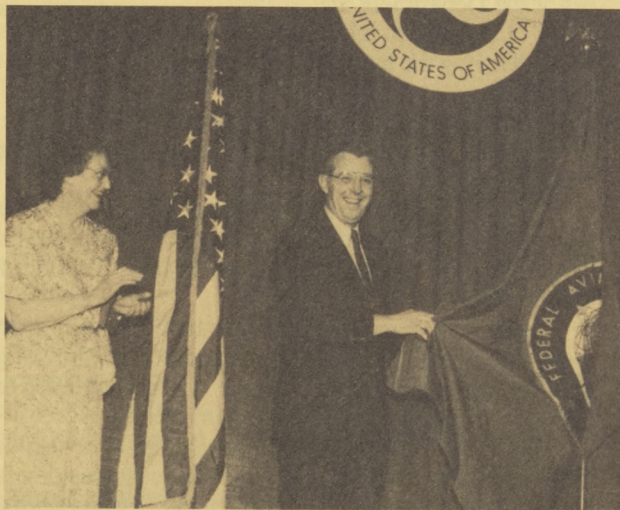
He said he was signing up with tens of thousands of other FAAers who belong to "an organization with a proud

A new tune debuted at the ceremony. Sing along on page 5.

history that has certainly earned a superb reputation in our nation and the world, and we are going to keep it that way."

Busey said FAA faces "big challenges" to keep the skies safe for the traveling public and to update and modernize the aviation transportation system.

turn to Busey on page 4



New FAA Administrator James Busey shows off the agency's flag during swearing-in ceremonies on July 11 in the nation's capital. Applauding is his wife, Jean.

Photo by Jay Carroll

Problem Solvers

Administrator's Hotline Marks 5th Anniversary

It's called the "Hotline," but the cool, collected FAAers on the other end of the phone lines work by a motto of "no sweat" as they solve problems for often steamed agency employees.

They carry some mighty sharp scissors that cut through tough - and often tangled - bureaucratic red tape.

It all started five years ago on August 3, 1984, when Joe Stevens and volunteers began answering phones for the new service, the Administrator's Hotline.

Now, 7,000 problems later, the trouble-shooting arm of the Administrator's

turn to Hotline on page 6



Ever wonder who's on the other end of the Administrator's Hotline? Meet, left to right, Mary Couch, Joe Stevens and Valerie Veney.

Photo by Lance Strozier

Moving Hassles?

FAA Service Eases the Pain of Relocating

Relocating can be hazardous to your health, sanity, and bank balance.

But with FAA's relocation program, the frustration and difficulties can be reduced.

FAA provides free relocation services, including help with selling your home and aid in finding a new home, through a contract with a relocation company called PHH Homequity.

If an employee with a permanent

turn to Relocation on page 6

Message From the Secretary

A Commitment to 'World Class' Service

At the IBM Corporation, one of my first jobs out of military service, I learned one word that has carried me through thick and thin, crisis and calm, my entire career – service. I was there to serve IBM's customers.

We are in government to serve people. In our case that means providing safer skies for air travelers and ensuring that airline passengers are able to travel in a timely fashion; maintaining safe and efficient highways and byways; and preserving the natural beauty of our waterways while keeping them as an important transportation source.

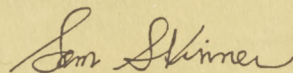
As I see it, the four ideals that should guide managers and employees at the Department are:

- ➔ Listening to the public and our employees.
- ➔ Having the fortitude and vision to carry through with change and new ideas.
- ➔ Maintaining accessibility to employees and the public.
- ➔ Making a commitment to whatever change is needed to provide "world class" service.

The commitment to change must start from the top and work its way down to all within the organization. At DOT we have made the commitment to change and to improve the quality of services we provide the American public.

I believe in "hands-on" management – drawing every segment of the Department into our goals, plans and decision-making process. I encourage each employee to become actively involved and make a commitment to quality within our organization.

Most DOT managers and employees are "can-do" people. We understand that we are privileged to serve our customers – the American people. With that goes responsibility and trust and the obligation that the product we deliver, each in our own way, is a quality product.



Wrap Up

New Relationship. How are the FAA and DOT getting along these days?

Just fine, says DOT Secretary Sam Skinner. In fact, Skinner took the opportunity just before groundbreaking ceremonies for the new Thomas P. Stafford Building at the Aeronautical Center to focus on an improved FAA-DOT partnership.

Here's what he said:

"The Secretary's office and the FAA have not always had the best of relationships, you may have heard. I think we're breaking some new ground

in that area as well. That began on the 20th or so of November when the President asked me to serve as his 10th Secretary of Transportation.

"Hardly a day goes by that I don't...focus on aviation issues...."

"I feel strongly that as the custodian of the Department of Transportation it is imperative that I be the best salesman for the best organization.

"As many of you know who travel with me around the world, I continue to do so.

"That doesn't mean that from time to time I won't comment or possibly criticize or disagree. But I don't think anybody believes that any of that is

done with any disrespect. It is done to push and encourage the FAA during these very troubled times to be even better."

Insurance Update. The Aetna health benefits plan will end its participation in the Federal Employees Health Benefits Program effective December 31, 1989.

Aetna has assured the Office of Personnel Management (OPM) that it will continue to process claims for medical services provided during the period of enrollment in Aetna. OPM also assures enrollees that they will have uninterrupted access to high quality medical care. Enrollees should note that claims for medical expenses incurred during the 1989 calendar year must be mailed to Aetna no later than December 31, 1990.

OPM will provide all information necessary for enrollees to select another participating health plan in advance of the time Aetna coverage is withdrawn at the end of this year.

TCAS Hearing. The FAA will hold a public hearing on Wednesday, August 16, at FAA Headquarters in Washington to discuss possible changes in the airline installation schedules for the Traffic Alert and Collision Avoidance System (TCAS) and the windshear warning and escape path flight guidance system.

If necessary, the hearing will be extended an additional day to Thursday, August 17. Discussion topics will include TCAS rule extension, a phased-in implementation schedule, an operational flight evaluation program, and the windshear equipment installation schedule.

A rule, issued in January, requires airlines to install TCAS in all large aircraft by December 30, 1991.

The rule on the windshear warning/flight guidance system, published last September, allows airlines to phase in this equipment in accordance with an agency-approved schedule ending January 4, 1993. It also affects large aircraft, those with more than 30 passenger seats.

High Flying Legal Eagle

Peter R. Steenland, Jr., Chief of the Appellate Section in the Land and Natural Resources Division of the U.S. Department of Justice, receives FAA's Award for Excellence from then-



Acting Administrator Bob Whittington, right, and Chief Counsel Greg Walden, left. During a recent FAA Headquarters ceremony, Steenland was lauded for giving the FAA expert advice and service as a litigator for environmental, surplus, property, airspace, and grant enforcement matters since the early 1970s. Due to Steenland's efforts, FAA has never lost an environmental case brought in any Circuit Court of Appeals.

Photo by Bob Laughlin

Explosives Detection Device Update

FAA Proposes New Airport Security Requirement

The FAA has proposed a new rule, with comments due on August 7, that would require U.S. airlines to install automated explosives detection systems for screening checked luggage at approximately 40 international airports here and abroad.

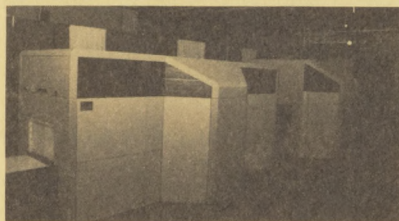
The proposal does not specify a particular technology although the thermal neutron analysis (TNA) device has been "shown to have the highest degree of explosives detection currently possible for detecting known civilian and military explosives, manufactured here and abroad." FAA already has ordered six TNA devices, with the first earmarked for New York's Kennedy Airport.

Any system used by the airlines would have to be approved by the FAA Administrator and meet the following general criteria:

- It must be automated.
- It must detect defined quantities and configurations of FAA-defined explosives.
- It must be safe for operators and baggage.

For security reasons, FAA will not publish the full explosives detection device performance criteria or detailed operational information in documents generally available to the public.

The equipment will be installed initially at the busiest international airports in the United States and at designated airports overseas that are served by American carriers. Deliveries would be keyed to production rates, with FAA requiring that they be installed as fast as they can be manufactured and supplied following adoption of the final rule.



TNA explosives detection machine.

The initial cost of TNA units is expected to be \$750,000 each. However, mass production is expected to drop the unit cost.

The costs of installing this equipment would be balanced by "an increase in public confidence...and by the ability to reduce the use of costly security measures now required of U.S. air carriers," FAA said.

Also, the dollar savings achieved by preventing just one such tragedy as Pan Am Flight 103 would outweigh the cost of the devices. In addition to

turn to **Explosives** on page 7

Stringent Security Tougher Rules Enforced

The FAA has strengthened its system for issuing security information to airlines.

Now, compliance with FAA prescribed countermeasures contained in security directives is mandatory, and disclosure of information in security alerts is a violation of the Federal Aviation Regulations.

The tougher rules stem from new security initiatives announced by DOT Secretary Sam Skinner in April to "ensure that countermeasures to be taken by U.S. airlines in response to threats are clearly specified...." They stress mandatory compliance.

Under the new system, FAA issues two kinds of security documents - information circulars and security directives. Information circulars notify U.S. airlines of general situations and information for which the agency will not prescribe mandatory countermeasures.

Security directives inform U.S. carriers on specific credible threats that may be limited by such factors as location, number or identity of carriers, method of attack, or duration of time. They contain mandatory countermeasures, and the airlines are required to acknowledge receipt and provide specifics on implementation of the countermeasures within a specified time period.

Previously, FAA disseminated both general and specific threat information through security bulletins. However, the airlines were not required to acknowledge receipt of this information or comply with recommended countermeasures. Since 1986, the agency has issued 93 security bulletins, approximately one-third of which addressed specific threats for which countermeasures were possible.

Although airlines have been responsive to the actions recommended in security bulletins, mandating compliance will further strengthen the system. The new two-tiered system helps airlines distinguish between

turn to **Security** on page 7

Busey Becomes New FAA Chief *from page 1*

The 56-year-old Busey pledged to make sure that:

→ Safety and compliance remain FAA's number one objective.

→ FAA people are treated fairly and equitably.

→ The deterrent against the threat of terrorism – state-sponsored terrorists – remains strong in this time of “violent peace.”

→ The U.S. aviation system remains the best and safest system in the world.

The four-star retired admiral – one of a scant few to rise to that rank after enlisting in the Navy – urged agency workers to “press on” to excellence.

“I need and expect your help, each and every one of you, to do the job that the President and the Secretary of Transportation expect us to do,” he told thousands of FAAers who watched via the nationwide satellite broadcast to 33 FAA locations.

“I pledge to all of you in the FAA my commitment to provide you with leadership to the best of my abilities and gifts.”

Other highlights of the ceremony included the debut of a new tune, “The People of the FAA,” sung by the FAA Chorale; presentation of the colors by the Coast Guard Honor Guard; an invocation by the Reverend Harold Pratt; and the singing of the national anthem by Sandra Buchanan. Both Pratt and Buchanan are FAAers who work at Headquarters.

During the ceremony, Skinner praised Busey's Navy record, saying that his rise from enlisted man to four-star admiral indicates a “very, very special person.”

“Having served as an enlisted man, an aviation cadet, officer and flag officer, he can identify and relate to individuals throughout an organization at all levels,” Skinner said. “That is a very, very special trait that few men and women have the opportunity to achieve.”

“It is a job, in my opinion, that is significantly harder and tougher than

the one I have. It is a job that is constantly subjected to pressure, and it is an assignment that requires the very best.

“It requires someone with people skills, procurement skills, technical skills and an outstanding manager to manage a challenging program. Jim Busey is that man. The challenges are many, but Jim Busey will rise to them,” the Secretary said.

Skinner also thanked Bob Whittington, who was Acting Administrator for several months, for “holding the fort” until Busey took over.

He said former Administrator T. Allan McArtor who resigned earlier this year to return to Federal Express was the “right man at the right time. We owe him a real debt of gratitude.”

President Bush announced his intention of nominating Busey on May

‘It is a job that is significantly tougher than the one I have. The challenges are many, but Jim Busey will rise to them...’

DOT Secretary Sam Skinner

12, and he was confirmed by the Senate on June 23.

The public ceremony on July 11 was preceded by an impromptu swearing-in on June 30 at the Aeronautical Center. Just minutes after the President signed legislation allowing Busey to serve as FAA chief, Skinner administered the oath in the corner of the Records Building cafeteria.

Both Busey and Skinner were in Oklahoma City for groundbreaking ceremonies for a new, high tech training facility, so Skinner wasted no time in giving Busey the authority to begin the job that afternoon.



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DOT Secretary Sam Skinner administers oath of office to James Busey. Busey's wife, Jean, holds the Bible. The ceremony was beamed by satellite.

New Administrator's Navy Ca

Prior to taking the FAA Administrator's job, James Busey served for two years as Commander-in-Chief of U.S. Naval Forces in Europe and Commander-in-Chief of Allied Forces in Southern Europe, a NATO Command.

A career Naval aviator, Busey enlisted in the Navy in 1952 and was assigned to the Naval Aviation Cadet Program. He received his commission and Navy Wings of Gold in August 1954.

Busey's 37-year career as a Naval officer included tours in Vietnam in 1967-68, where he received the Navy Cross for combat action. Other key assignments included a tour in Washington, DC, following his promotion to rear admiral in 1979, where he served successively as the Auditor General of the Navy and

**'I need and expect your help,
every one of you,
to do the job
the President and Secretary of
Transportation expect us to do.'**

FAA Administrator James Busey



to James Busey in Washington. The new FAA Administrator's
ned by satellite to 33 agency locations nationwide.

Photo by Jay Carroll

ry Career Spanned 37 Years

the Deputy Chief of Naval Materiel, Resource Management.

Following an operational flying assignment in California, he was promoted to vice admiral and returned to Washington in July 1983 as Commander of the Naval Air Systems Command. In 1985, he was appointed Vice Chief of Naval Operations and promoted to full admiral.

Busey is a native of Urbana, IL. He attended the University of Illinois in Urbana and the Naval Postgraduate School where he received a B.S. degree and an M.S. degree in management.

is married to the former Jean Cole of Sidney, IL. They have two married daughters and one son.

Musical Debut for a New Agency Tune

A new song, "The People of the FAA," premiered July 11 during swearing-in ceremonies for new FAA Administrator James Busey.

Sung by the FAA Chorale, the lyrics and music were written by Chorale Director John Hanks, Public Affairs.

Here's how the tune goes:



The People of the FAA

Verse

*We're 47,000 strong,
Working together as we sing this song.
We are the people who can do the job
When it's on the line.*

*We always know just what it takes.
Every hour of every day,
To keep you flying safe across this land,
And around the world.*

Chorus

*We are the people of the FAA,
Men and women with something to say.
We do our job with pride,
we never let it slide.
We get you there safe in every way.*

*We are the people of the FAA.
We're always finding a better way,
To make it safe when you fly.
And now you know why,
We are the people of the FAA.*

Verse

*We're planning and building a way,
To make tomorrow even safer than today.
While flying grows, so do we,
And that's what it's all about.*

*We want to help you get back home,
In a jumbo jet or flying alone.
We make it safe up in the sky,
So you'll relax when you fly.*

Repeat Chorus



Members of FAA
Headquarters Chorale
sing their new song,
"The People of the
FAA."



Hotline *from page 1*

office is run by three full-time FAAers and has become a permanent fixture agencywide.

No one was sure five years ago when the Hotline "went on the air" if it would fly. "Everyone thought it was a flash in the pan, that it wouldn't last," remembers Joe Stevens who heads the employees' ombudsman office on the 10th floor of Headquarters in Washington.

Over the years, the Hotline's successes have been impressive. Most problems are quickly solved by making a few phone calls. It definitely helps when Joe, along with Mary Couch and Valerie Veney - other

The biggest employee problem? Pay hassles top the list.

members of the employee advocate team - identify themselves as part of the Administrator's staff.

Other problems take more research, but the Hotline promises an answer - in writing - within 14 days.

The biggest employee problem? Pay hassles top the list - everything from missing overtime pay to late step increases. Slow reimbursement from permanent change of station moves and less-than-ideal working conditions are other employee gripes that FAA's Hotliners hear about often.

Won't fifth anniversary publicity dramatically increase the Hotline's workload? Stevens was asked. "That's what we're here for," he says.

Read more about the Hotline's success story in the August issue of *FAA World*.

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 910-A or call us, x78521.

How To Reach the Hotline



Headquarters: x79532
FTS: 8-267-9532
Toll free: 1-800-255-1111

The Hotline operates 24 hours a day, seven days a week. After regular working hours, simply leave your name and number on the Hotline's answering machine, and one of the staff will get back to you the next business day.

Relocation Services

continued from page 1

change of station (PCS) order decides to use the relocation services, the home sale program gives FAAers the choice of selling the house to Homequity as one of the options.

Also, "under the new contract, marketing assistance goes hand-in-hand with the home sale program and is a strong feature. It is designed to help prepare the house for sale and market it to receive a higher purchase offer," says Marcia Corey, FAA Headquarters relocation coordinator.

The home finding program provides employees with local area information, house hunting assistance, and mortgage counseling for the new destination. "This is a service that is started well before the move or house hunting trip, so that you can narrow down your price range and community options before hitting the house hunting trail," Corey says.

"It's a free service that many people don't take advantage of and really should. I wish I knew about it when I moved to Washington," she adds.

Corey points out that any FAA employee may use the home finding and mortgage assistance services without paying a fee or without a travel order.

Homequity will also provide packets detailing specific information about communities within a city - such as the price range of homes, local taxes, types of schools, health services, and commuting times between communities. This information is also available

to people who are considering a move or thinking about bidding on a position in an unfamiliar location. "It can help them decide if the move is professionally and financially beneficial for them," says Corey.

"The work Marcia and Pat [Pat Lettley, alternate relocation services coordinator] have done was not their

'It's a free service that many people don't take advantage of and really should. I wish I knew about it when I moved to Washington.'

Marcia Corey
FAA Headquarters
relocation coordinator

only job," says Lee Mowery, national relocation services coordinator. "Marcia is a go-getter. She has gone way beyond the call of duty to provide the services she does."

Corey has put together a packet of helpful information about the Washington area, that she gives to new employees coming to FAA Headquarters. Included is a Metro map, a sample voucher package, information about the relocation income tax allowance in suggestions for temporary living quarters, the PCS handbook, a building map and advice from other employees

who have recently transferred.

"If you are new, we have a list of volunteer sponsors who will help you through the move," says Corey. "We also have a spouse placement assistance program."

"There are many things we can do for transferring employees, but they've got to ask," adds Mowery.

For a fee, Homequity also provides spouses with resume writing classes and career counseling to ease the transition for the family. "In one case I know, an employee's spouse was hired on the spot by the relocation firm," says Corey.

DOT also still offers the reimbursement program for employees who prefer to sell their own homes, but there is a maximum cap placed on the amount reimbursable.

The coordinators believe that one area in which the relocation program can be improved is in getting the information about its services out to all new employees. "We hope that all managers will tell their employees about the program," says Corey.

To learn more about relocation offerings, contact Marcia Corey at 267-3886 or Homequity's pretransfer-marketing assistance counselor. Call 1-800-552-1336.

Thanks to Kristy Wooley for this report.

Explosives *from page 3*

the loss of priceless human lives, it is estimated that monetary losses from the airplane's explosion last December over Scotland could run from \$411 to \$520 million.

TNA was developed by Science Applications International Corp. of San Diego, CA, under FAA contracts, and prototypes have been tested successfully at several airports.

The system emits low-energy neutrons that pass through luggage and cargo and interact with the chemical elements in explosives, triggering alarm when their presence is detected. All functions are performed automatically and without human monitoring.

August Aviation Milestones

→ On August 3, 1861, John LaMountain made the first balloon ascension from a boat anchored in the Potomac River.

→ Andre Jacques Garnerin made the first night ascent in a balloon on August 4, 1807, in Paris.

→ On August 8, 1908, Wilbur Wright first flew in public. He performed this feat at Hunaudieres, France.

→ Wiley Post and Will Rogers were killed on August 15, 1935, when an aircraft—a hybrid pontoon-equipped Lockheed Orion-Explorer of uncertain airworthiness—piloted by Post plunged into a lagoon on takeoff. The accident happened 16 miles north of Point Barrow, AK.

→ Ben L. Abruzzo, Maxie L. Anderson and Larry M. Newman completed history's first balloon crossing of the Atlantic on August 17, 1978. They ballooned from Presque Isle, ME, to Miserey, France, in 5 days 17 hours 6 minutes, in the helium-filled *Double Eagle II*.

→ On August 18, 1932, Captain James A. Mollison completed the first solo east-to-west flight across the Atlantic.

The flight took place between Dublin, Ireland, and New Brunswick, Canada, in a de Havilland Puss Moth.

→ Bryan Allen made history's first sustained human-powered flight on August 23, 1977, when he pedaled aeronautical designer Paul MacCready's Gossamer Condor, a heavier-than-aircraft weighing less than 70 pounds, through a one-mile, figure-eight course in the desert at Shafter, CA.

→ J. A. C. Charles sent up the first unmanned hydrogen balloon on August 27, 1783, from the Champ de Mars, Paris.

→ J. A. D. McCurdy sent the first radio messages from an airplane, at Sheepshead Bay, NY, on August 27, 1910. He used an H. M. Horton radio set.

→ On August 27, 1939, the Heinkel He-178 made the first successful flight by a turbojet aircraft. It took place at Rostock, Germany, using a jet engine designed by Hans von Ohain.

→ The *Graf Zeppelin* on August 29, 1929, completed the first round-the-world flight by a rigid airship. It left from and returned to Lakehurst, NJ, in 21 days 7 hours 34 minutes.

This marked the first round-the-world flight since 1924, when two U.S. Army Douglas World Cruisers first performed the feat in 174 days.

Headquarters Intercom

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No. 89-29

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Pat Tomasetti, Assistant Editor
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Security *from page 3*

situations that require a specific security response as opposed to those that provide general information relevant to civil aviation security.

In addition, both types of documents are restricted to air carriers and personnel with an operational need to know because of the sensitive nature of the information they contain. Release of any information contained in them without the prior written authorization of the FAA Director of Civil Aviation Security constitutes a violation of the Federal Aviation Regulations and is subject to civil enforcement action.

FAAers Show Their Heritage

This is how the name "Suzanne" translates into Chinese calligraphy. Public Affairs' Suzanne Holloway was one of many FAAers who opted for Shung-chai Huang's ornate rendition on rice paper.

DOT Day Care students, below, are definitely interested in origami. Susan Dion and Linda Cahow are at the display to show them how it's done.

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珊



"Beautiful," "exquisite" and "intricate" were some of the terms used to describe displays featured at the first FAA Headquarters celebration of Asian American/Pacific Islander Heritage Week.

Participating FAAers formed a committee, with support from the Office of Civil Rights, to demonstrate their culture and traditions and share them with coworkers.

During the program, the lobby was filled with several hundred FAAers browsing through exhibits, which featured artifacts, films, slides, displays, FAAers in traditional dress, and a sampling of finger food cuisine from China, India, Korea, Japan, the Philippines, Polynesia and Thailand.

Children from the Day Care Center, who were attentive visitors, were particularly thrilled with origami – the Japanese art of paper folding – demonstrated by Linda Cahow, Susan Dion and Mary Nakahara. Many folks were fascinated with ikebana – the art of Japanese flower arrangement. Also very popular was Shung-chai Huang's demon-



A majority of the members of the Heritage Week organizing committee, some in traditional dress, pose in the FAA lobby. Left to right: Mike Maroof, Murli Hasrajani, Leticia MacDonald, Al Mendez, Linda Cahow, Leon Watkins, Yong Keun Cha, Susan Dion, Hisao Tomita and Robin McGlohn.

Photos by Lance Strozier

stration as he labored over rice paper translating FAAers names into Chinese calligraphy.

Committee members were: Linda Cahow, ATO-130; Yong Keun Cha, AAP-10; Kenneth Chin, ASF-10; William Chin, ASA-140; Susan Dion, ARP-12; Murli Hasrajani, ANS-110; Shung-chai Huang, AMS-420; Leticia MacDonald, APR-300; Mike Maroof, ALG-4; Robin McGlohn, APR-310 consultant; Al Mendez, ACR-3; Edward Mills, AAP-230; Mary Nakahara, AIA-2; Abbas Rizvi, AIR-120; Hisao Tomita, ADS-240; and Leon Watkins, ACR-1.

Feedback

Helping hand. Valerie Murray, an employee with the Program Engineering Service, APS-11, has recently undergone major surgery. Medical appointments have exhausted her leave balance, and she does not have the necessary leave to cover a five-week absence.

FAA's Leave Sharing Program allows employees to donate up to 104 hours of annual leave. Anyone interested in helping Valerie or other employees should contact Elmer Frasure, AHR-150, x78328.

Flightplan

Air traffic picnic. If you haven't signed up for the Air Traffic picnic scheduled for July 28, call Talisa Bailey or Rose Gardiner, x79233. The event at Ft. Hunt Park runs from 11:30 a.m. until dark. Highlights include softball and frisbee competitions, a water balloon toss for children and lots of other fun activities.

Speedy feet. Join FAA's running club. Call Ken Meier, x79914.

Three weeks, please. Submit items on upcoming events to *Flightplan* at least three weeks in advance.



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

Headquarters Intercom



A Bum Rap for Air Traffic Control

*Stop Blaming FAA,
Skinner Tells Airlines*

DOT Secretary Sam Skinner thinks the air traffic control system is getting a bum rap on flight delays.

In July 14 letters to airline chief executive officers of the nation's air carriers, Skinner said he has received numerous reports of airline employees unfairly blaming air traffic control for flight delays that are not the fault of the system.

"I know that you will agree that the FAA employees in the system do an outstanding job and deserve to be recognized for their performance," the Secretary continued. "Suggesting that these employees are responsible for the lack of airport and airspace capacity facing the system or for ground holds caused by weather is in my judgment unwarranted."

Skinner said that DOT and FAA

turn to Skinner on page 3

NAS Plan Focuses on Human Resources

Project 70 Ready To Deal with Human Issues

On hearing the words National Airspace System, or NAS, Plan, the immediate association is usually with super high tech equipment and processes. But that is not the whole story since the gearing up of Project 70.

Dating from the June 1988 NAS Plan, Project 70 recognizes that NAS modernization and implementation depend primarily on the people who develop and operate the systems.

"Project 70 calls for a long-range, integrated FAA plan to manage the human resources aspects of NAS modernization. Such a plan is crucial to successful NAS implementation," said Dr. Shelley Thomas, from AHD-100 who manages the NAS Human Resource Management (HRM) Program. Also members of the NAS HRM team are Dick Cullins, Karen Franco and Hank Skalski.

Recently the team sponsored the first meeting in Seattle for "focal points," the regional human resource managers involved in the project.

turn to Project 70 on page 3

Sharpening Skills

*Labor Relations Topic
of Video Training*

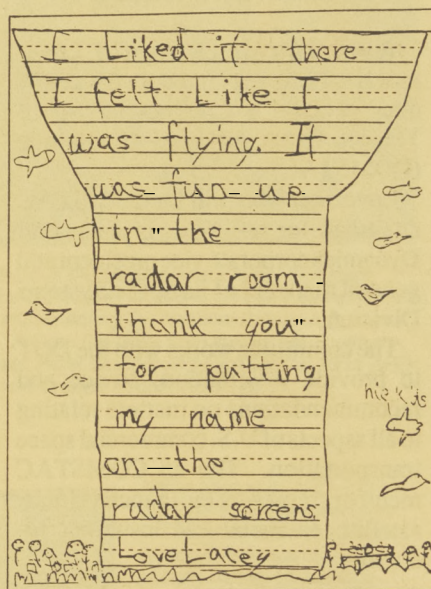
Here's an opportunity for managers to learn about or add to their knowledge of labor relations.

A new video seminar, "Labor Relations Briefing for Supervisors and Managers," is available from regional labor relations branches. An accompanying workbook gives the viewer an opportunity to respond to practical exercises and problems keyed to material covered in the tape.

Developed by the Union/Management Relations Division, ALR-100,

turn to Video on page 3

Towering Images



When school youngsters visited the Stockton, CA, airport tower and TRACON recently, they let their imaginations soar. Fascinated by what they saw, the students wrote thank you notes to manager Ron Debelak. Here's what they said. One boy penned: "Dear friendly people in the control tower, I had fun. I was scared. It was fun. It was scary." Lacey, another youngster visiting the FAA facilities with her classmates, added dimension to her note by positioning her feelings in this tower-shaped letter.

Wrap Up

Helms Award. J. Lynn Helms, former FAA Administrator, has been selected to receive the Glen A. Gilbert Memorial Award from the Air Traffic Control Association.

Created in 1986, the award recognizes an individual for life-time excellence, professionalism and outstanding achievement in aviation and air traffic control.

Helms, a domestic and international aviation consultant, served as FAA chief from April 1981 through January 1984.

He will receive the honor at an ATC banquet on November 2.

In 1986, David D. Thomas, former FAA Director of Air Traffic Services, Deputy Administrator, and Acting Administrator, received the first Gilbert Memorial Award. Najeeb E. Halaby, former FAA Administrator and presently chairman of the board of DartRAIL was the 1988 recipient. The award was not given in 1987.

New Chairman. Dr. Alan M. Lovelace has been appointed as the chairman of DOT's Commercial Space Transportation Advisory Committee (COMSTAC).

Lovelace, who will be COMSTAC chairman for one year, is a General Dynamics corporate vice president and general manager of its Space Systems Division.

The committee works with the DOT to provide information, advice and recommendations on matters relating to all aspects of U.S. commercial space transportation. The 25 COMSTAC members represent the launch vehicle, satellite, financial and insurance industries.

Close Encounters. The technical phase of the flight program to validate changes - known as "change 6" - to the Traffic Alert Collision Avoidance System (TCAS II) was recently completed.

Flying the Honeywell TCAS II equipment, an FAA B-727 aircraft executed 24 close encounters with a

Mode C-equipped FAA 580 aircraft and a TCAS-equipped Honeywell King Air at the Tech Center in Atlantic City.

George Lyddane, FAA's national resource specialist for flight operations, says the tests showed that escape maneuvers introduced by the changes are acceptable to pilots. In addition, seven encounters were flown between the B-727 with Bendix-build traffic avoidance apparatus and the TCAS-equipped Honeywell aircraft. The tests show that coordination exists between equipment built by various manufacturers.

The operational phase of the flight testing to validate the changes was completed in late June. Fifteen pilots from the Air Transport Association and the Air Line Pilots Association from 10 carriers participated in the evaluation.

Golden Aim. Ed Doody, a special agent with the Alaska Region's Civil Aviation Security Division in Anchorage, won several awards during the recent Alaska Police Olympics. Doody earned four gold medals for marksmanship and is eligible to compete in the International Police Olympics in Edmonton, Alberta, next year.

Millions and Billions. What's the economic impact of aviation on the U.S. economy? Millions of people and billions of dollars.

The Partnership for Improved Air Travel says that by the year 2000, the number of people flying in the United States is expected to reach 800 million yearly. It recently released a study that shows just how important aviation is to the economy.

The report found that in 1987, the most recent year for which official data was available:

→ Aviation and related economic activity totaled \$522 billion. That's greater than the gross national product of all but the United States, Soviet Union, Japan and West Germany.

→ Aviation and associated businesses employed 8 million people - 7.3% of the U.S. civilian workforce.

They earned \$155 billion.

→ Aviation contributed \$254 billion, or 5.6%, to the nation's gross national product.

Anti-Drug Plans Approved. The Office of Aviation Medicine has notified United Airlines and Corporate Air, Inc., that their plans submitted in compliance with the November 1988 final rule, "Anti-Drug Program for Personnel Engaged in Specified Aviation Activities," have FAA approval. These plans, the first submitted, meet the requirements of the rule, and implementation of the anti-drug programs can begin as specified. To date, approximately 35 air carriers, operators and other aviation entities have submitted plans to the agency. The first submission due date is not until August 18.

Human Factors Update. The FAA has published an announcement in the *Commerce Business Daily* soliciting proposals for aeronautical human factors research from private industry, the academic community and non-profit institutions.

Specifically, the agency is looking for proposals in eight areas of human performance:

→ Aircraft and air traffic control automation.

→ Aviation safety monitoring systems.

→ Human performance factors in aviation accidents and incidents.

→ Human performance assessment and improvement.

→ Flightcrew and controller information transfer.

→ Controls and displays.

→ Personnel selection, certification and training.

→ Human engineering validation methods.

Wednesday Deadline. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

Please send us your item, stop by Headquarters room 908 or call us, x78521.

Video *from page 1*

and Dennis Reischl of the Federal Personnel Management Institute, the seminar gives an overview of the legalities of labor relations. It also contains a segment on cooperative problem-solving techniques.

Those most likely to benefit from this instructional package, which should take from 2 1/2 to 3 1/2 hours to complete, include:

→ Newly selected supervisors who have received no formal labor-management relations (LMR) training.


→ Supervisors and managers in smaller facilities who have not attended the "Partners in Problem Solving" seminar.

→ Supervisors and managers who have had no recent LMR training and are ready for a refresher course.

Regional supervisors and managers interested in the training should contact their regional labor relations branches. At Headquarters, Don Rider in ALR-100, X78895, has copies.

FPMI
Federal Personnel Management Institute, Inc.

**Labor Relations Briefing
for Supervisors and
Managers: The
Workbook**



This 56-page workbook is part of the labor relations training course.

Skinner *from page 1*

employees were ready to work closely with the airlines to fix "bottlenecks" in the system and urged them to join as full partners with us in problem-solving so that we will continue to have the finest air transport system in the world."

Project 70 *from page 1*

Sixteen representatives from regional offices and Headquarters attended.

Dorothy Berry, Deputy Associate Administrator for Human Resource Management, told these representatives: "The HR impact [of NAS] has only been acknowledged recently, and that is because line managers are worried - worried because human resources are scarce."

The outcome of the meeting was a group consensus on strategy and operating assumptions for the NAS HRM focal points. Topics dealt with included staffing, training and relocating people so that NAS technology can be used effectively as it is delivered. Channels for regional input into the NAS HRM plan were also established.

NAS HRM team members, along with the rest of FAA, have a lot of work on the drawing board. For example, scheduled in early 1990, the NAS Plan brown book will have a companion document - the NAS HRM plan. This plan will at first deal only with Air Traffic and Airway Facilities organizations, the Aeronautical Center and the Technical Center - units affected by the deployment of the initial sector suite subsystem (ISSS). Sector suites, new types of air traffic controller work stations, encompass technological innovations in hardware and software and will bring about major changes in the way air traffic is controlled.

Future NAS HRM plans will be expanded to include all FAA employees affected by the NAS Plan.



"Focal point" representatives from across the nation discuss NAS HRM aspects. Seated on the far side of the table, from the left, are Jim Hughes, AAL-13; Mike Castaldo, AEA-10; and John Fung, AWP-11. In front are Shirley Jones, AHR-100, and Larry Piro, ANE-14.



Members of the Headquarters NAS HRM team ponder the human factors issues and methods for best implementing the National Airspace System Plan. Around the table from the left are Shelley Thomas, Hank Skalski, and Dick Cullins, all of AHD-100, and Brenda Boone, ANS-120.



Karen Franco of AHD-100 (second from left) joins other members of the Headquarters National Airspace System Human Resource Management Team in a meeting. Also pictured, from left, are Brenda Boone, Shelley Thomas and Hank Skalski.

Why the Budget Office's Employee Participation Group Is Tops

The competition was tough, so when the Office of Budget's employee participation group took top honors at FAA Headquarters it was a notable achievement.

It ranked first among 21 EPGs at Headquarters for its program accomplishments, internal communications, employee development, external relations, human relations and professionalism.

According to Budget Director Nick Stoer, the EPG made the working atmosphere in the office better.

"It improved our esprit de corp, helped us with the survey feedback action process and reinstated our annual picnic," he says.

Stoer feels EPG members as a group are respected and powerful. "Because the issues they've identified for management have been dealt with, the group has credibility with the other employees. Many of those issues aren't easy issues for individuals to deal with. They have been successful in that way," Stoer says.

"They also provide good feedback on office practices, the environment, and generic perspectives in the evaluation procedure," Stoer adds.

"People feel if they go to the EPG, they get things done. They have elevated themselves to a different level," he says.

Members of the winning group were Marcia Bisenius, Juergen Torren, Ronald Price, Theresa Corbett, Virginia Martin, Debbie Barnes, and Denise Yorkshire. Bisenius says that the way the group was organized, it met once a

month or on an as-needed basis.

"The major thing that we did was provide a liaison between management and employees," says Bisenius, chairman of last year's EPG. "That was really important."

Among the group's major accomplishments were the opening of a smoking room and getting new chairs for the entire office.

"We've done a lot of organizing. We replaced a lot of unattractive chairs with new ones that provide back support and are a lot nicer looking. It has become a more pleasant place to work," says Bisenius.

Bisenius and Stoer agree that the other employees have reacted favorably to EPG doings. "I think that can be measured by the volume of volunteers this year. This year's EPG had an overwhelming response. Before we pulled people in, this time we had enough to have alternates for every position," Bisenius says.

Stoer attributes the EPG's success to the variety of members in the group. Membership, he says, ranged from upper management through the ranks.

"The EPG was not made up entirely of employees or all management or any subgrouping. The more heterogeneous a group is the better," Stoer believes.

Bisenius says that in a sense the EPG was open to everyone's concerns and that the group did well because of the energy of its members. "I think their energy feeds upon itself right through the completion of their projects," she says.

Flightplan

144 golfers wanted. Men and women are invited to sign up from now through *September 1* for the FAA golf tournament scheduled for *1 p.m., Friday, September 22*, at the beautiful Robin Dale Country Club course in Brandywine, MD. The \$45 entry fee includes golf cart rental, refreshments (brought to you on the course, even!), barbecue picnic after the tournament, and chances to win prizes.

On the dinner menu are barbecued ribs, chicken, beef and all kinds of additional fixings. Prizes will be given for such things as first three places low gross and low net scores for men and women, closest to the pin, longest drive, "best" golf outfit, fastest backswing, most popular putting stance and other categories.

Tournament proceeds will be do-

nated to the DOT Day Care Center. Bill Cook, AFS-850, x73840, and Myron Clark, AOV-206, x77343, are ready to register golfers for the outing, but space is limited to 144 players. Rain date is *Monday, September 25*.

Headquarters Intercom

August 1, 1989
No. 89-30

Pat Cariseo, Editor
Pat Tomasetti, Assistant Editor
Kristy Wooley, Staff Assistant
Lennie Maginnis, Art Director

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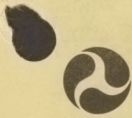
Feedback

Distribution difficulties? At FAA 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.

Newsy Item? Call *Intercom* at x78521 or stop by room 910-A. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

'A Talented Team' Flight Standards Office In Maine Takes Top Honor

The Portland Flight Standards District Office (FSDO) in the New England Region has won the 1989 National Flight Standards Field Office Award.

Chosen from FSDOs in eight regions that were nominated for the honor, the Maine facility took the top prize for its outstanding work performance and expertise in advancing the national automation effort.

The Portland FSDO was lauded for its "outstanding achievements which contributed significantly to the Aviation Standards safety program."

During the 1988 fiscal year, FAAers at the facility accomplished 98.6% of their required work project management systems (WPMS) required inspection items despite a reduced staff, a summer relocation and the added pressure of being a beta test site for the new computerized Operations Specifications/Vital Information files.

turn to Winner on page 4

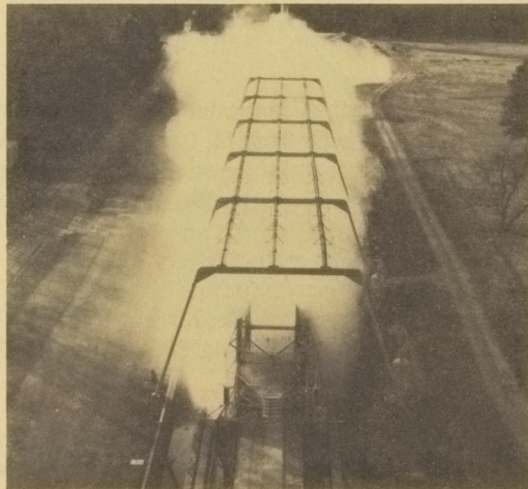
Soothing Voices. "There's nothing like a calm, soothing voice."

That's the way veteran United Airlines captain Alfred C. Haynes de-

Highlights

scribed his conversations with air traffic controllers just before his DC-10 crash landed at the Sioux City Airport on July 19.

turn to Highlights on page 2



High Tech Downpour

This giant, tinker-toy-like carriage was propelled to 155 miles an hour in a recent preliminary test to measure the effects of "heavy rain" on aircraft wing performance. Mounted on top of the carriage is an aircraft wing section typical of a modern jetliner wing. The high speed ground tests, conducted by NASA, simulate what an aircraft sees during heavy rain at landing or takeoff. Find out more on page 3.

Fighting Leukemia Campaign Launched To Help FAAer's Son

High-spirited Chris Roberts faces the biggest challenge of his life in his battle against leukemia.

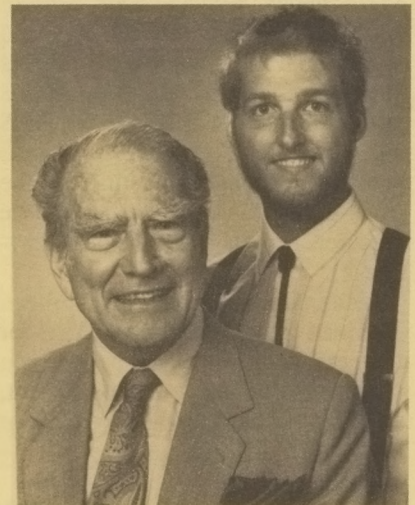
But he has plenty of friends who have launched a national campaign to find a compatible bone marrow donor and raise funds to defray medical bills which are expected to top \$200,000.

Chris, 24, is the son of Scott Roberts who works in the Office of Labor and Employee Relations at Washington Headquarters.

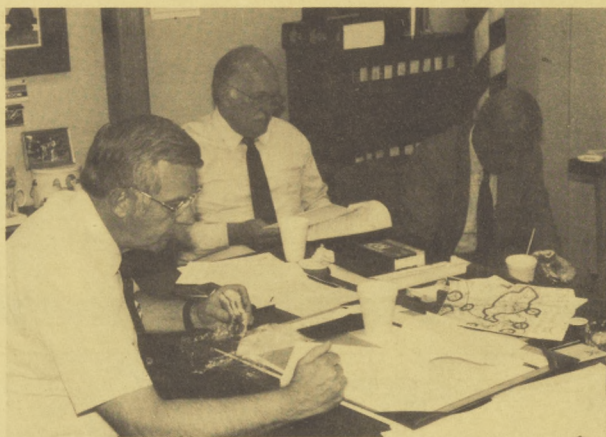
Last February, Chris was diagnosed with a rare form of acute lymphatic leukemia after he became so seriously ill he had to quit his job.

Left without medical insurance coverage, Chris and his family are confronted with massive medical bills for chemotherapy and other drug treatments -- which friends say Chris has endured with "incredible grace and bravery" -- and a bone

turn to Fight on page 4



Chris Roberts meets retired Admiral Elmo Zumwalt. Zumwalt is chairman of the National Marrow Donor Program.



On the Scene

FAA Administrator James Busey, left, studies preliminary reports of the investigation into the United DC-10 crash landing at Sioux City on July 19. In the tower with Busey are Executive Director for System Operations Wayne Barlow, center, and FAA accident investigator Bill Hendricks.

Highlights *from page 1*

During a July 25 press conference, Haynes said controllers were "right on the money" with the information they gave the flightcrew. "They deserve a lot of credit."

Haynes managed to land the crippled plane after it lost power and hydraulic controls.

The aircraft cartwheeled and broke apart in flames. Of the 295 people aboard, more than 180 survived.

Awards Payout. Awards for any Performance Management System (PMS) employees who have received exceptional or outstanding ratings were effective July 16. That means any employee who is covered by PMS and received an exceptional or outstanding performance rating for the 1988-89 appraisal period should have received a bonus in the August 8 paycheck.

All administrative offices have been provided the payout information for their organization. If you believe you should receive a payout and have not, contact your administrative office for assistance.

30,000 and Counting. The FAA Academy in Oklahoma City marked another milestone in mid-July as the facility honored the 30,000th student to enter air traffic control screen training since the pass/fail courses began in 1976.

James Royer, a former Navy air

traffic controller and aviation mechanic from Ft. Lauderdale, FL, was chosen to represent the 30,000th entrant from the 300-plus students who started training in May.

Royer graduated on July 13.

Since the pass/fail courses began 13 years ago, statistics show that 61.9% pass the training, 28.9% fail and 9.2% withdraw.

Lots and Lots of Pilots. The aviation industry's appetite for pilots won't be satisfied any time soon as U.S. airlines scramble to hire between 52,000 and 62,000 new pilots in the next decade.

That's the word from the Future Aviation Professionals of America (FAPA) and the General Aviation Taskforce.

Other findings include:

→ Corporate aviation is growing between 5% and 10% a year.

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August 8, 1989
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Pat Cariseo
Pat Tomasetti
Associate Editors
Kristy Wooley, Staff Assistant
Lennie Maginnis, Art Director

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→ More pilots are needed for commuter and regional airlines whose growth rate is more than 10% annually.

→ The average income for corporate pilots is \$44,000 annually. Commercial pilots earn an average yearly salary of \$83,000.

→ Women are becoming pilots at a greater rate with the number of licensed female pilots up 33% from 10 years ago. The number of women with commercial licenses has increased 27% in the past 10 years.

→ Employers are actively recruiting female and minority pilots. For example, 13% of pilots hired by Federal Express in 1987 were women.

→ A national survey in 1988 showed that people in 3.6 million households expressed an interest in and thought they had the ability to learn to fly.

Wednesday Deadline. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

Please send us your item, stop by Headquarters room 910-A or call us, x78521.

Up-to-Date NAS Info. The FAA will convene a National Airspace System (NAS) Plan Users Conference on September 11-12 to update U.S. aviation interests on the implementation of the plan and provide a forum for discussing program priorities.

The conference will be held at the Hyatt Regency Hotel, Crystal City, Arlington, VA.

Featured speakers are DOT Secretary Sam Skinner and FAA Administrator James Busey.

The conference agenda was developed in coordination with major airspace user groups representing the airlines, general aviation, airports, aircraft manufacturers, the Defense Department, pilots, and air traffic controllers. These organizations will provide speakers to support the conference agenda.

More than 300 consumer, aviation/travel industry and government representatives are expected to attend.

For further conference information, or to register, contact FAA NAS Plan Users Conference, 6935 Wisconsin Avenue, NW, Suite 200, Washington, DC 20815, (301) 654-8595.

On the Road. DOT Secretary Sam Skinner's quest for a cohesive national transportation policy is on the road. The public is being quizzed for ideas and suggestions at 32 hearings across the country. The locations cut across American life. The first was held in rural Moscow, ID, on July 25. The last is slated for Boston on September 11-12.

"I am particularly interested in the attitudes and opinions of the people who actually use our transportation system," Skinner said. "The motorist, business traveler and commuter stand to gain the most from this far reaching, coordinated national policy."

A special team, the National Transportation Policy Team, consists of six working groups that will analyze numerous topics including safety, energy, environment, finance, infrastructure, efficiency, public and private sector roles, and innovation.

FAAers, who work on five of the six cluster groups, include Dale McDaniel, McDaniel, Acting Associate Administrator for Policy and International Aviation, chairs the Intercity Passenger group.

Here are the working groups and some of their issue areas:

→ **Urban-suburban:** Travel congestion, improving public transportation, corridor preservation, special mobility needs.

→ **Rural:** Health care delivery, intercity bus and rail transport.

→ **Intercity passenger:** Preserving and expanding infrastructure, capacity, competition between rail, highway and air travel.

→ **Intercity freight:** Economic deregulation, competition, safety and efficiency.

→ **International:** Foreign investment in transportation infrastructure, expanding service, efficient and safe operation of U.S. flag and other carriers.

Bursts of High-Powered 'Heavy Rain'

Tests Aim To Improve Severe Weather Flying

Preliminary results from a series of high-speed ground tests indicate that heavy rain may be an important factor for pilots to consider while flying through severe storms, say researchers at NASA's



More than 1,500 nozzels spray "heavy rain" during one of many tests by NASA researchers.

Photos by NASA

Langley Research Center in Hampton, VA.

Until recently, little attention has been directed to the influence of rain on airfoil performance since it was long thought to be insignificant, according to NASA's project manager on heavy rain, R. Earl Dunham, Jr.

Questions about possible heavy rain effects have been asked by researchers looking at windshear and related strong downdrafts called microbursts.

When microbursts are encoun-

tered at low levels on approach or takeoff, a pilot usually has little time to react correctly to maintain the desired flight path.

Between 1964 and 1985, there were at least 26 accidents and three incidents involving 500 fatalities and more than 200 injuries where windshear was the direct cause or a contributing factor, NASA says.

Now, heavy rain research is part of a broad NASA-FAA airborne windshear detection and avoidance program begun in 1986.

The research involves ground tests at Langley using a tubular steel carriage on a half-mile track originally constructed to test tires and landing gear.

The 127,000-pound carriage is propelled down a track by a burst of high-pressure water. In two to three seconds, the carriage accelerates to 160 knots - 184 miles an hour - and the airfoil mounted on top of the carriage "flies" through simulated heavy rain provided by 1,590 nozzles suspended from six trusses spanning the track. The airfoil represents a full-scale wing section, working with flaps, from a typical modern transport.

The current testing program is expected to require 60 to 80 carriage runs and will continue this year until freezing weather makes using the water propulsion and spray systems impractical.

→ Innovation and human factors: Drug and alcohol use in the commercial transportation system, federal research and development.

Team director is Dr. Anthony R. Kane, at the DOT Nassif Building, room 5102A.

Travel Lightning Software. A contract has been awarded for an updated version of the Travel Light-

ning software called Travel Manager 2.0, which will be available this month.

This new version corrects many of Travel Lightning's shortcomings and includes several new features. Federal Software, the firm that supplies Travel Lightning, has provided an updated version of Travel Lightning that will properly compute travel made after July 17. This disk has been distributed to FAA accounting offices.

Fight *from page 1*

marrow transplant.

Chris' unique form of leukemia makes him ineligible to participate in experimental studies and treatment at various research clinics throughout the country.

His only hope for a cure, Chris' physicians say, is a bone marrow transplant which he must undergo in the next few months to assure the best chance for success.

Unfortunately no one in Chris' family is a compatible donor match.

To date, a national search of bone marrow registries of donors hasn't turned up a suitable match. The chances of finding a non-related donor are 1 in 20,000.

Chris' disease has caught the attention of retired Admiral Elmo Zumwalt. Zumwalt lost his son to cancer and is chairman of the National Marrow Donor Program.

Anyone interested in undergoing a simple blood test to determine the possibility of a bone marrow match with Chris or anyone who has already undergone human leukocyte antigens testing, should contact Ginny Bachman, ALR-200, FTS 267-3988 at Washington Headquarters.

The Fair Lakes 10K Run in mid-September in Northern Virginia is dedicated to finding a donor for Chris. Proceeds from the race will help defray costs of the donor testing.

A nonprofit organization, ACT Together, Inc., has agreed to receive donations for Chris and dispense those funds directly to Chris' health care providers. The organization was set up to help families of individuals meet the high cost of organ transplants and medical treatment.

Donations are tax deductible and should be made out to ACT Together, Inc., PO Box 687, Arlington, VA 22216, with a memo notation "for Christopher Roberts."

Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

A New Medical Breakthrough

The transplanting of bone marrow between unrelated people is a very new medical breakthrough. The chance of matching unrelated individuals is slim, so a very large pool of volunteer donors is needed to make sure people who need marrow transplants have an opportunity for the life-saving procedure.

The first step toward becoming a

bone marrow donor is to contact a donor center affiliated with the National Marrow Donor Program.

In the Washington metro area, contact:

National Marrow Donor Program
NIH Plateletpheresis Center
Bernice R. Loiacono, RN, MSW
Donor Coordinator
Bethesda, MD 20892
(301) 496-0572

Winner *from page 1*

"We are right on track for 100%," says Gary Lopez, Plans, Programs and Evaluations branch manager in New England, of the approximately 25 FAAers at the FSDO responsible for Flight Standards services in the Maine, Vermont and New Hampshire areas.

WPMS is a computer system that keeps track of required inspections. "Every time an inspector does a work function, issues a license, watches a mechanic perform maintenance on the line, all of this is recorded on the WPMS. It keeps track of what's been done and lets us know what can be done so we can plan for the work load," Lopez says.

"The WPMS also provides a central record of what has been done for the FAA. Before there wasn't a central place," he says.

Because the Portland FSDO was chosen as one of the three FAA beta test sites, FAAers there during the year learned to use new computers that are designed to standardize operational specifications nationwide.

"The new system did not affect them negatively at all," says Lopez about the FSDO employees. "They are all fairly computer literate. They are a talented and motivated team, and they've done an outstanding job. They've become a national asset."

In the midst of a busy work schedule and the automation of their files, the entire office moved to a different building.

"They didn't skip a beat," Lopez says.

During the award period, the 1988 fiscal year, James Haight was the New England Region's Flight Standards Division manager, and John VanHorn was the manager of the winning facility.

In addition to the Portland, ME, FSDO, these facilities won the top award for their regions:

- Fairbanks FSDO
Alaskan Region
- Des Moines FSDO
Central Region
- Allegheny County FSDO
Eastern Region
- Portland, OR, FSDO
Northwest Mountain Region
- North Carolina FSDO
Southern Region
- Baton Rouge FSDO
Southwest Region
- Oakland FSDO
Western-Pacific Region

Thanks to Kristy Wooley for this report.

Flightplan

FAA golfers. Men and women are invited to sign up from now through *September 1* for the FAA golf tournament scheduled for *1 p.m., Friday, September 22*, at the Robin Dale Country Club course in Brandywine, MD. The entry fee is \$45.

Tournament proceeds will be donated to the DOT Day Care Center. Call Bill Cook, AFS-850, x73840 and Myron Clark, AOV-206, x77343 for details.

The rain date is *Monday, September 25*.



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom



Latest aging report focuses on commuters.

'Senior Aircraft' Commuter Report Gets High Priority

The FAA is giving "high priority" to evaluating 23 safety recommendations for aging commuter aircraft.

The action list, issued in mid-July by the General Aviation Manufacturers Association (GAMA) and the Regional Airline Association (RAA), includes recommendations to:

- Review existing service bulletins and airworthiness directives.
- Issue updated advisory material on corrosion and repairs.
- Set up periodic meetings among operators, manufacturers and the FAA to discuss service problems.
- Improve training of inspection personnel.
- Consider and improve human factors aspects of maintenance.
- Develop and issue supplemental inspection documents (SID) for each manufacturer.
- Reassess old major airframe repairs for commuter aircraft.

FAA aircraft certification officials said they welcomed and "applauded" the commuter industry for its efforts and action.

turn to Aging on page 3

Aviation Stats Point to Safer Skies

Near Midairs Drop 25%

Near midair collisions, air traffic controller errors and pilot deviations have dropped significantly in the first half of 1989, FAA reports.

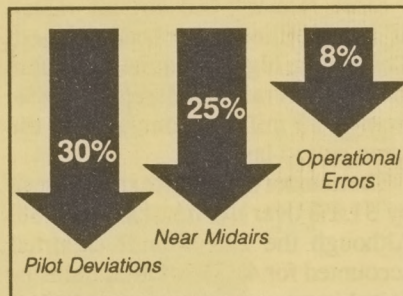
The total of 280 near midair collision reports received from pilots in the January to June period was 25% below the 371 received in the same period in 1987.

This drop comes on top of a 33% decline in 1988 when compared with 1987.

Actual midair, or inflight, collisions also are down significantly this year with five through the month of May. That pace of one-a-month would tie the record low of 12 midairs in 1983 and continue the pattern of improvement over the last several years. Last year, there were 19 midair collisions, down from 25 in 1987 and 29 in 1986.

The 469 operational errors by controllers in the January-June period was 8% below the figure of 509 for the first six months of 1987.

Pilot deviations were down 30%, from 1,580 in the first half of 1987 to 1,104 for the comparable period this year.



Finding Top-Notch Supervisors at FAA

New Air Traffic Promotion Program Paying Off

The FAA has a new nationwide program to identify and develop potential first-level supervisors.

The agency's forerunner with the new system, the Air Traffic Service, began using its version of the new program in June. It is called the Supervisory Identification and Development Program (SIDP) and is the primary means of filling all air traffic operational first-level supervisory vacancies.

This program resulted in placing 2,022 candidates on eligibility lists in the agency's regions.

"Selecting officials can now make their choices with the confidence that the people referred under this new program have demonstrated skills that are important to successful supervision," says Dave Cook.

turn to Supervisors on page 3

Move Over, O'Hare. For just a few days, tiny Wittman Regional Airport eclipsed O'Hare International as the busiest airport.

Highlights

Wittman averaged 7,000 operations daily during the recently concluded Oshkosh Fly-In.

turn to Highlights on page 2

Highlights *from page 1*

Three dozen controllers from the Great Lakes Region volunteered to guide the convention's wide range of flying machines.

Up From Depression. Paced by exports, U.S. general aviation manufacturers reported a 14.9% increase in new aircraft shipments for the first half of 1989, according to the General Aviation Manufacturers Association (GAMA).

Since January, 665 aircraft valued at \$714 million have been shipped. Despite the higher volume, the value of these aircraft decreased by 8.8%, from \$783 million, compared to the same period last year.

The number of aircraft exported rose by 31.8% over the first half of 1988. Although the 278 aircraft exported accounted for 41.8% of total industry unit shipments, their value — \$224.4 million — was lower than the first half of 1988's total pricetag of \$267.9 million.

GAMA President Edward W. Stimpson said, "This industry is fighting its way back from the deepest depression in its history.

"This news is encouraging, and we expect the upward trend in deliveries to continue. But, we are a long way from the production totals of the 1970s when we built nearly 18,000 aircraft in a single year."

Jamming Investigation. The FBI, FAA and Federal Communications Commission (FCC) are continuing to investigate intentional radio interference at Philadelphia International Airport.

The interference has involved deliberate jamming of numerous Eastern Airlines transmissions prior to takeoff and landing.

To date, the FCC has fined USAir and Jetstream International Airlines, Dayton, OH, for alleged involvement in three incidents — one instance of deliberate jamming of communications with the control tower and two cases of prohibited superfluous trans-

missions.

Criminal penalties of \$250,000 and 10 years in jail are possible for interfering with airport communications. Civil penalties can include fines of up to \$2,000 per violation and revocation of operator or station licenses.

The investigation was launched at FAA's request.

USAir

General Aviation Review. FAA has launched a comprehensive review of the agency's general aviation compliance and enforcement program to determine its effectiveness in promoting air safety.

The review was announced by FAA Administrator James Busey and DOT Secretary Sam Skinner at the recent Experimental Aircraft Association Fly-In in Oshkosh, WI.

"There is some feeling among the pilot community that the FAA is too focused on punishing violators and not focused enough on working with private and business pilots," Skinner said.

"If that's true, we want to change it. If the FAA is neglecting to provide education that could prevent violations or is missing opportunities to help general aviation fly more safely in the system, we want to know it, and do better."

Headquarters Intercom

August 15, 1989
No. 89-32

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Pat Tomasetti
Associate Editors
Kristy Wooley, Staff Assistant
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Busey, in launching his first major policy initiative since taking over as FAA chief, said he is concerned about negative perceptions of the agency's enforcement policies by some general aviation pilots.

"The purpose of this study is to determine whether those views are warranted and, if so, how we might alter the thrust of FAA's compliance and enforcement policy so that it will be a more positive force in fostering system safety and efficiency," Busey said.

The focus of the "System Safety and Efficiency Review," headed by FAA's Associate Administrator for Aviation Safety Keith Potts, will be on general aviation activities exclusively — private and business flying.

It will not involve a review of the agency's enforcement policies for air carriers.

Representatives of the general aviation community will play an important role in the review.

The three phases of the review encompass:

- Data gathering and analysis.
- A series of listening sessions at various locations around the country.
- Evaluations of specific issues including those identified in the listening sessions.

A final report is expected to be ready by the end of the year.

"Eagle Hangar" Dedicated. An addition to the Experimental Aircraft Association's Air Adventure Museum was dedicated on August 1 to honor the men, women and aircraft of the World War II era.

Called the "Eagle Hangar," the 44,000-square-foot museum in Oshkosh, WI, features a 120-foot mural that pinpoints the locations of major aerial fighting units and paintings of significant World War II aircraft.

Visitors to the hangar can view some of the most famous aircraft of the war including the "Flying Fortress," a B-17 bomber; a North American XP-51 "Mustang"; a P-38 and J2F-6 "Duck"; a German Messerschmitt ME-109;

and a Japanese "Oscar."

"The Eagle Hangar is not an attempt to glorify war," says EAA Aviation Foundation President Tom Poberezny.

"It is a fitting tribute to all those who fought and died to preserve the freedoms we enjoy today.

"It is a place to remember the people and the events that had such a tremendous impact not only on world history, but also on the incredible advances made in medicine, communications and technology.

"Many of the great advances in aviation, for example, were a direct result of research and development conducted during the war that led to larger, faster and more powerful airplanes capable of vastly improved performance," he said.

\$200,000 Penalty. The FAA has proposed a \$200,000 civil penalty against the Boeing Commercial Airplane Company for allegedly not reporting immediately faulty wiring of the fire extinguishing system on two 757 airplanes.

Boeing waited five months in one case and two months in the other before giving the agency a written report, FAA said. A 24-hour notice is required.

Top-Notch Supervisors *continued from page 1*

He is national program manager.

Here's how it works. The identification part of SIDP consists of two steps: a peer and supervisory assessment and a skill-based interview.

More than 5,020 non-supervisory applicants were rated in the peer and supervisory assessment. Of those, 3,200 who ranked high went on to the skill-based interview.

It took six weeks for 544 interview panel members — all trained in national SIDP standards and working in teams of three — to assess the 271 current supervisors who applied to the program and the 3,200 non-supervisory applicants.

From that group, 2,022 candidates were classified as eligible for consideration, 708 were referred to a candidate review board for potential formal

Aging Commuter Aircraft Report *from page 1*

The recommendations and resulting FAA and industry actions, the agency said, will form part of FAA's continuing effort to assure the airworthiness and safety of older commuter aircraft.

The industry report stems from an international conference that focused on aging commuter aircraft earlier this year in Kansas City.



The April 1988 accident when an Aloha Airlines jet lost a chunk of its upper fuselage was a catalyst for sharpened attention to the aging aircraft issue.

Although the two groups said the conference found "no significant current safety problems with aging commuter aircraft," they recommended 23 specific actions to "ensure the highest level of safety in commuter aircraft."

John Fredericksen, executive vice

president of RAA said, "I am unaware of any accident or incident caused by age, metal fatigue or corrosion in the U.S. commuter fleet.

"Nevertheless, we must make sure that we have thoroughly investigated all possible problems and ensure that prudent action is taken to address our concerns."

Max Bleck, chairman of GAMA,

said the associations' airworthiness program is based on a "philosophy that we share with the large air carrier manufacturers — that there is no theoretical, quantitative limit to an aircraft's life.

"An older aircraft can be inspected and maintained to be safe and reliable. Keeping our older airplanes in shape for the long haul involves closer, detailed and more frequent inspections by highly trained inspectors using the most sophisticated techniques possible," he said.

Both said the SID program is a key part of their efforts.

FAA intensified its aging aircraft program following an international conference last year.

Since then, far-reaching and expensive airworthiness directives have been proposed by the agency for several Boeing model aircraft. Similar requirements also will be expanded to other older aircraft.

FAA said it will respond to the two associations' recommendations within 60 days. Although many recommendations are long-term actions that may take several years to complete, the agency said that any serious problems will be acted on quickly.

'Torn Down and Put Together Again'

New, Improved Services from Human Resources

The dust and commotion has finally settled on FAA Headquarters' 5th floor as the Human Resource Management Division (AHR-100) polishes its act.

It has expanded and improved its services.

There are a few more computer wires to connect, but the inconveniences spawned by inoperative telephones, paint fumes and flying dust are gone.

Besides the physical changes, AHR-100 combined recruitment and classification to set up four personnel teams in a new Operations Branch (AHR-150).

The teams are composed of a team leader, classifiers and staffing specialists.

As a result of the agency's reorganization last year under four executive directors, the new teams provide a streamlined approach and a focal point for classification, staffing, recruitment, position management, pay and leave matters for Headquarters FAAers.

Focal points and administrative contacts for the executive directors, associate administrators and service organizations have been set up as direct links for most personnel actions that affect supervisors, managers and employees.

AHR handles a wide range of actions, including:

→ Consultations with managers on reorganizations.

→ Advising supervisors and managers on staffing issues.

→ Preparing announcements for vacancies.

→ Counseling employees on benefit programs including retirements.

→ Training.

→ Awards.

→ Relocation assistance.

The list goes on and on.

AHR-100 urges FAAers to use their own office administrative contacts. Although they have not always been properly identified and used, these contacts in each organization remain an extremely valuable source of information.

All employees should soon receive a list of administrative contacts and AHR-150 representatives and telephone numbers.

"We wish to thank FAAers for their patience during our renovation and reorganization," said Fanny Rivera, AHR-100 division manager. "We look forward to providing services that help managers and supervisors effectively guide current and future employees to realize their career goals."

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.

Wednesday deadline. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

New Personnel Policy To Review Records

There's a new policy at FAA Headquarters for reviewing official personnel records such as the official personnel folder, the employee performance file and medical records. The policy, which went into effect July 21, requires that all of these records be reviewed in the Human Resource Management Division (AHR-100), room 516.

The review of records is restricted to those individuals who have a clear need to know.

For example, supervisors and managers may review the official personnel records for any employee under their direct supervision or chain of command. Administrative contacts may only access information on employees within the organization they service.

All individuals requesting review of official records will be required to show their official government identification card.

Contact AHR-100, x73882, for a 24-hour advance notification of the review. The staff will then schedule an appointment and locate the requested records beforehand.

By following these procedures, employees' needs can be better served — no waiting for locating records, for instance — and the strict confidentiality of their official personnel records can be maintained.

Flightplan

Evening concerts. Bring a picnic dinner, and enjoy the music of the armed service bands from 6 to 7 p.m. on the National Air and Space Museum's West Terrace.

Scheduled concerts will be by the Commodores, the Navy contemporary jazz band on *Friday, August 25*; the Airmen of Note, the Air Force big-band jazz group, on *Tuesday, August 22*; Spectrum, the Air Force rock and

Motown band, on *Tuesday, August 29*; and Country Current, the Navy country and bluegrass band, on *Thursday, August 31*.

Distribution difficulties? At FAA Headquarters, Management Systems administers the distribution of the *Intercom* on an "all employee count" basis. This means that each employee should receive one copy.

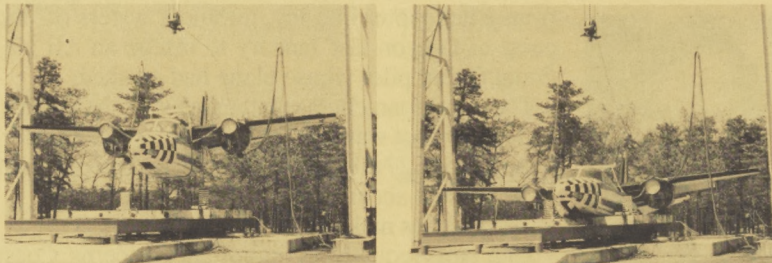
If your office is not receiving the proper number of newsletters, it may



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom



Whoops! This 7,300-pound Aerocommander 680E fell 11.2 feet during a recent test at the Technical Center's drop tower facility. It was no accident. The Structures and Propulsion Branch intentionally dropped the plane to study the impact-absorbing characteristics of the fuselage and seat belts in commuter airplanes. Five more drops, some vertically and some longitudinally, will be done over the next several years. The drop tests are part of FAA's research aimed at improving passenger survivability in noncatastrophic accidents.

Taking a Bite Out of Crime at Airports FAA, Industry Team Up To Stop Illegal Drug Runners

FAA is teaming up with other agencies and the 290,000-member Aircraft Owners and Pilots Association (AOPA) to launch a new effort in the war against illegal drug running at smaller airports.

Called the Airport Neighborhood Watch Program, it kicks off in October and has the backing of the U.S. Customs Service and the National Crime Prevention Council.

"Peaceful" Revolution. Saying it's time for a "peaceful revolution" in transportation, DOT Secretary Sam Skinner has asked the nation's governors to help craft a strategic national transportation policy.

Even "McGruff," the canine who urges Americans to "take a bite out of crime," has joined in.

The group is putting together materials to help aviation and local communities set up effective crime prevention programs at airports that serve general aviation users.

The package will include information on:

➔ Implementing an effective Airport Neighborhood Watch Program with local communities.

➔ Setting up cooperative working

turn to **Crime** on page 4

A Young Scientist 18-Year-Old Wins Award From FAA for Research

Amber Foster isn't an air traffic controller, but she's got a good idea about what it's like to work in front of video terminals and radar screens.

In fact, the 18-year-old has been studying the positive and negative effects of peering into screens for years.

Her research caught the eye of FAA judges who recently awarded her the \$1,000 FAA grand prize at the International Science and Technology Fair in Pittsburgh.

Foster isn't a research scientist -- yet. While she's excited that the FAA found merit in her project, she hopes

Amber Foster showed off her video research during Pittsburgh science confab. She won first place and \$1,000 from FAA for her work.



someday to use the information for a therapy program.

Foster and 15 other students were chosen from 767 students from around the country by FAA judges for their outstanding projects in five categories: medicine and health, behavioral and social sciences, computer sciences, engineering and the environment.

Foster began her research in the 6th

turn to **Winner** on page 3

Highlights

Six DOT teams, which include several FAAers, are already working on a new policy, and 33 nationwide public hearings will continue through early September.

Aimed at soliciting ideas from the

turn to **Highlights** on page 2

Highlights *from page 1*

public, Skinner said the forums are for ideas, not complaints. "We already know the problems. I want to find out what Americans want to do about them."

Speaking at the annual meeting of the National Governors' Association in Chicago, Skinner envisions a transport system that will be a model of efficiency into the 21st century.

"Today, more than ever before, our domestic transportation system has the power to shape the terrain on which this country will compete in world markets," Skinner said.

"The results will affect all of us. We're looking for ways to reduce gridlock, ways to make it easier to get to work, ways to hold down air fares and ways to make America more productive."

Black Conference. The National Black Coalition of Federal Aviation Employees holds its 13th annual conference in Detroit September 20-23.

This year's theme is "Spreading Our Wings - Soaring as Eagles - Reaching New Heights." The coalition's goal is to improve career opportunities for blacks, women and minorities within the FAA.

Scheduled for the Hotel Pontchartrain, the conference includes numerous speakers and an awards banquet in honor of "Chief" C. Alfred Anderson.

Anderson, the first black in the nation to receive a private pilot's license, has spent the past 50 years fostering aviation in the minority community.

The conference coordinator is Linda Smith, PO Box 1228, Belleville, MI 48111, (313) 487-5939. John A. Clayborn, public affairs officer, (312) 384-2484, is another contact point.

Improving Survivability. A special government/industry task force to explore ways of improving aircraft safety following major in-flight structural damage has been announced by Administrator James Busey.

Message From the Secretary

Teamwork of 'Can-do' People Pays Off

Teamwork is one of the most important management concepts. As Secretary, I have found a Department filled with individuals who are recognized almost daily for high technical skills and heroic deeds.

The pilot of the United Airlines jet that recently crash landed in Sioux City had special praise for the air traffic controllers who guided him into the airport.

Coast Guard Aviation Survivalman Third Class Kelly Mogk jumped from a helicopter into icy, turbulent waters off the coast of Oregon last January to rescue an Air National Guard pilot whose plane had crashed.



The pilot's parachute was tangled with the life raft, and the 20-foot waves were about to take him under. It took Mogk 27 minutes to free him and prepare him to be hoisted aboard the hovering helicopter.

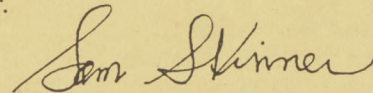
Such stories make us all proud.

One story equally as important concerns Coast Guard Captain Eric Williams, who was cited by ABC News anchor Peter Jennings as "Person of the Week" for responding promptly to the oil spill off Newport, RI, in July.

Captain Williams said it was a team effort. He said, "credit also belongs to the off-duty men and women who heard about the spill, volunteered to help and were rushed by bus to the spill site within a matter of a few hours. The team effort prevented environmental damage to Newport."

In transportation, the team effort pays off in lives saved and environment protected. Teamwork also improves productivity and helps us deliver a quality product to the public we serve. Each employee must be a partner in achieving quality and productivity goals.

I challenge all managers to search for new ways to involve every employee in the decision-making process. I urge every employee to remember that no matter what specialty you perform, what job you do, someone else is depending on you. You all count. You are all "can-do" people, and I look to you for suggestions to improve the quality of the transportation service we deliver.



The action comes in the wake of the July 19 DC-10 accident in Sioux City, IA - the third accident in which major in-flight damage resulted, or nearly resulted, in total loss of control of an aircraft.

The task force is exploring ways to design practical improvements to the backup flight control systems of all existing and future wide-body aircraft.

It is also examining engine designs with an eye toward preventing crippling

damage to an aircraft in the event of an engine explosion.

The task force's first focus is on wide-body aircraft because all three incidents of major in-flight damage involved this type of aircraft. In addition, most wide body aircraft have hydraulically actuated flight control systems. All other aircraft with similar controls also will be included in the review.

In the case of the United DC-10, the

fan stage of the center engine apparently ruptured, sending shrapnel through the case of the engine. This disabled the primary hydraulic system and its two backups.

Current FAA regulations require that jet engines be able to contain within their casing any fragments of fan, compressor and turbine blades that break off in service. However, the regulations recognize that there is no practical way to contain the parts on which the blades are mounted – the disks – when they fail because of their weight and the speed at which they travel.

The second incident was the crash of a Japan Air Lines 747 in Japan on August 12, 1985. The aircraft suffered the loss of all hydraulic power after the rear pressure wall ruptured and a rush of air from the cabin knocked off part of the vertical stabilizer and the rudder.

In the third, an Eastern Airlines L-1011 landed safely at Kennedy airport on September 22, 1981, after the shaft in which the fan section of the center engine was mounted broke, allowing the fan section to move forward into the fuselage.

Center Stage. A behind-the-scenes FAAer finally came front and center. It happened at the recent Experimental Aircraft Association's annual fly-in at Oshkosh when George Mathieu

was in the spotlight.

Mathieu, who works for Public Affairs at Headquarters, has designed hundreds of FAA presentations and exhibits – which have been shown around the world – since joining the agency in 1957. This time Mathieu was the center of attention when the association lauded him for his continuing contributions to its audiovisual program and activities.

Winner *from page 1*

grade after a discouraging experiment with plants a year earlier.

"I decided to combine the things I liked. I wanted to work with people, and I like communications. I also

Each year, FAA recognizes and rewards young people for contributions to aviation knowledge.

really enjoyed a video center I got for Christmas," she says.

After finding a way to combine two enjoyable subjects and the increasing popularity of video games, Foster says her research was based on successive projects.

The Winona, MN, student tested 40 people each year for seven years.

"When I was younger I gathered simple information such as a player's blood pressure. Then I studied more technical physiology. The project became so long, it got to the point where I had reams of data with no practical application for any of it. That's when I began to look for an application," she says.

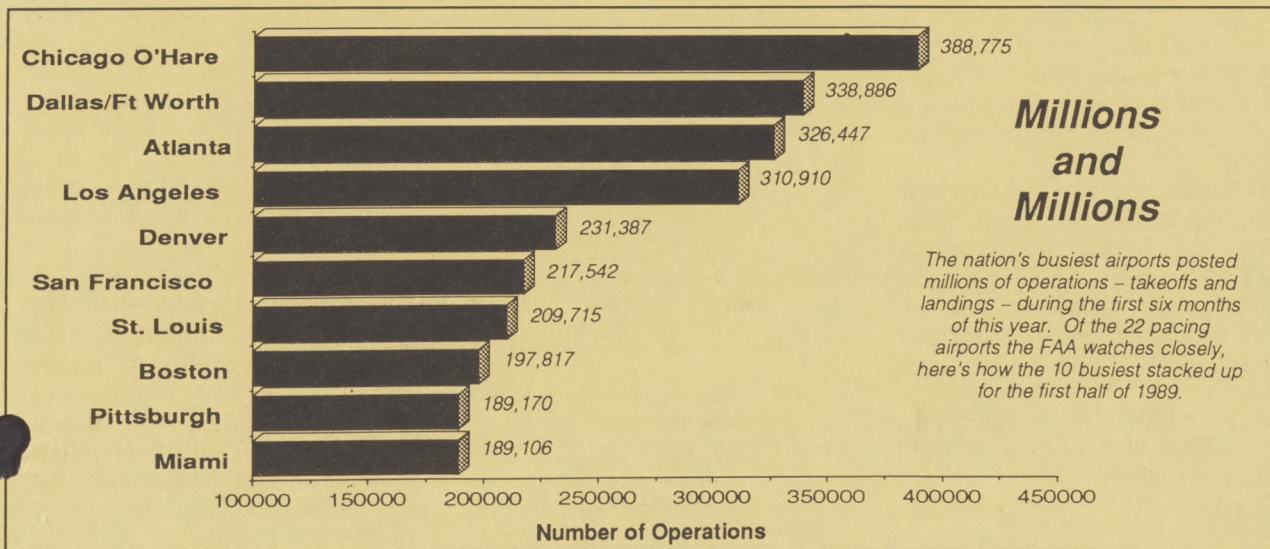
Foster is entering Wisconsin's Ripon College, but she is not certain what she will choose as her major course of study. "Eventually I want to go to graduate school for a PhD in some field of scientific research. I'm not sure what field, I'm just going to try it out," she says.

Someday she would like to develop her own therapy program, one that smaller hospitals will be able to afford and use effectively. "I don't want to be a medical doctor, but I would like to apply my research in a therapy program."

Each year the FAA, along with other aviation groups, recognizes and rewards young people at the International Science and Technology Fair for making contributions to aeronautical knowledge.

Interested in obtaining abstracts of the 15 winning papers? Write to: Editor, FASMB, CAMI, PO Box 25082, Oklahoma City, OK 73125. Please enclose a mailing label.

Thanks to Kristy Wooley for this report.



Crime-Fighting Campaign Targets Smaller Airports *from page 1*

relationships among airport, local political and business leaders; law enforcement agencies; and citizens.

→ Identifying suspicious activity at airports and proper reporting procedures.

→ Protecting airport businesses and property.

The package will also include posters promoting the program and the Customs Service toll free number,

1-800-BE-ALERT, to report suspicious airport activity. The hotline operates 24 hours a day with trained Customs personnel who speak English and Spanish.

Customs will pay \$250 to \$2,500 for anonymous information, or up to \$250,000 to a documented confidential source, for information leading to the arrest and conviction of drug smugglers or to the seizure of illegal

drugs or conveyances used in drug smuggling.

During daylight hours, the program relies on pilots, aircraft owners and airport employees and patrons to monitor airport activity and report suspicious activities to authorities.

At night, the program incorporates community-wide crime prevention efforts such as citizen patrols of airports and their boundaries.

800 Independence Avenue, SW

FAA Remembers

Marilyn R. Rittner. Marilyn R. Rittner, secretary in FAA's Payroll and Administrative Systems Division, AAA-100, died on July 25 after a long fight against leukemia.

Marilyn's family wishes to express their heartfelt thanks to all of her friends and co-workers in FAA for their many kindnesses in donating blood, leave time and the many gifts, telephone calls and cards sent to Marilyn during her illness.

They also wish to express their gratitude for the beautiful memorial service for Marilyn and the donations sent to the American Cancer Society.

Thomas I. Bell. Thomas I. Bell died on July 11 at the age of 66 in Sarasota, FL, with burial at the U.S. Naval Academy, Annapolis.

Bell, who retired from the FAA in 1979, held numerous positions during his 33 years of federal government service.

Bell graduated from the U.S. Naval Academy in 1947 and was a naval aviator for 12 years. Before joining the FAA, he was a special agent with the FBI, an administrative officer with NASA and a transportation specialist with the DOT's Office of Air Transportation.

At FAA, Bell served as chief of the management staff, Office of Civil Aviation Security, and in 1976 became the first chief, Foreign Air Carrier Division.

He is survived by his wife, Mary Louise of Osprey, FL; a daughter, Lynda Mettee of Sterling, VA; and a brother, John R. of Whittier, CA.

Prior to moving to Osprey 10 years ago, he resided in Falls Church, VA.

Contributions in Bell's name may be made to the American Cancer Society, Sarasota Unit, 3807 Bond Place, Sarasota, FL 34232.

Feedback

Need a rider? An FAAer seeks to join a carpool using McArthur Boulevard, NW. Call Ned Preston, x73461.

Flightplan

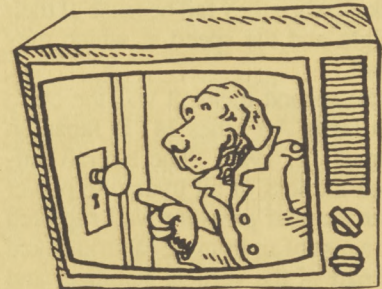
Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance to FAA Headquarters room 908, or call x78521.

Headquarters Intercom

August 22, 1989
No. 89-33

Pat Cariseo
Pat Tomasetti
Associate Editors
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The crime-fighting canine, 'McGruff,' has joined the FAA-aviation industry effort to sniff out airport drug smuggling. See airport crime statistics below.

General Aviation Airport Crime

→ At general aviation airports, aircraft, avionics and the assets of fixed-based operators often are prime targets for criminals who avoid populated, regularly patrolled areas.

→ In 1988, more than 300 aircraft were burglarized and 58 aircraft were stolen, according to the International Aviation Theft Bureau.

→ Between 70% and 90% of aircraft stolen from airport parking ramps last year were used to transport drugs.

→ About half of the illegal drugs brought into the United States arrive by air, according to the U.S. Customs Service.

→ Of the 137,000 general aviation aircraft inspected by Customs between October 1987 and October 1988, only 165 - about one-tenth of 1% - of those planes were found to be involved in illegal narcotics trafficking.

→ Of the more than 46 million general aviation flights last year, more than 99% were not made for purposes of drug trafficking.



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Hazardous Waste. A national FAA Hazardous Waste and Materials Program established in the Office of Environment will begin operations this fall.

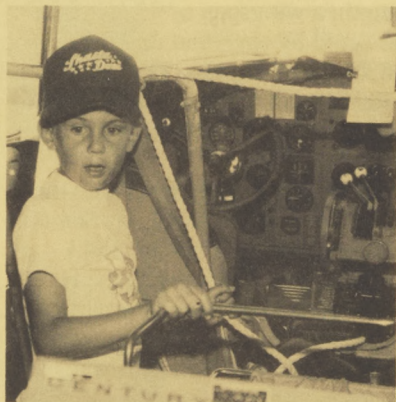
The staff will be responsible for developing agency policies to iden-

Highlights

tify and manage hazardous materials; treat, transport and dispose of hazardous wastes; and clean up abandoned waste sites, spills or other toxic releases.

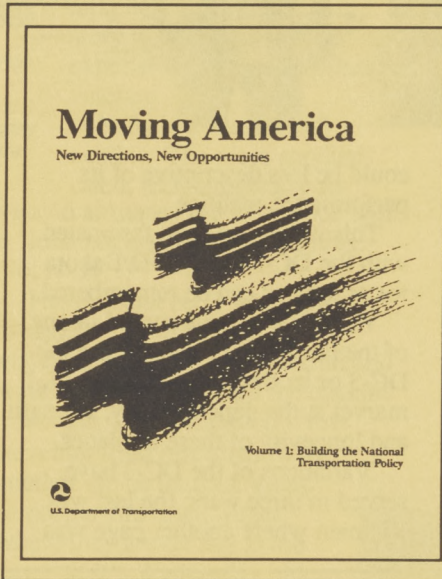
It will also provide technical guidance to FAA employees in the field and procure necessary funding. A line item will be included in the 1990 fiscal year budget for cleanups and other environmental measures.

Even before the new program's kickoff later this year, several waste
turn to Highlights on page 4



Wide-Eyed Spectator

This youngster takes a wide-eyed look at the flightdeck of FAA's DC-3 at a recent airshow. Find out more about the agency's legendary N-34 on pages 2 and 3.



\$800 Billion a Year

The United States spends \$800 billion a year on freight and passenger transportation services, most of it coming from the private sector.

That's just one statistic from a recently issued DOT report, Building the National Transportation Policy.

The first volume of the Moving America series identifies nine areas as major concerns among transportation officials: infrastructure, safety, national security, international trade, growth in demand, equity and access, the environment, dependence on foreign oil and budgetary constraints.

The 47-page overview sets the groundwork for the public input phase of developing a national transportation policy.

Northeast Corridor Report on Air Traffic 156 Recommendations Aim To Improve Safety

A joint government-industry team has submitted 156 recommendations to the FAA for improving air traffic operations in the Northeast Corridor.

The report by the System Safety and Efficiency Review team is the result of a comprehensive, six-month study of aviation activity in the Boston-to-Washington corridor.

Despite high traffic volume, it found that the corridor "operates safely," but "improvements can be made to enhance operations."

The recommendations cover facility staffing and training practices, interfacility working relationships, airspace utilization and procedures, pilot and controller communications, aeronautical charts, traffic management units and retention of the skilled

Airway Facilities workforce.

The review, which began last December, included input from more than 200 FAAers and industry representatives during the course of the evaluation.

Here are some highlights:

➔ Considerable attention was given in the final report to Airway Facilities specialists. Related recommendations included the development of a plan to resolve short-term staffing problems and follow-up action to resolve long-term issues. New training initiatives also were suggested.

➔ On the issue of pilot-controller radio communications, the report notes that poor phraseology, incorrect clearance readbacks and cockpit noise can

turn to Northeast on page 4

A Love Affair with N-34



N-34 mechanic, Ron Curtis, left, discusses engines with a pilot at a recent airshow.

Today, some believe that if something is old, then it is of no further use or value.

We live in a “throw-away” society where everything is disposable. Nothing is permanent, only temporary.

The money we spend on material things seems to have no bearing on its relative value when viewed in terms of age. We read reports that the public is frightened by the “aging fleet” of airlines. Those who

could be less descriptive of its performance realities.

This writer has been fascinated with the DC-3/C-47/R4D/Dakota for as long as can be remembered.

Fortunate to have served in one of the last military units to use the DC-3 or its first cousin, the C-47, I marvel at the dependability, strength and longevity of these airplanes.

Variations of the DC-3 have served in three wars; the last was Vietnam where another page was

Editor's note: FAAer Fred O'Donnell is an ardent fan of the DC-3. His memory of boarding the Army's last C-47 — a first cousin of the DC-3 — for its final flight 13 years ago was rekindled when he stepped aboard FAA's DC-3 at the Redding Airshow in California earlier this year.

Fred, a public affairs specialist at the Western-Pacific Region, reminisces about the plane.

believe that the chronological age of an aircraft determines its airworthiness have never considered the “Gooney Bird.”

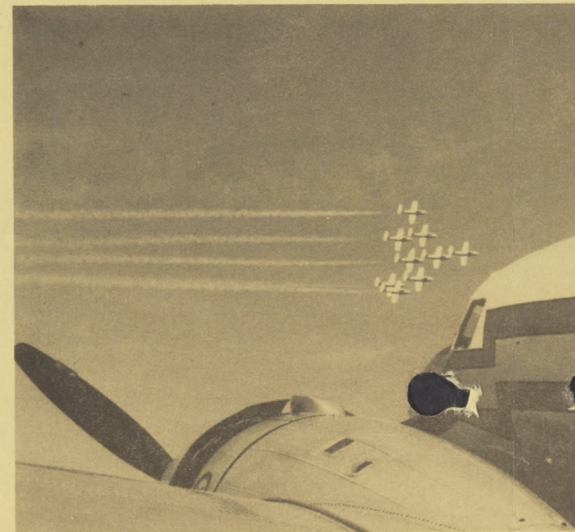
The name Gooney Bird must have been selected by a fighter pilot during World War II. The name aptly describes an ungainly, seemingly awkward bird found in the South Pacific who has a difficult time taking off and landing.

Compared with fighters of the era, the C-47 may have appeared large and awkward (hence the name): but to those who have grown to love the airplane, no nickname

written when the C-47 became the AC-47 or “Puff, the Magic Dragon.” Armed with three 7.62mm mini-guns mounted on the left side behind the wing, Puff became a welcomed and familiar sight around many Special Forces “A” team sites.

In 1976, I was honored to board the Army's last C-47 for its final flight. It was not until the recent Redding Airshow when the N-34 arrived that I was once again to step aboard.

The DC-3 first saw service in 1935 as an airliner. Since that date,



nearly 13,000 were built with more than 700 still flying.

The basic configuration of the aircraft is 64 feet, five inches in length, a wingspan of 95 feet and powered by two Pratt & Whitney R-1830 piston engines. The maximum seating capacity is 36 passengers with a range of 1,510 miles at 194 mph.

N-34 began as an R4D with the U.S. Navy at the Naval Air Station, Clinton, OK, on May 26, 1945.

During its service with the Navy, N-34 underwent several modifications, foreign tours throughout the Middle East and Europe, the usual rigors of military service, and finally, service with the FAA in 1963 as a flight inspection aircraft.

Retired from active service in 1986, N-34 is still fully equipped for



an oxygen mask youngster.

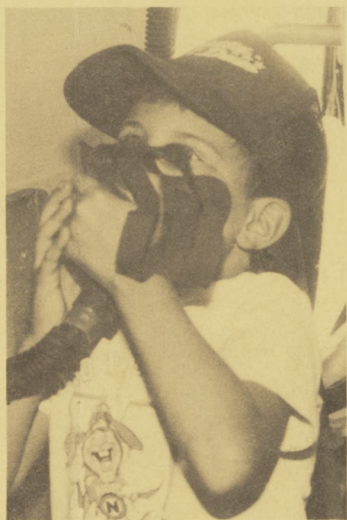
fair 34



The DC-3 first saw service in 1935 as an airliner. Here's a glimpse of what it was like back in its heyday when nearly 13,000 were built.



The beautifully maintained N-34 is a major showpiece at airshows across the country. In this photo, it provides a frame for the "Snowbirds" of the Canadian Air Force.



An oxygen mask board N-34 fascinates youngster.

flight inspections but serves primarily as a public relations asset for recruiting, pilot education and aviation education and is based at the Flight Inspection Field Office (FIFO) in Oklahoma City.

From the moment N-34 touched down at Redding Airport, it proved to be a definite crowd pleaser.

It draws young and old alike who want to relate a story to a loved one about an experience with this ageless veteran.

N-34 is a "hands-on" exhibit. The more sophisticated, technologically advanced airplanes are barricaded with a "look but don't touch" warning. Not N-34.

The fact that N-34 is a "tail-dragger" goes unnoticed by the visitor until entering the aircraft and walking forward toward the cockpit.

People who spend their lives traveling from one airshow to another are an unusual group of people and often forget where they are on any given day. "If it's Wednesday, then we must be in Peoria."

Having said that, the crew of N-34 came off the airplane with a degree of enthusiasm that is infectious. They too, like N-34, are tireless and dependable.

From 7 a.m. until the crowd had left the show site, John Pearsall, manager, Oklahoma City FIFO, and his crew of volunteers answered questions about the engines and the history of N-34, handed out material and represented the agency in a manner that was truly outstanding. When you consider that each is a volunteer and must perform their normal FAA duties, you immediately recognize dedicated professionals.

Pearsall, pilot, Mike Ahern, copilot, Gary Baird, display coordinator, and Ron Curtis, mechanic, genuinely enjoyed meeting each visitor to the display and the aircraft. They never seemed to tire of answering the same question that had just been asked for the hundredth time.

The teamwork displayed throughout the weekend was the epitome of the true "FAA Family" concept. Each crew member pitched in to get the job done.

Like the N-34, its crew is tireless and dependable.



Each year, thousands of people line up to get a close look at the agency's DC-3. The plane began as an R4D with the U.S. Navy on May 26, 1945.



A young aviation buff and his dad finish inspecting FAA's vintage plane.

Highlights *from page 1*

management conferences have been held for FAAers who carry on agency environmental projects and implement federal environmental laws.

Topics covered in the conferences included FAA's underground storage tank program, current hazardous waste regulations and the agency's responsibilities concerning the identification, handling, storage and disposal of hazardous waste.

Presidential Panel. President Bush has ordered the creation of a seven-member panel to review and evaluate aviation security following the bombing last year of a Pan Am passenger plane over Scotland.

DOT Secretary Sam Skinner and FAA Administrator James Busey said they completely support the panel and pledged full cooperation.

The Commission on Aviation Security and Terrorism plans to:

→ Conduct a comprehensive study and appraisal of practices and policy options aimed at preventing terrorist acts involving aviation security.

→ Evaluate the adequacy of existing aviation security procedures, including compliance and enforcement.

→ Consider options for handling terrorists' threats.

→ Make recommendations regarding policies and laws concerning the families of victims of terrorist acts.

The White House said the ongoing, intensive investigations into all as-

pects of the destruction of Pan Am flight 103 will not be affected by the commission's work. The panel will focus on the need for additional measures to improve aviation security.

Northeast *from page 1*

present special problems in busy airspace like the Northeast Corridor. It recommends reactivation of the FAA's "Call to Action" program, which was conducted last year to educate the pilot community on the importance of good communications skills.

→ The report said interfacility working relationships need improvement,

Conference Focuses on Human Factors

Researching ways to cut down on human errors in aviation is the thrust of a two-day conference, Managing Human Error in Flight Operations, on September 18-19 in Herndon, VA.

The conference is co-sponsored by the Aviation Research and Education Foundation and the Society of Automotive Engineers, Inc. Donald Engen, president of the AOPA Air Safety Foundation and former FAA Administrator will chair the interdisciplinary meeting.

The first day will focus on public policy in human error avoidance. September 19's topic is airline and industry human error avoidance.

NTSB member John Lauber will keynote the meeting.

In addition to FAA's chief human factors expert, Clay Foushee, a panel on aviation operations will include Robert L. Helmreich, University of Texas, cockpit resource management training; Robert C. Ginnett, USAF Academy, effective leadership; Thomas R. Chidester, NASA-Ames Research Center, cockpit crew selection; and Capt. James McIntyre, Air Line Pilots Association, professional standards.

Leading a panel on legislation and regulation is Earl L. Wiener, University of Miami, cockpit automation, followed by: Curtis Graeber, NASA-Ames Research Center, flightcrew

noting that some controllers "appear to have limited knowledge of operational concerns at other facilities.... Major facilities in the Northeast Corridor should develop and implement a program that promotes interfacility awareness, communications and cooperation at all levels, it said.

→ Improved standards and guidelines for the training and certification of controllers performing traffic management — flow control — functions also was supported by the report. It said this action would promote better understanding among traffic management specialists of their respective roles and responsibilities.

fatigue; Alfred T. Lee, NASA-Ames Research Center, information transfer; and Phyllis J. Layten, NTSB, accident investigation.

On September 19, the session will open with remarks from co-chair Capt. Mel Volz, former vice president of flight safety and industry affairs for United Airlines.

That day's first panel will examine airline operations with Capt. William A. James, American Airlines, on pilot hiring criteria; Capt. Harry Alger, Delta Airlines, cockpit resource management; Capt. Cliff Lawson, United Airlines, flight training and checking; and Richard Clarke, Continental Commuter Division, commuter training challenges.

A panel highlighting the aviation industry will consist of Gerald Stone, Douglas Aircraft Company, cockpit layout and design; Delmar Fadden, Boeing Aircraft Company, avionics and instrumentation; Jean-Jacques Speyer, Airbus Industrie, workload and automation; and Dr. John Fearnside, MITRE Corporation, human/computer interaction in air traffic control.

To register for the conference at the Herndon Ramada Renaissance, contact Patricia Couhig, SAE, 400 Commonwealth Drive, Warrendale, PA, 15096, (412) 776-4841.

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

Headquarters Intercom

Stopping On-the-Job Sexual Harassment

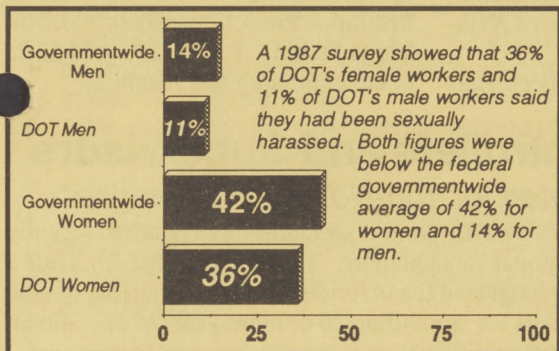
Inappropriate Behavior, Nasty Comments Prohibited

Calling it an "offensive and unlawful form of behavior that cannot be tolerated," DOT Secretary Sam Skinner has urged all FAA and DOT employees to watch out for and eliminate sexual harassment.

In a policy statement, Skinner said the DOT will take appropriate action,

including disciplinary measures when justified, against violators.

According to William T. Hudson, DOT Director of Civil Rights, sexual harassment is any "unwelcome" sexual advance, request for sexual favors or other verbal and physical conduct of a sexual nature.



It is unlawful when:
 → Submission to such conduct is made either explicitly or implicitly a term or condition of employment.

→ Submission to or rejection of such conduct is used as the basis for employment decisions.

→ Such conduct has the
 turn to **Workers** on page 3

More Money. A 3.6% pay raise for most FAAers and other federal workers looks assured as both the House and Senate have okayed funds for the pay boost in a 1990 fiscal spending bill.

The figure is almost twice the 2%

Highlights

originally proposed by the President, but White House budget negotiators agreed to the higher raise when they worked out a fiscal agreement with Congress earlier this year. The raise would go into effect on January 1.

more **Highlights** on page 2



Sioux City's Unsung Heroes

Helping Rescue DC-10 Crash Victims

Their rescue saga didn't show up in splashy headlines, but several FAAers are among the many unsung heroes who helped save scores of people from the fiery crash of United Airlines Flight 232 in Sioux City.

It all happened just before the FAAers were ready to end their workday on the afternoon of July 19.

"We looked out the window and saw the smoke," remembers Richard DeBoer just seconds after the crash landing.

DeBoer and his colleagues sprang into action. Several ran about two blocks to one of the hangars. Then they made a quick U-turn and came back for a government vehicle.

DeBoer, Airway Facilities sector field office manager

turn to **Sioux City** on page 3



New Tower, Ancient Symbol

A new, 99-foot air traffic control tower soars above an ancient, circular Hopi Indian petroglyph at the Scottsdale Municipal Airport. Numerous dignitaries, including former Arizona Senator Barry Goldwater, highlighted the recent dedication ceremonies. Goldwater lauded FAA and controllers for the "demanding and difficult job they do." Turning the event into a classy affair was controller Fred Arthur who worked traffic decked out in a white dinner jacket and bow tie. The sculpture was donated by artist Doug Weigle.

Highlights

Quick Action. A casual walk through the parking lot of the Seattle enroute center became a life-threatening disaster with a happy ending.

Recently, Bob McGranahan, an airway facilities technician, encountered a nest of hornets. Stung on the forehead, he went into allergic shock and respiratory convulsions.

Three FAAers rushed to Bob's aid: Rob Wolfe, Paul Manuel and Dan Flanigan. They began administering cardiopulmonary resuscitation.

Meanwhile Ernie Quinn and Don Monnier called for help, bringing paramedics from a nearby fire department and hospital.

Said one of the paramedics: "Their quick action and skilled CPR assistance were the key to saving his life."

"Hard Work." Administrator James Busey says the FAA is committed to getting microwave landing systems (MLS) on line although he emphasized it will take "hard work to convince non-believers."

Busey made the comments during a recent press coffee with the media.

In response to a question on the future of MLS after FAA's recent termination of the development contract with the Hazeltine Corp., Busey said, "I don't intend to back off. We're still committed ... and will be ready to implement the microwave landing system in international airports in the late 1990s.

"We're going to have a little slowdown ... a slowdown in our acquisition ... but we still intend to go commercial, off-the-shelf ... so we can go with an operational demonstration project.

"I believe the MLS is the precision navigation system of the future. But we're going to have to work hard through the demonstration to convince a lot of the non-believers and also to learn what's necessary to finalize our procurement."

Overall Strategy. "Wayports," a concept of developing large airports away from major urban areas that would

be switching points to other airports, was one of the many topics Administrator James Busey talked about at a recent, informal meeting with news people.

Although Busey labeled wayports a "good idea" that has a place in FAA's "overall strategic plan," he cautioned that it is one of many ways to stretch capacity.

"We've talked about increasing capacity by adding new concrete at existing airports ... we need to look harder at existing concrete that's underutilized. In the overall strategy, the wayport issue probably has a place, but certainly not a priority place by itself," Busey said.

"We need to look at it in conjunction with everything else...."

Elder Statesmen. Two former FAA Administrators have been selected by the National Aeronautic Association to receive its Elder Statesman of Aviation Award for 1989.

Donald D. Engen and Najeeb Hal-

aby will be presented the honor at an Aero Club luncheon in Washington, DC, this fall. They will be joined by five other aviation luminaries who will also receive the award.

Combat Flying. The Smithsonian Press offers historians and aviation buffs *Combat Flying Equipment: U.S. Army Aviators' Personal Equipment, 1917-1945*, a companion volume to C. G. Sweeting's earlier *Combat Flying Clothing: Army Air Forces Clothing During World War II*.

Sweeting's new book examines for the first time the life-support material necessary for a flyer's safety and efficiency. The book focuses on virtually every piece of personal equipment carried and used by individual Army aviators from 1917 through the World War II years.

The 244-page book costs \$50. Mail orders should be sent to: Smithsonian Institution Press, Department 900, Blue Ridge Summit, PA 17214. Add \$2.25 to cover mailing and handling.

Error-Free Controllers and Supervisors 18 FAAers Saluted for Top-Notch Performance

An extraordinary group of air traffic control specialists was honored recently at the FAA's Southwest Regional Headquarters. The FAA and the Air Traffic Control Association jointly recognized the individual accomplishments of nine controllers and nine supervisors for "providing 20 or more years of operational error-free service to the flying public."

For as long as a quarter of a century, they didn't deviate from the agency's stringent, precise standards for controlling aircraft.

An occurrence of less-than-minimum separation constitutes an operational error and calls for an immediate, extensive investigation by the supervisory staff.

To assist in the detection of operational errors, the air traffic control computer is programmed at the enroute centers to give an audible signal to indicate even the most minute violation of the published separation standards.

Receiving congratulatory letters, plaques and citations of merit were:

25 Years

Richard Ard, controller
Leland Busbee, controller
Myron Gates, supervisor
Laurel Gay, controller
James Horn, supervisor
Eldred Kelly, supervisor
Billy J. Metzger, supervisor
Robert Metzger, supervisor
Robert Pate, supervisor
Jim Scott, supervisor
Volney Smith, controller
Bobby Tatom, controller
James Warneke, supervisor
James Williams, supervisor

20 Years

Ben Berry, controller
Harold Faulkner, controller
William Gaunt, controller
Dave Stewart, controller

All award recipients are employees of the Fort Worth Air Route Traffic Control Center.

Mayors and other city officials from the hometowns of the award winners joined in the ceremony.

Second Aging Aircraft Conference

International Meeting in Baltimore October 3-5

The FAA will hold its Second Annual International Conference on Aging Aircraft, October 3-5, at the Marriott Inner Harbor Hotel in Baltimore, MD.

The three-day meeting will focus on government and industry actions to ensure the continued airworthiness of older aircraft since the initial aging aircraft meeting in Washington, DC, June 1-3, 1988.

The opening sessions will include status reports on several aging aircraft initiatives by FAA, NASA and the aviation industry.

Following the reports, the conference will be organized into panel sessions covering such topics as metal fatigue, structural loads, corrosion, non-destructive evaluation, non-destructive inspection and human factors. Each panel session will include ample discussion time to encourage broad participation.

As a result of the June 1988 meeting, FAA undertook a number of new programs to deal with the problems of aging aircraft. These include: formulation of a comprehensive research and development program in the aging aircraft area; acquisition of internal expertise in non-destructive testing and inspection techniques; consideration of the need for new structural inspection programs for older commuter airplanes; and monitoring of major maintenance checks on older airline aircraft by FAA teams.

The first conference also led to the establishment of a government-industry task force to develop modification programs to keep older jets — still in service — flying safely.

The task force already has recommended a program for older Boeing jets, and these recommendations have been incorporated into proposed Airworthiness Directives.

The conference is being conducted for FAA by the Flight Safety Foundation, 2200 Wilson Boulevard, Suite 500, Arlington, VA 22201, (703) 522-8300. The foundation will handle all conference logistics including registration.

Sioux City *from page 1*

in Sioux City, and three other technicians, Sam Gochenour, Randy Youngberg and Tim Norton, were on the scene immediately after the crash.

"When the fire chief reported that he found 70 people on a gravel road, it was Sam, Randy and Tim who kept them there," says DeBoer who stayed in the office as the main telephone contact.

Mike Harrison, another technician, wasn't in the office when the others left but joined in the rescue efforts later.

When the rescue group approached the scene, they saw people coming out of a corn field. "People were walking across our access road and into another corn field," DeBoer relates.

Gochenour called the control tower

and reported that they had found 50 people. "They were calm but dazed and disoriented," is how he described the scene.

"I couldn't believe it when they called and said they had 50 people ... Then later they called back and said there were 70. That plane was destroyed," DeBoer says.

Youngberg stayed with the vehicle and maintained voice contact with the tower and office while Gochenour kept the people calm and together on the road. He would not let them return to the plane. Norton went for first aid kits and found five.

"There were two flight attendants among the group. Norton gave the kits to them, and they were doing some of it," DeBoer says.

Gochenour kept five of the badly injured on the ground until medical help arrived. After about 30 minutes, ambulances arrived for these. The remaining survivors were transported from the scene by buses.

The FAAers stayed with the people for about 40 minutes to an hour, according to DeBoer, but "it was after 6 p.m. by the time they started procedures to check the facilities."

The FAA technicians then walked the field after the buses arrived and viewed the area from atop a nearby antenna tower looking for additional survivors.

Thanks to Kristy Wooley for this report.

Workers *from page 1*

purpose or effect of substantially interfering with work performance or creating an intimidating, hostile or offensive working environment.

The most common forms of sexual harassment are sexual remarks, suggestive looks or deliberate touching. All of the following actions, if unwelcome, constitute sexual harassment:

- Requests for dates or for sexual favors.
- Remarks, sounds or comments that are suggestive or lewd.
- Touching, pinching, grabbing, gesturing or staring.
- Exposure to sexual photos, drawings cartoons or graffiti.

Women aren't the only victims. Several studies of federal workers show that men can be subject to sexual harassment.

A 1987 survey by the U.S. Merit Systems Protection Board showed that 36% of DOT female workers claimed they had experienced some form of on-the-job sexual harassment in the previous two years while 11% of DOT male employees said they were victims of sexual harassment.

The DOT fared better than the governmentwide average of 42% female and 14% male harassment victims.

That's a significant drop for DOT women. Back in 1980, a similar survey showed that 55% of DOT's female

continued on page 4

On-the-Job Sexual Harassment Prohibited *from previous page*

workers said they had been sexually harassed.

Fewer DOT men, 9%, however, said they had been sexually harassed in 1980.

Governmentwide averages for both men and women were virtually identical in both surveys.

Incidence rate for sexual harassment varies by agency. In the 1987 survey, statistics for women ranged from a high of 52% at the State Department to a low of 29% at the Department of Health and Human Services.

For men, the incidence rate varied from a high of 21% at the Veterans Administration, now the Department of Veterans Affairs, to a low of 10% at

NASA and the Commerce Department.

Sexual harassment and other types of discrimination complaints are handled the same way. If FAAers or other DOT workers believe they have been sexually harassed, they should consult an equal employment opportunity counselor within 30 calendar days of the date of the harassment.

See the list of EEO counselors at FAA Headquarters on this page.

Responsibilities and procedures for processing complaints are contained in DOT 1000.8A, "Complaints of Discrimination in Department Employment Practices," and FAA Order 1400.8, "Equal Opportunity in FAA Employment."

Regulations prohibit individuals involved in a discrimination complaint from being subjected to retaliation or reprisal.

Sexual harassment is also a prohibited personnel practice under the Civil Service Reform Act of 1978. It may also be reported to the Special Counsel of the Merit Systems Protection Board and the DOT's Office of the Inspector General.

800 Independence Avenue, SW

Feedback

Have you survived? That's a question being asked by the National Highway Traffic Safety Administration (NHTSA) to kick off this year's safety belt campaign.

NHTSA is looking for "a few good survival stories" from people who have survived an auto accident within the past two years because of wearing a safety belt, using a child restraint or the activation of an air bag.

The best stories are eligible for recognition under the Federal Employee Safety Belt Recognition Program.

Send information on the incidents to Mike Lenz, FAA Employee Relations Division, ALR-200, x73989, no later than October 6. And always remember to buckle up!

Flightplan

NAS conference. The FAA will convene a National Airspace System (NAS) Plan Users Conference on *Monday and Tuesday, September 11-12*, to update U.S. aviation interests on the implementation of the plan and provide a forum for discussing program priorities.

The conference will be held at the Hyatt Regency Hotel, Crystal City, Arlington.

Featured speakers are DOT Secretary Sam Skinner and FAA Administrator James Busey.

The conference agenda was developed in coordination with major airspace user groups representing the airlines, general aviation, airports, aircraft manufacturers, the Defense Department, pilots, and controllers.

For further conference information, or to register, contact FAA NAS Plan Users Conference, 6935 Wisconsin Avenue, NW, Suite 200, Washington, DC 20815, (301) 654-8595.

Bowlers invited. Pro status is not necessary to join the FAA Mixed Bowling League, which begins its season on *Thursday, September 7*, at Fair Lanes Seminary, near I-95 and Seminary Road, Alexandria.

Each Thursday night during the 35-week season, the bowling and the fun start at 6 p.m.

Scheduled post-season highlights include a June banquet and an Atlantic City tournament in July.

Jerry Ard, x78381, or Ann Bowers, x79714, can give you additional information about the league.

Headquarters Counselors

Reporting sexual harassment or on-the-job discrimination is easy at FAA Headquarters with 11 equal employment opportunity counselors trained to help.

Here are the counselors and their phone numbers:

Pat Haynes, AMS-340
x79994
Vanessa Dixon, AHT-1
x67503
Lillian Payne, AMC-200
x73063
Suzanne Holloway, APA-10
x73458
Donald Kimball, AAT-15
x79218
Annette Eldridge, AHR-150
x77189
Carole Meredith, ACP-1
x78789
Marion Isaac, AAA-300
x78141
Madonna Bess, AHR-150
x73892
Jean Richardson, ATO-120
x79418
Rosalie Green, APS-340
x78714

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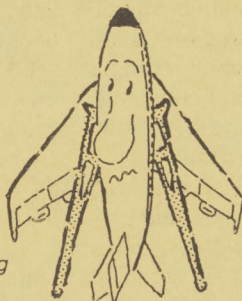
Headquarters Intercom

Round Two

The FAA will hold its Second Annual International Conference on Aging Aircraft, October 3-5, in Baltimore.

The three-day meeting will focus on government and industry actions to ensure the continued airworthiness of older aircraft since the initial aging aircraft meeting last year.

The conference will be held at the Marriott Inner Harbor Hotel and is being conducted for FAA by the Flight Safety Foundation.



Tops in Civil Aviation Security San Francisco Office Wins Award

The San Francisco Civil Aviation Security Field Office is tops in security.

Based on its active participation in external programs and completing all regional assignments on time and with "outstanding" results, the group has been named FAA's National CASFO of the Year for 1988.

"Everyone of these employees can be justly proud of this achievement," says Ray Salazar, Director of Civil Aviation Security. "The selection represents a significant achievement of all the employees assigned there."

The 14 employees at the CASFO, located in Burlingame, CA, provided security support for the 1988 Olympics in Seoul, Korea.

After more than a year of planning and security exercises, *turn to National on page 5*

Garage Repairs. Watch out for flying dust in FAA's underground garages. Find out more on page 6.

Safety Fact. Over the last decade, nearly six times as many people on average were killed in motor vehicle-related

Highlights

accidents during the Labor Day weekend as were killed in an entire year in scheduled airline service.

\$5,000 Awards. Under a program sponsored by FAA and administered by the Transportation Research Board, a unit of the National Research Council, awards of \$5,000 for *turn to Highlights on page 2*

Fatter Paychecks on the Way 2,000 FAAers to Get Pay Grade Boost

About 2,000 FAAers will jump to a higher pay grade this fall. The Office of the Secretary approved an FAA recommendation to reclassify full-performance level Automated Flight Service Station (AFSS) specialists from GS-11 to GS-12 and boost their supervisors by an additional grade.

It's effective October 8 and involves upgrading about 2,000 specialists and supervisors nationwide.

When added up, the higher pay totals about \$6 million a year.

A team from FAA's Office of Personnel, Air Traffic Service, the Office of the Secretary and the National Association of Air Traffic Specialists recommended the upgrade after taking an in-depth look at the jobs at automated flight service stations.

On site visits to several AFSS facilities around the country assessed the old versus the new way of doing business.

turn to Pay on page 3



Green Light for Denver

A new airport for Denver moved a step closer to reality when FAA recently gave final approval to an environmental impact statement for the program. Inking the statement is Robert Donahue, former Associate Administrator for Airports.

FAAers at the signing ceremony included, left to right, Peter Challan, Headquarters Denver airport integrator; Bud Perrett and Lynne Pickard, Community and Environmental Needs Division; and Daphne Fuller, Airports Environmental Branch, Chief Counsel's Office.

The new airport is scheduled to open in 1993 on 53 square miles of farmland 25 miles northeast of downtown Denver. It is expected to cost \$1.7 billion for 94 gates and five runways.

Highlights *from page 1*

developing aviation research papers will be made to as many as five graduate students.

This is the fourth year of a program which aims to attract gifted students to aviation policy and management positions in government service.

Program brochures and application forms have been sent to graduate schools throughout the country.

Completed applications must be received by November 3 at the Transportation Research Board. For brochures, applications and more information write or call:

*Graduate Research Award Program
Air Transport Section (GR 326H)
Transportation Research Board
2101 Constitution Avenue, NW
Washington, DC 20418
(202) 334-3206*

Penalty Paid. FAA has received \$180,000 from the McDonnell-Douglas Corp. as full settlement in a civil enforcement action against the company for failure to maintain its approved quality control program for its MD-80 (DC-9-80) series airplanes.

In February, the agency cited the firm for allegedly violating regulations by failing to incorporate a mandatory design change during the manufacture of 171 MD-80 fuselages.

Another Fine Paid. Northwest Airlines has paid a \$650,000 civil penalty for alleged violations of FAA regulations in its operation and maintenance practices.

The original amount sought by the agency was \$801,000. The final figure was accepted as a compromise based on information provided by the airline.

The Northwest discrepancies were discovered during an in-depth inspection of the airline in 1988. They included flight and duty time practices, inspections not accomplished on time, and various maintenance shortcomings.

Penalty Proposed. In still another action, FAA has proposed a \$240,000 civil penalty against Textile Treatments International of Austin, TX, for improperly shipping hazardous materials

that resulted in a fire in the cargo hold of an airliner.

The civil penalty is the largest proposed by the agency for alleged violations of hazardous material regulations.

FAA said the company violated federal rules governing both the labeling and packaging of hazardous chemicals used for "stone washing" clothing materials. Included was five gallons of a hydrogen peroxide solution which is banned from both passenger and cargo-only flights.

FAA said a TTI executive offered the materials for transportation aboard an American Airlines passenger flight from Austin to Dallas on February 2, 1988, and then to Nashville the following day on another American flight.

When the aircraft was approaching Nashville at 5,000 feet, FAA said passengers and flight attendants began smelling fumes in the cabin area and noticed that the floor was hot.

Once the airplane was on the ground, the captain ordered an emergency evacuation. The incident resulted in injury to several passengers and flight crewmembers.

Firefighters arriving on the scene found smoke coming from the middle baggage compartment and extinguished a fire. Damage to the aircraft was estimated at \$228,823 and lost use of the aircraft amounted to another \$262,177. The aircraft was out of service for 19 days.

Security Update. FAA issued a final rule on August 30 requiring U.S. airlines to use automated explosives

detection systems to screen checked luggage at international airports in the United States and abroad.

The equipment will be installed initially at approximately 40 of the busiest international airports served by U.S. carriers.

The rule does not specify a particular technology but says that the Thermal Neutron Analysis (TNA) device has been "shown to have the highest degree of explosives detection currently possible for detecting known civilian and military explosives, manufactured here and abroad."

FAA has ordered six TNA units which will be used in an operational evaluation and test program.

The first was installed in August in the TWA terminal area at Kennedy International Airport.

Airports under consideration for the remaining units are Miami and San Francisco and one other domestic location.

Units also are to be delivered to London's Gatwick Airport and Germany's Frankfurt Airport.

Any system used by airlines would have to be approved by the FAA Administrator, according to the rule, and meet the following criteria:

- ➔ It must be automated.
- ➔ It must detect defined quantities and configurations of FAA-defined explosives.
- ➔ It must be safe for operators and baggage.

High Flying Ash. When volcanos blow their stacks, commercial air traffic is threatened because the ash plumes and clouds that spew into the air can cause engine damage to planes, as well as engine flame outs.

A joint effort between the FAA and the National Oceanic and Atmospheric Administration (NOAA) now allows, pilots to receive ash warnings through the NOTAM system.

With its weather satellite system, NOAA locates ash clouds and advises the FAA of their location and altitude.

Last year, according to the Office of Environment (AEE), sightings of

turn to Highlights on page 4

Headquarters Intercom

September 12, 1989
No. 89-36

Pat Cariseo
Pat Tomasetti
Associate Editors
Lennie Maginnis, Art Director

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Agency's Top Boss Sends 'Clear Signal'

Won't Trim Funds for Training, Busey Pledges

The FAA's top boss, saying the days of cutting the agency's training budgets are over, paid tribute to the Center for Management Development recently after touring the facility and formally presenting accreditation papers.

James Busey, who took over the agency's helm this summer, spoke to 200 students and faculty members at the Palm Coast, FL, facility and sent a "clear signal" that training is one of his primary objectives.

"The days of cutting the training budget are going to be over on my watch," he said.

"We are not going to take cuts in training or travel dollars. While here, you managers are sharpening your skills to go out and do your job. We will find other places to take cuts and work to fix

the dollar shortage in training," he said.

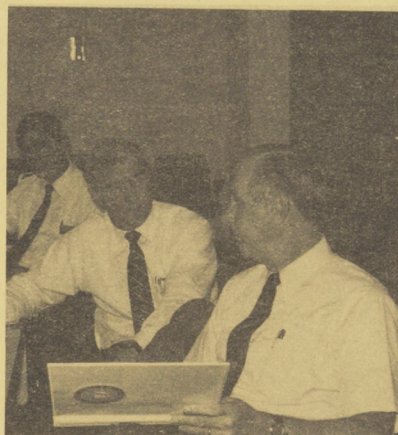
Busey became the first FAA Administrator to visit CMD since it was moved from Lawton, OK, in 1987.

'The days of cutting the training budget are going to be over on my watch.'

Administrator James Busey

During the "all hands" meeting, Busey also touched on several other topics:

Safety. "My primary objective is to keep us number one and growing. We must stay ahead of the competition and



Administrator James Busey talks with Aeronautical Center Director Mac McClure at the Center for Management Development in Palm Coast.

provide the safest, most efficient air service in the world."

Recruiting. "We must do a better job of recruiting" and work on a partnership with universities and colleges for our future people, which is a "sound investment."

Child care centers. Busey said care for youngsters of FAAers is a major concern and commitment.

Procurement. The agency chief called for continued procurement modernization to get rid of slippages and cost overruns.

Outreach. Busey said the FAA doesn't always do a very good job of listening and cited rulemaking as an example. "We solicit comments and then don't pay attention. We've got to change that. It is important to hear from both the inside and outside of our team."

Thanks to John Clabes of the Aeronautical Center for this report.

Pay Boost *from page 1*

The group concluded that there had been major changes at the newly consolidated and automated facilities. The changes, the group said, required sharper knowledge, skills and abilities and warranted an additional pay grade.

Wednesday Deadline. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

An FAA First: CMD Earns Accreditation

Now It's Easier to Get College Credit for Courses

The Commission on Occupational Education Institutions of the Southern Association of Colleges and Schools has accredited the Center for Management Development (CMD), a first for an FAA school.

CMD Manager J. William Newman said the recognition indicates the exceptionally fine quality of the institution, which trains FAA managers and supervisors nationwide.

Dr. Jim Boone, who spearheaded CMD's accreditation effort, notes that although colleges and universities make individual decisions on giving college credit for courses taken at another institution, it's easier to get credit when courses were taken at an accredited school.

Founded in 1895, the Southern Association is a voluntary, non-governmental agency composed of more than 11,000 colleges and universities, occupational institutions and secondary and elementary schools.

It is one of six regional accrediting associations in the United States and encompasses 11 southern states from

Virginia through Texas.

The Southern Association defines accreditation as "the recognition accorded to an institution which meets the association's standards, policies and procedures."

It is based on an evaluation to determine if the institution meets its standard of quality and the needs of students, the community and employers.

The evaluation process includes a self-study by the school, which the CMD began in August 1988.

It also includes a review by a visiting team of professional educators representing the association's member occupational institutions from throughout the South. The visiting team, chaired by Dr. James Conely, reviewed the CMD in May 1989.

Moving its school to Palm Coast, FL, from Lawton, OK, in 1987, the FAA had its new facilities designed and built by Embry Riddle Aeronautical University of Daytona Beach.

University Research Corporation of Chevy Chase, MD, provides faculty for the CMD.

Highlights *from page 2*

volcanic ash prompted the closing two air routes to Japan for two days.

In 1982 two 747s experienced engine damage and flame outs caused by volcanic ash. One plane lost three engines, the other all four.

FAA also cooperates with the Smithsonian's Scientific Events Alert Network in gathering information about volcanos and the International Civil Aviation Organization to provide information to all pilots.

Report Fraud. In its campaign against wasteful and illegal practices in the DOT, Inspector General John W. Melchner is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

"It is our responsibility and duty to prevent public funds from being squandered or stolen," Melchner says.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is confidential.

To reach the Inspector General's Hotline call the following numbers:

Toll Free
1-800-424-9071
Washington, DC
(202) 366-1461

Information can also be sent to the following address:

Office of Inspector General
U.S. Department of Transportation
PO Box 23178
Washington, D.C. 20026-0178

Grand Canyon Update. The National Transportation Safety Board has reversed itself and ruled that there is no evidence that FAA and the National Park Service failed to consider safety implications in the selection of routes by Grand Canyon air tour operators that led to a midair collision over the canyon in 1986, killing 25 people.

The board conceded, after a petition from the Park Service prompted the review of the collision, that FAA and the Park Service had worked together to suggest route changes to operators.

General Aviation 'Listening Sessions'

FAA Hearing from Pilots at Nationwide Meetings

Several "listening sessions" have been held and more are planned in FAA's review of general aviation - private and business flying - enforcement policies.

First announced by FAA Administrator James Busey and DOT Secretary Sam Skinner at the Experimental Aircraft Association Fly-In in Oshkosh, WI, the "System Safety and Efficiency Review" is headed by Associate Administrator for Aviation Safety Keith Potts.

Sessions were already held in Long Beach and Van Nuys, CA, and Parkridge, NJ, near New York City, in late August and early September.

Also scheduled for September is a session on the 26th in Kansas City, MO, and on the 27th and 28th in the Chicago area.

Listening sessions for October will be at the National Business Aircraft Association convention on the 5th in Atlanta, GA, and at the Aircraft Owners & Pilots Association conference on the 20th in Orlando, FL.

Potts' office is conducting the sessions, and Bill Hill is the program manager.

These meetings are only one phase of the review, which aims to determine the effectiveness of the FAA's compliance and enforcement efforts. The review was Busey's first major policy initiative since taking over as FAA chief. Some general aviation pilots have charged that the agency puts too much emphasis on enforcement without working hard enough on the promotion of voluntary compliance with its rules and regulations.



The initial report cited failure of the FAA to exercise its oversight responsibility with flight operations in the Grand Canyon airspace and the actions of the Park Service to influence selection of routes by Grand Canyon scenic air tour operators as contributing factors in the

accident.

The original report said the accident's probable cause was the unexplained failure of the flightcrews of a de Havilland DHC-6 Twin Otter and a Helitech Bell 206B Jet Ranger to "see and avoid" each other.

Easing Eye Strain

Tips for Computer Users

It's not unusual for FAAers to spend hours in front of computer monitors. Here is some advice to keep you and monitors on friendly - and healthy - terms.

Computers have changed the rules of "turn the light on when you read, or you'll ruin your eyes." Computer monitors produce their own light, and readability requires contrast. Also, that means that the darker you keep the screen, the better. Dim the overhead lights or close the window blinds. Use a desk lamp to illuminate your work area.

Working in this type of environment is easier on your eyes, because it will reduce the different levels of light to

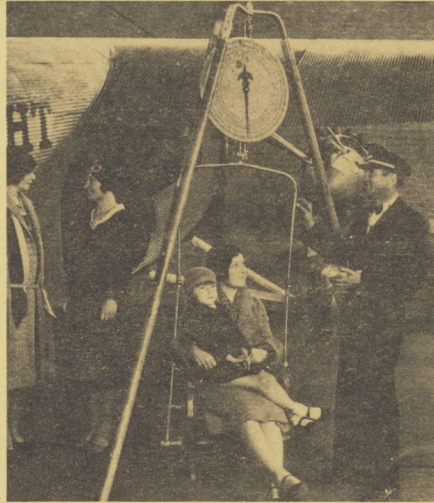


which your pupils must adjust. And the less work your eyes have to do, the better they will feel. If you have a color monitor, try changing the screen color to the one that is the easiest for you to view.

Positioning the monitor correctly and comfortably helps tremendously. It's best to have your monitor on an adjustable swivelbase if possible. Keep the screen away from windows to reduce glare, and don't face the window either. Try to stay out of corners. Although lighting a corner location may be easier, your eyes need something more exciting to look at when you give them a rest.

It's important for your eyes to "stretch their legs," so to speak. Periodically, look away from the screen at distant objects or for that matter, really stretch your legs. Stand up and step away for a few minutes.

Also be sure to have regular eye



Those Were the Days

Here's a glimpse into the past of commercial aviation in the United States.

This scene from the late 1920s, shows a mother and her youngster being weighed before boarding a Maddux Transcontinental Air Transport aircraft.

The photo is courtesy of the American Hall of Aviation History, Northrop University, California.

National Security Winner *from page 1*

five special agents monitored Seoul's Kimp'o Airport for 130 days throughout the games.

For 56 days three special agents monitored security at other high risk airports and supported three federal air marshal missions operating in the area.

On its own initiative, the CASFO assisted San Francisco International Airport in developing a state-of-the-art computerized identification system for more than 30,000 employees.

The airport also had the first approved contingency plan for various security threat levels. The plan is now used as a model for training security personnel at the Transportation Safety Institute (TSI).

The San Francisco field office also provided two associate instructors to TSI.

Eighty-one days were dedicated to special agent activities on the Civil Aviation Security National Airport Inspection Program and the Flight Standards National Aviation Safety Inspection Program.

Hijacking exercises were conducted at four domestic airports during the year.

The office has a far-flung geographic area of responsibility including northern California, Nevada, Guam, Northern Marianas, Japan, Korea, Republic of China, Palau, Nauru, Republic of the Marshall Islands, and the Federated States of Micronesia.

exams, and let your doctor know the amount of time you work with a monitor each day. Measure the distance between you and your screen and you and your work area. You may need "computer glasses."

Remember, good posture will help ease back strain. Keep your feet on the floor, and sit back in your chair. Exercise at your desk if you can.

Some simple exercises to do while sitting include:

→ Slowly straightening your legs out in front of you. Hold, release, repeat.

→ Pull your stomach in so it feels like it's touching your back. Hold, release, repeat.

Again, if you can, get up and stretch or walk around for a few minutes.

Other suggestions for those who are sedentary most of the day, or even if you're not, take the stairs or park near the last spot in the parking lot and walk. That is the best way to really get going at the start of the day.

These health tips are based on an article printed in the Technical Center's Computer Services User Group newsletter.

People

Tennis champs. The FAA tennis team captured first place in the West Division of the DOT tennis league with a league-best record of 12-3.

On Monday, August 28, the FAAers met defending champion and East Division winner, U.S. Coast Guard, for an overall league championship.

Although two of the three matches went to grueling third sets, the Coast Guard prevailed for the victory.

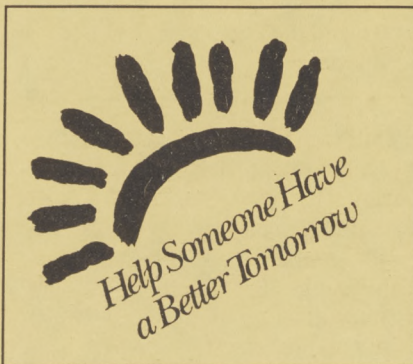
Congratulations on a successful season to FAA team members *Dick Bair*, ASF; *Jim Brown*, ATO; *Fred Gilmore*, ALG; *Bob Knosalla*, ASE; *Bill Pollard*, AAT; *Bruce Putnam*, APM-retired; *Frank Spaulding*, AND; and *Nancy Watson*, ATO, team captain.

Flightplan

Help someone. This year's Combined Federal Campaign is ready to get into full swing with a DOT-wide kickoff scheduled for *Thursday, September 28* from 11 a.m. to 1 p.m. in the plaza of the Nassif Building.

The event offers an opportunity to talk to representatives of participating charities plus lots of entertainment — everything from the U.S. Coast Guard Band and Drill Team and clowns to the "The Bird" of the Baltimore Orioles.

This year's theme is "Help someone have a better tomorrow."



Theme of the 1990 CFC.

TQM experiences. Several leading government and industry representatives will provide their interpretations of the Total Quality Management pro-

Repairs on Tap for Parking Garages

Tighter Squeeze for Underground Spaces

The General Services Administration is kicking off a major project this month at FAA Headquarters to repair damaged concrete in the underground parking garages.

GSA is expected to take eight months to repair damaged concrete on the floor of the A parking level and the ceiling of the B level.

During the work, FAAers will lose at least 20 parking places in the already crammed garages.

The Office of the Secretary has asked FAA to minimize the need for temporary parking during the repair work.

Although the repairs will be messy — including sandblasting — the GSA contract requires special barriers to protect cars from adhesives and flying dust and dirt.

To cut down on hassles during the work, here are some tips:

→ Pay strict attention to all posted signs. Workers will move from area to area to make repairs.

→ Additional temporary parking passes will be restricted.

→ At the request of the office of the Secretary, FAA has been asked to reexamine and revalidate temporary parking passes and reduce their number. *All parking passes will be validated in the near future.*

→ FAAers visiting headquarters from the field and who rent vehicles are urged to find commercial parking space and not park in the FAA garages.

→ FAAers who are going on extended travel and must leave their vehicles should park in the southeast corners of the two garage levels and leave their keys.

The project is being coordinated by Steve Brandon, ALG-520, which is part of the new Building Management Division, ALG-500.

The division is responsible for headquarters building management, building services, space management and building modernization.

ess and their experiences to ALG employees.

The hour-and-a-half presentation is set for *Wednesday, November 15* in the FAA auditorium.

Other Headquarters FAAers are invited. Specific times and speakers will be announced in the near future.

If you need more information, please call Bill Cotliar, x78912.

Feedback

Have you survived? That's a question being asked by the National Highway Traffic Safety Administration (NHTSA) to kick off this year's safety belt campaign.

NHTSA is looking for "a few good survival stories" from people who have survived an auto accident within the past two years because of wearing a

safety belt, using a child restraint or the activation of an air bag.

The best stories will be eligible for recognition under the Federal Employee Safety Belt Recognition Program.

Send information on the incidents to Mike Lenz, FAA Employee Relations Division, ALR-200, x73989, no later than *Friday, October 6*. And always remember to buckle up!

Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance to FAA Headquarters room 908, or call x78521.

Wednesday deadline. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Controllers Cleared in Crash 'Tremendous Ordeal,' Busey Says

A federal district judge has cleared air traffic controllers and the National Weather Service of responsibility in the 1985 fatal crash of a Delta Air Lines jet in Dallas.

In a September 1 ruling, which Delta plans to appeal, the court said the flightcrew had the same weather information as controllers and was aware of additional conditions including windshear and lightning.

U.S. District Court Judge David O. Belew, Jr., said any failure of the Weather Service and controllers to tell the flightcrew of weather conditions was "inconsequential" to the crash because there was "no evidence that the crew would have acted differently."

The court pinned the blame on the pilot, who Belew said, had discovered the weather conditions himself, "appreciated the danger and decided to fly ahead into it."

turn to Dallas on page 3

Focusing on HQ Building Woes New Team Aims for Improvements

Pledging to make the FAA Headquarters a better place to work, a new division has cranked up to pull together all building maintenance, operations and space responsibilities.

Called the Building Management Division, ALG-500, the organization aims to become FAAers' advocate in dealing with the building's owners, the General Services Administration (GSA).

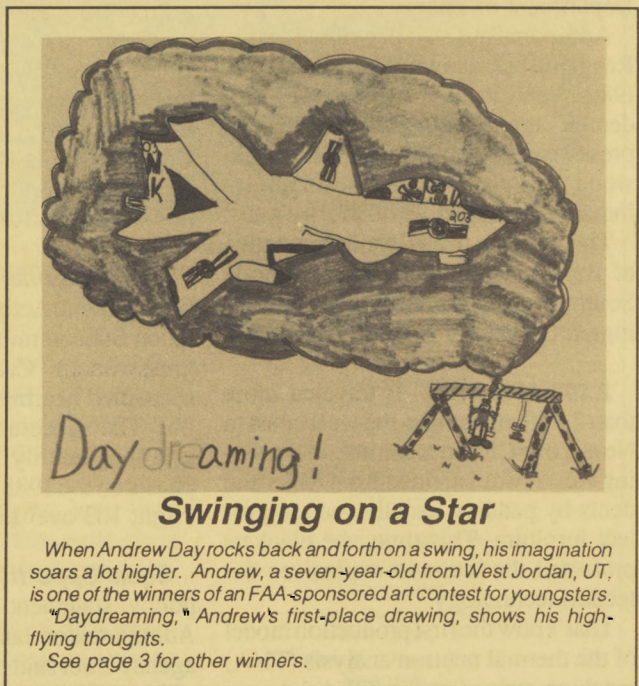
This is the first time since 1967 that the FAA will deal directly with GSA without going through the Office of the Secretary.

This streamlined approach, division head Brad Bradshaw believes, will help speed building improvements.

"Things are going to get better," he says.

The new organization is comprised of two branches and includes several building maintenance people who are

turn to Building on page 4



Swinging on a Star

When Andrew Day rocks back and forth on a swing, his imagination soars a lot higher. Andrew, a seven-year-old from West Jordan, UT, is one of the winners of an FAA-sponsored art contest for youngsters.

"Daydreaming," Andrew's first-place drawing, shows his high-flying thoughts.

See page 3 for other winners.

Public Affairs Chief. Hugh L. O'Neill, a veteran Washington communicator who has worked on Capitol Hill and the White House staff, is FAA's new Assistant Administrator for Public Affairs.

In announcing the appointment, Administrator James Busey said O'Neill's "broad range of experience in the public affairs and public information field will be a very definite asset in our efforts to keep the public fully informed about FAA programs to enhance air safety and system capacity."

Highlights

For the past 18 months, O'Neill served as director of communications for the Governor of Florida.

From 1987 to 1988, prior to taking
turn to Highlights on page 2



A consolidated team, the Building Management Division, is set to tackle Headquarters problems.

Highlights *from page 1*

the Florida post, O'Neill served as Assistant Administrator for Public Communications at the Small Business Administration. His other government posts included Director of Public Affairs for the Peace Corps, 1984-86, and staff assistant to the President, 1981-83.

He also served as a consultant to the Office of Management and Budget and Department of Energy.

Additionally, O'Neill worked for the Reagan/Bush campaign committee in 1980-81 and in John Connally's presidential campaign in 1979-80. He was press secretary to Senator Bob Packwood in 1978-79 and a consultant for industry groups in 1977-79.

The 49-year-old O'Neill is a native of Boston, MA, and attended Florida Southern College and George Washington University in Washington, DC.

2,200 Mile Trek. It traveled more than 2,200 miles from the west coast to New York City in a commercial moving van. It was shielded from nicks and dents by padding usually used to protect furniture. This time, the blankets protected the latest in explosives detection technology.

That's how the first production model of the thermal neutron analysis (TNA) machine arrived at the TWA international terminal at JFK Airport in mid-August. During the first few weeks, the machine was fine-tuned and calibrated.

Look for a detailed story in the October *FAA World*.

Quality Examiner. William Cotliar, currently manager of FAA's Quality Assurance Branch in the Industrial Division at Headquarters Logistics Service, has been appointed by the director of the National Institute of Standards and Technology to the 1989 Board of Examiners of the Malcolm Baldrige National Quality Award.

The award is offered annually to American companies that demonstrate the highest levels of total quality management.

In his role as an examiner, Cotliar is

responsible for reviewing and evaluating applications submitted for the award. The board is comprised of 130 leading quality experts selected from industry, professional and trade organizations and universities.

New Tower. A \$10.3 million contract has been awarded to build a new air traffic control tower at the Detroit Metro Airport. The work consists of constructing a 207-foot control tower; a 20,000-square-foot, two-story base building; and a 2,600-square-foot, single-story power building. The contract was awarded to DeMaria Building Company, Inc., of Novi, MI. Construction is expected to be completed in November 1990, with commissioning set for April 1991.

Congressional Hearing. The House Government Activities and Transportation Subcommittee, chaired by Congresswoman Cardiss Collins, has scheduled hearings for September 25-26. The subcommittee will focus on aviation security with particular emphasis on the 1988 bombing of Pan Am Flight 103 over Lockerbie, Scotland.

Equal Opportunity. In a civil rights policy statement to all FAAers by Administrator James Busey, the new agency chief said he supports a "strong affirmative action program to ensure that all persons have the opportunity to compete on a fair and equal basis for employment and advancement."

Busey added, "We must aggressively recruit and select individuals to carry

out FAA's mission regardless of race or gender.

"We also must be held accountable for prompt and appropriate action to resolve charges of or the appearance of unlawful discrimination, whether filed by employees, by applicants for employment or by participants in contracts or grants administered by FAA.

"I ask, and expect, each of you to join me in a firm commitment to uphold the concepts of equality in our effort to provide maximum opportunities for all employees and achieve the benefits of full utilization of our human resources."

Safety Fact. During the 1980s, the ratio of aircraft departures in scheduled airline service to fatal accidents was 2,000,000 to 1.

RE&D Conference. FAA's Research, Engineering and Development (RE&D) program is the focus of a two-day conference September 27-28 at the Hyatt Regency Crystal City, Arlington, VA.

The annual meeting will preview the agency's current RE&D plans and give the aviation community an opportunity to submit comments and recommendations that will be considered in defining the final program.

Executive Director for System Development Joseph Del Balzo said the conference will emphasize the continued development of an RE&D program to "meet the demands of the 21st century in the areas of safety, security, capacity and efficiency." To help achieve this objective, he noted, "we have included a panel on future systems definition in this year's conference."

The meetings kick off at 9 a.m. on both days. For information on registration, contact the conference coordinator, DTS-930, Transportation Systems Center, Kendall Square, Cambridge, MA 02142. The telephone number is (617) 494-2307.

Wednesday Deadline. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

Headquarters Intercom

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Dallas from page 1

Administrator James Busey praised the decision saying, "we are gratified by the court's decision."

"The trial, which ran for more than a year, was a tremendous ordeal for the FAA controllers involved and the families of the victims of the tragedy," he said.

"We are extremely pleased that the court has cleared the FAA and the controllers of all responsibility for this tragic accident."

The L-1011, flying from Fort Lauderdale to Dallas, crashed while trying to land at Dallas-Fort Worth International on August 2, 1985, when it was caught in a sudden downburst - or windshear - in a thunderstorm.

The accident killed 137 people, including the flightcrew; 27 of those onboard survived.

Aviation Book Series

FAA Volumes on List

The Smithsonian Institution Press, in collaboration with the National Air and Space Museum, has launched a new publications venture, the Smithsonian History of Aviation Series.

In addition to publishing new titles, the series will reissue old titles as part of its Classics in Aviation History subseries.

The first offering is FAA historian Nick Komons' *Bonfires to Beacons: Federal Civil Aviation Policy Under the Air Commerce Act, 1926-1938*, volume one in FAA's narrative history series, which was first issued nearly a dozen years ago. The new paperback edition of *Bonfires* is on sale in the Smithsonian and other bookstores.

Other FAA historical works that are still in print and for sale by the U.S. Government Printing Office are:

→ John R. M. Wilson, *Turbulence Aloft: The Civil Aeronautics Administration Amid Wars and Rumors of Wars, 1938-1953*.

→ Stuart I. Rochester, *Takeoff at Mid-Century: Federal Civil Aviation Policy in the Eisenhower Years, 1953-1961*.

→ Richard J. Kent, Jr., *Safe, Sepa-*



James Venable's aviation vision, "Exploring the Unknown," is one of the award winning entries in the FAA-sponsored art competition.

Youngsters Win Art Contest Awards

Ten youngsters from across the country were awarded certificates from the FAA for taking top places in an agency-sponsored art competition.

The contest's theme was "My Dream To Fly." Awards were given in three categories for young artists, ages 5 through 16.

The annual event is also sponsored by the National Aeronautic Association in cooperation with the Federal Aeronautique Internationale.

Two of the U.S. winners also won slots in the international contest, which was recently judged in Paris.

Here are the winners:

First Place

Andrew Day, Age 7
West Jordan, UT

rated, and Soaring: A History of Federal Civil Aviation Policy, 1961-1972.

→ Edmund Preston, *Troubled Passage: The Federal Aviation Administration During the Nixon-Ford Term, 1973-1977*.

→ Nick A. Komons, *The Cutting Air Crash: A Case Study in Early Federal Aviation Policy*.

→ Nick A. Komons, *The Third Man: A History of the Airline Crew Complement Controversy, 1947-1981*.

APA-110 also has extra copies of these books for use by FAA employees in conjunction with their work.

The FAA history staff is currently working on a revision and update of *The FAA Fact Book, A Chronology*.

Tiffany Brullag, Age 9

Buckingham, IL

Carl Owens, Age 16

League City, TX

Carl also took second place in an international art competition winning a silver medal.

Second Place

John Knight, Age 8

Murfreesboro, TN

Dustin Bachelder, Age 9

Beaverton, OR

Jung Kyu Yang, Age 16

Riverdale, GA

Jung also took third place in an international art contest winning a bronze medal. Entries came from 10 countries.

Third Place

Diana Switaj, Age 7

Eugene, OR

Marianna Roppolo, Age 10

Metairie, LA

Hilary Cangelosi, Age 13

Houma, LA

James Venable, Age 14

Hapeville, GA

Flightplan

Learn to fly. The FAA Flying Club is conducting a private pilot ground school *Tuesday* and *Thursday* evenings, *September 26 through November 16*, from 6:30 to 9:30 p.m. at FAA Headquarters.

For more information, call Patti Barnhart, 591-9110 (day), 273-5486 (evening), or Brian James, 775-3637 (day), 292-2825 (evening).

Funny tales. Here's a chance to listen to some funny tales. The FAA Toastmasters Club is sponsoring a humorous speech contest on *Tuesday, October 3*, at 12 noon in room 9A&B at Headquarters.

Although the contest lasts only an hour, the stories are expected to linger a lot longer. Everyone's invited. Contact Bill O'Brien for further details, x66382.

30th birthday. The FAA Toastmasters Club #2996-36 has been recognized by Toastmasters International President Tom B. Richardson for standing the test of time.

Said club president Jim Barrett, "This club has a very active and friendly membership which accounts for the longevity of the organization over the 30-year period."

Hispanic heritage. The DOT and FAA celebrate National Hispanic Heritage Month, *September 15 through October 15*, to mark the contributions made by Hispanics to the nation.

An opening ceremony is set for *Tuesday, September 19*, beginning at 10 a.m. in room 2230 of the Nassif building. Speakers include Secretary Skinner and Alicia Casanova, Director of OST's Office of Small and Disadvantaged Business Utilization, S-40.

DOT Hispanic employment program managers are currently planning several events for the celebration. Watch for announcements of them.

The theme for this year's observance is: "Five Hundred Years of Hispanic Heritage, 1492-1992 ... The Continuing Adventure."

Coalition meeting. The National Black Coalition of Federal Aviation

Building Team Cranks Up continued from page 1

transferring from the Office of the Secretary to FAA, the building modernization program and the former ALG-235.

It is comprised of two branches.

The Space Management Branch, ALG-510, with Phyllis Vallario as its manager, is in charge of office space requirements and the building modernization program.

The Facility Management Branch, ALG-520, is headed by Steve Brandon and is in charge of the building's physical management and all supporting services - everything from elevators and air conditioning to parking passes.

In addition to keeping the building running, the division also has several objectives. They are to:

- Provide feedback so FAAers know what's going on in the building.
- Improve the work environment.
- Involve FAAers directly in decisions about the building.

Employees (NBCFAE) will hold its monthly meeting on *October 3* in conference room 9C. For further information, contact Marcia Adams, x73488.

CFC kickoff. This year's Combined Federal Campaign gets into full swing with a DOT-wide kickoff on *Thursday, September 28*, from 11 a.m. to 1 p.m. in the plaza of the DOT Nassif Building.

The event offers an opportunity to talk to representatives of participating charities plus lots of entertainment - everything from the U.S. Coast Guard Band and Drill Team and clowns to the "The Bird" of the Baltimore Orioles.



*Help Someone Have
a Better Tomorrow*

The DOT Combined Federal Campaign kickoff is September 28. This year's theme is "Help Someone Have a Better Tomorrow."

TQM experiences. Leading government and industry representatives will provide their interpretations of the Total Quality Management process and

their experiences to ALG employees on *Wednesday, November 15*, in the FAA auditorium.

Other Headquarters FAAers are invited. Specific times and speakers will be announced in the near future.

For more information, call Bill Cotliar, x78912.

Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance to FAA Headquarters room 908, or call x78521.

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Healthbeat

Weight watchers. Registration for the next weight watchers group will be held at the FAA Health Clinic, room 327, on *Tuesday, September 26*, from 11:30 a.m. to 12:30 p.m.

The group meets every *Tuesday* from *October 3 through November 21* at 11:30 a.m. and is limited to 30 members.

Please call Sam Hart, RN, x77964, to check on space availability before the registration date.

Sickle cell disease. *September* is National Sickle Cell Disease Month. FAA's health clinic has literature and a video on the disease.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

'We Have the People, Resources, Spirit' Busey Outlines Agency Goals in Nationwide Broadcast

Saying he won't make major changes in FAA's organization, Administrator James Busey outlined the agency's goals in his first nationwide "all hands" meeting since taking over FAA's helm.

In a September 12 broadcast, Busey talked via satellite to thousands of FAAers at 34 locations across the country.

"I've been aboard for about three months now, and I like what I see. I'm proud to be your Administrator. I'm proud to lead this super organization," he said.

The retired Navy admiral said the agency faces tough challenges but emphasized, "we have the people, the resources, and the spirit we need to achieve any goal - and I mean *any* goal - that we set before ourselves."

Busey said part of his optimism stems from DOT Secretary Sam Skinner, an aviation buff.

"Sam Skinner is a pilot. He loves aviation, and I know he'll give us the support
turn to Busey on page 5



FAA Administrator James Busey

Safety Fact. Fifteen times as many people (20,500) were killed in home accidents in one year (1987) than in accidents involving U.S. airlines in scheduled service (1,326) over the last 10 years (1979-88).

Measuring Up. In an open letter to Central Region employees, Regional Administrator Paul Bohr expressed his

Highlights

"deep pride" for the way FAAers responded to the July 20 crash landing of a United DC-10 at Sioux City.

"Such crisis events are extremely rare ... at such times your very finest performance is required, and I'm proud that we all measured up," Bohr said.

"While I do not at all overlook the very tragic loss of many lives, I also
turn to Highlights on page 2

Revamped NAS Plan in the Works, New Technology Costs Up

Major changes are in the works for the National Airspace System (NAS) Plan to make the air traffic modernization blueprint more accurate, flexible, understandable and dynamic and to reflect a much higher pricetag for new, future technologies.

That's the message Administrator James Busey brought to the agency's recent NAS Plan Users Conference.

The new four-phase plan is expected to be ready by mid-1990 and will clearly distinguish between near-term and longer-range planning - five to 15 years into the future.

→ Part 1 will cover the 90 programs in the original NAS Plan, which the

agency will complete at a cost of \$15.8 billion.

→ Part 2 will cover planned programs beyond the 90 - things like full Mode S implementation, ASR-10 ra-

'Foreign Legion'

Jobs in Spain, Saudi Arabia

Interested in a foreign assignment?

Here's a chance to apply. The Office of Aviation Policy, Planning and International Aviation, Europe, Africa and Middle East Office, has

turn to Jobs on page 4

dars and further expansion of FAA's data-link capability.

→ Part 3 will focus on entirely new facilities and equipment needs, including new projects to raise system capacity and projects based on emerging new technology.

→ Part 4 will zero in on infrastructure improvement. At the same time new airports, runways, towers and other facilities are being built to keep pace with rising traffic demands, the current infrastructure must be maintained.

A new format is necessary, Busey said, because the NAS Plan "no longer accurately reflects the realities" of

turn to NAS Plan on page 6

Repairs Set for McDonnell Douglas Jets

Aging Aircraft Program Focuses on 1,153 Planes

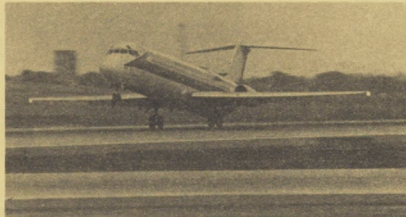
The FAA is taking another major step in its aging aircraft program by issuing proposed airworthiness directives (ADs) to ensure the continued operational safety of older McDonnell Douglas jets.

The agency issued similar proposed ADs on May 23 for older Boeing jets.

The action would mandate structural modifications and continued detailed inspections of 1,153 McDonnell Douglas airplanes currently in service with U.S. air carriers.

The changes are designed to eliminate the potential for structural fatigue problems as the aircraft reach their economic design goal.

FAA estimates the cost of the McDonnell Douglas program at \$53 million over a four-year period.



Older DC-9s, like this one, will be required to undergo 52 modifications to critical structures.

Affected would be 218 DC-8s, 568 DC-9s, 173 MD-80s and 194 DC-10s. Additional aircraft would be added as they accumulate time in service and reach the threshold for modification.

The proposed airworthiness directives call for 52 modifications to critical structures in the DC-8, 52 to the DC-9, 22 to the MD-80 and 33 to the DC-10. Included would be modifications to the fuselage, landing gear and doors.

The FAA actions are based on the recommendations of the industry-government working group that has been reviewing airworthiness, operational

and maintenance documents related to McDonnell Douglas aircraft since last summer.

FAA representatives were active participants in all working group sessions and held numerous other meetings with the manufacturer, airline operators and the Air Transport Association to discuss aging aircraft issues.

Highlights *from page 1*

believe the efforts of employees at the site, the support of others who went there immediately, the work of the coordinating team at the regional office, and the moral support of countless others across the region helped to save many lives and to bring a speedy resolution to dire circumstances.

"Now in the aftermath, as the days again pass by and normalcy returns, let us rededicate ourselves to our mission of aviation safety," he told FAAers.

Some 185 people survived the crash.

Bohr is currently on detail at Headquarters as Acting Executive Director for Policy, Plans and Resource Management.

2

CAMI Director. Dr. William E. Collins has been appointed permanent director of the Civil Aeromedical Institute in Oklahoma City. Collins had been acting in the post for the past year.

Collins began his CAMI career in 1961 as a research psychologist.

Early Warning. The American Cancer Society's 13th annual "Great American Smokeout" is planned for November 16.

Last year, 5.4 million Americans quit smoking cigarettes for 24 hours.

Handy Hanky. When the folks at the Western-Pacific *Intercom* were digging through some old files recently, they came across a booklet containing

some aircraft regulations from the early 1920s. Here are some of the tips from 70 years ago:

- Don't take the machine into the air unless you are satisfied it will fly.
- Pilots should carry hankies in a handy position to wipe off goggles.
- In case the engine fails on take-off, land straight ahead regardless of obstacles.
- No machine must taxi faster than a man can walk.
- If you see another machine near you, get out of the way.
- Do not trust altitude instruments.
- Pilots will not wear spurs while flying.
- If an emergency occurs while flying, land as soon as you can.

Report Fraud. In its campaign against wasteful and illegal practices in the DOT, Inspector General John W. Melchner is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

"It is our responsibility and duty to prevent public funds from being squandered or stolen," Melchner says.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is confidential.

To reach the Inspector General's Hotline call the following numbers:

Toll Free
1-800-424-9071
Washington, DC
(202) 366-1461

Information can also be sent to the following address:

Office of Inspector General
U.S. Department of Transportation
PO Box 23178
Washington, DC 20026-0178

Every Wednesday. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

Send us your item, stop by Headquarters room 910-A or call us, x78521.

Reorganized 'General Operating and Flight Rules' Published

FAA Makes It Easier for Pilots To Use and Understand Part 91 Regulations

FAA has published a revised and reorganized version of its "General Operating and Flight Rules" - Part 91 of the Federal Aviation Regulations - to make it easier for pilots to understand and use.

Part 91, probably the most frequently used section of the FAR, contains the basic rules-of the road for flight operations in the United States.

It includes such items as minimum altitudes, weather minimums for visual flight rules (VFR) operations, flight

plan requirements for instrument flight rules (IFR) operations, fuel requirements for both VFR and IFR flights, right-of-way rules and aircraft inspection programs and required maintenance records.

The reorganized Part 91, which was published in the August 18 *Federal Register*, becomes effective one year after that date with the exception of a provision that prohibits U.S. aircraft from operating outside the country under the temporary authority of the

"pink copy" of the Aircraft Registration application. That change takes effect on September 18.

In addition to organizational and editorial modifications, the revised Part 91 contains four substantive changes. It also includes a cross-reference table to help users identify where present regulations have been relocated.

This table permits users to incorporate the new section numbering system into documents on their normal revision cycle, rather than having to wait and revise all of them on the effective date of the final rule.

The principal Part 91 changes:

→ Permit operation of aircraft with reciprocating engines at speeds of up to 200 knots in airport traffic areas, bringing it in line with the current limit for turbine-powered aircraft. The present restriction is 156 knots.

→ Shorten the time allowed for pilots to submit requests for ATC authorization to deviate from positive control areas and route segments from four days to two.

Additionally, pilots will be able to submit requests orally instead of in writing.

→ Allow operators of turbine-powered rotorcraft to use an alternate inspection program, such as an FAA-approved inspection program, to achieve consistency with the rules that now apply to fixed-wing aircraft.

→ Define "shore" as it is used in the rules to exclude tidal flats in the sections that specify survival and radio equipment for overwater flights. The agency noted that a tidal area covered with water is not as safe an emergency landing place as a dry shoreline.

FAA said its action prohibiting flights outside the country with the pink copy of the registration application reflects current U.S. law.

However, as an alternative, it noted that applicants may request the agency to telex them a copy of the registration certificate and use this as a temporary certificate for out-of-the country flights until the original is provided.

Training Conference 'Irons Out' Details

A week-long conference sponsored by the Office of Training and Higher Education (AHT) was held recently for headquarters and regional training representatives - also called TPMOs, or "training program management officers." Although not the first combined regional/headquarters conference held by that office, the "workshop" type atmosphere set it apart from previous sessions.

Joseph Kisicki, AHT Director, outlined the conference purposes in his opening remarks. His organization, not quite a year old, has its structures



Keeping up to date on new training initiatives are, left to right, Dick Rice, Acting AHT-1; Joe Kisicki, AHT-1; Pat Coleman, AHT-10; George Benner, Central Region; B.J. Edwards, Aero Center; Sam McKoy, Southern; M. Wayne Lynch, Western-Pacific; Bob Wedemeier, Alaskan; and Maurice Caldwell, Northwest Mountain.

in place. Now a major emphasis has been placed on fine-tuning and balancing the details of its operations.

For instance, the shared training functions of various organizations were explored, and the responsibilities of the individual participants in training were discussed at the meetings. Details of the training budget were also considered as were the training initiatives described in the "Flight Plan for Training" and others reviewed by Dick Rice (Human Resource Development) concerning the Center for Management Development.

AHT division managers had the opportunity to explain their individual training areas. These basically are keyed to job types.

Another focus was the expansion, implementation, use and integration of computer-based instruction (CBI) and other advanced training technology

turn to Conference on page 5

Many FAAers who spend their workday glued to computers probably saw it. It made all the papers: "Programmer Convicted of Planting a 'Virus.'"

While it's true that a worker did erase 168,000 payroll records after being fired from an insurance company and was sentenced to seven years probation, it's questionable whether he planted a virus.

"The extent to which the media chooses to be irresponsible and sensationalistic rather than accurate is frightening," says Buck BloomBecker, director of the National Center for Computer Crime Data in Los Angeles. "Everyone who is knowledgeable knows that this is not a virus case."

Russell Kay, communications director for the Computer Security Institute in Northborough, MA, adds, "It wasn't anything like a virus. Virus is a term I've seen abused so much recently."

Then what was it? Most experts are calling it a time bomb or logic bomb. These programs, set to go off at a certain time, cause damage in a single system, while a virus replicates inside other computer systems.

John McAfee, chairman of the California-based Computer Virus Industry Association, says there is no difference between the two from an ethical or perpetration standpoint. But there is a difference of degree: "Viruses wreak thousands of times more damage."

The insurance worker case has been described as a

"two-bit" computer crime, and most believe that the virus label is what garnered the spotlight. BloomBecker says there have been numerous cases of destructive programming throughout the country, none of which has gotten the media attention this has. Kay agrees, saying this became "newsy" when the virus tag was attached to it.

But some good may come from all this undeserved attention. The prosecutor successfully convinced the jury that someone had planted a program called a time bomb — and that's no easy feat. "Most prosecutors will not even attempt such a prosecution because of the complexities involved," says McAfee.

Davis McCown, the assistant district attorney in Tarrant County, TX, who prosecuted the insurance company worker, hopes this conviction will motivate other prosecutors to indict computer criminals. The more prosecutors try these cases, the more they will understand what they need to learn, he believes. "If a prosecutor is going to handle a case like this, a special background is going to be needed," says McCown.

BloomBecker agrees but adds, "The lawyers of the future will be computerized. They will learn how to use computers for their own benefit, and that will spill over into their ability to prosecute computer crime."

Adapted from the Computer Services User Group newsletter, FAA Technical Center, Atlantic City, NJ.

Virus vs. Time Bomb

Jobs Open in Spain, Saudi Arabia for FAAers *continued from page 1*

job openings in the Civil Aviation Assistance Group (CAAG) in Spain and Saudi Arabia.

Jobs in Madrid, Spain:

Electronic engineer (communications), FC-801-11 (GS-14 equivalent) — The job is to advise and assist the Spanish on data and voice communications systems and on remote maintenance monitoring systems. The announcement number is AEU-89-690A. It closes February 22, 1990, or when filled.

ATC specialist, FC-2125-11 (GS-14 equivalent) — The selectee will serve as the ATC advisor to the CAAG/Spain in the modernization of the Spanish air traffic system. The announcement for this position should be on the street in the next few weeks.

Jobs in Jeddah, Saudi Arabia, are:

Aviation safety inspector (operations), FC-1825-12 (GS-15 equivalent)

— The person selected for this job will serve as the senior operations advisor to the government and civil aviation of Saudi Arabia in planning, developing and modernizing the flight operations part of the flight safety program. The announcement number for the position is AEU-89-448A. It closes February 5, 1990, or when filled.

Aviation safety inspector (air-

worthiness), FC-1825-11 (GS-14 equivalent) — Job functions are to serve as a liaison and represent the CAAG in airworthiness matters on a day-to-day basis with civil aviation officials and other involved parties. See announcement number AEU-89-631, which closes March 12, 1990, or when filled.

Aviation safety inspector (airworthiness), FC-1825-12 (GS-15 equivalent) — The person selected will serve as the senior airworthiness advisor to the government and civil aviation of Saudi Arabia in developing, formulating and modernizing the airworthiness portion of its overall flight safety program. The announcement number is AEU-89-625. It closes March 14, 1990, or when filled.

Barbara Slavik, API-19, FTS 267-9089, is available to answer questions, including those about allowances/benefits, on these announcements.

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Pat Cariseo
Pat Tomasetti
Associate Editors

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Washington, DC 20591

Busey Talks to FAAers Via Satellite Broadcast *continued from page 1*

need to get on with the job at the FAA."

Here's more of what Busey told FAAers:

→ **Agency Organization.** "I have no intention of starting off with major changes in the FAA organization. Those were made a year ago, and I'm going to play the hand I've been dealt.

"As I see it, my task now is to set the right goals and then to help the organization reach those goals as efficiently as possible."

→ **Pay.** "I'm going to push hard for pay scales that are flexible, competitive and fair. The pay demonstration project at 11 hard-to-staff air traffic facilities nationwide is only a beginning.

"We're developing recommendations for permanent improvements that will relate pay scales more directly to traffic volumes and cost of living factors."

→ **Safety.** "My number one priority, as it must be for every FAA Administrator and for everyone in the organization, is safety. That's an absolutely mandatory goal that stands head and shoulders above everything else."

→ **People.** "In the final analysis, the performance of our organization will be determined by the quality of our people. We must have talented and well-trained people.

"We need the right people in the right numbers and in the right jobs, and I'm determined we'll have them."

→ **Recruitment.** "I'm going to make sure that the FAA is the kind of place that attracts and keeps smart, hard-working, dedicated people."

→ **Training.** "I'm a strong believer in training - effective training, efficient training, the kind of training that gives people the precise skills they need to do their jobs in a superb manner.

"We can have the most advanced technology, the best hardware, and the most efficient systems in the world, but they won't mean much if our people can't run them well.

"Good training is the foundation for

good job performance. And it's also important for good morale. I'm convinced that if you're doing important work, and you're doing it well, the chances are you'll feel good about yourself and your job. And you'll want to keep on doing it, which is exactly

"I'm going to push hard for pay scales that are flexible, competitive and fair...we want to retain people who are doing the hard work well."

Administrator James Busey

what we want and need. We want to retain people who are doing the hard work well."

→ **Procurement.** "My goal is to instill greater economy and efficiency throughout the whole process. There have been some delays and cost overruns in the National Airspace System (NAS) Plan. That program is so important that we simply cannot tolerate overruns and delays.

"We've got to make sure that they don't become a chronic condition ... I intend to make sure that we are working with our contractors to get our needed hardware and programs delivered on time and on cost."

→ **More Money.** "My goal is to get the money we need ... A critically important part of my job will be to work hard within the Administration and with the Congress to see that we get the resources and funding that will allow the system to evolve and grow as it should."

→ **Outreach.** "I've heard from many of the user groups that our rulemaking process really doesn't provide them enough opportunity to give us the benefit of their views. And even when they do comment on a proposed rule, it often appears that we don't pay much attention.

"Now that's got to be changed. So,

I'm looking for new ways to ensure that we really hear from all parts of the aviation world."

→ **National Policy.** The FAA has a big role to play in helping to develop a national transportation policy. "We want it to be as realistic and as all encompassing as possible, and we're making a special effort to get the views and thoughts of aviation interest groups around the country.

"I feel strongly that a national policy should not be developed strictly from inside the Washington beltway. Nor should it be generated by some congressionally mandated group.

"It is our responsibility, and we're taking the lead."

Conference *from page 3*

applications. Applying such instruction in simulation-style training situations will reduce the time now required for technical employees both to reach journey level and to retain ongoing proficiency.

Bob Skeen, who helped organize the conference, is manager of the Organizational Effectiveness and Training Branch in the Southwest Region's Human Resource Management Division.

He described the conference in this way: It "provided an opportunity for the training program management officers to interact on a wide range of training issues with the headquarters management team as well as with representatives of FAA services, the FAA Academy and the Center for Management Development.

"Underscoring the importance of the training program, Herbert McLure, Associate Administrator for Human Resource Management, and Dorothy Berry, the Deputy Associate, spent time with the conferees discussing human resource management goals and priorities and listening to training officers' ideas and concerns."

Wednesday Deadline. *Intercom* is published weekly. The deadline is 12 noon every Wednesday.

NAS Plan Shoots for Accuracy, Flexibility

spending in this era of rapid growth and change.

The current NAS Plan "creates confusion and misunderstanding," Busey said. "If you ask 10 people to describe the NAS Plan, you'll get 10 widely varying answers and costs which vary from \$12 to \$13 billion."

He said the plan is "not a one-time, one-shot deal," as some believe, but a "continuing process that rolls forward with time. It can't have a well-defined beginning, middle and end because it's already started and will never be finished."

Busey also emphasized that the cost of modernization will be much higher.

"Looking ahead three to five years, we have a pretty good idea of what we want to do, and we can get good cost estimates." Beyond five years, planning price projections and schedules must be more "indefinite."

He said the original NAS Plan was underfunded, and the agency's task is to fund the programs properly.

"We're going to need substantial increases in funding, and that's exactly what I am determined to achieve," Busey said. "We have no choice. We all want America to maintain its aviation leadership."

How much more will all this cost?

Busey mentioned several areas:

→ Facilities and equipment expenditures should run somewhere between \$2.5 and \$3 billion a year. That's more than double the current level of \$1.38 billion annually.

→ By 1991 the annual investment in the new Advanced Automation System (AAS) will run at about \$600 million a year, triple the \$200 million earmarked for 1989.

→ Modernization of enroute centers and towers, scheduled to get the new AAS equipment, will cost about \$500 million.

→ There will be another big increase for the new voice switching and control system. Funding for the program, which will cost more than \$500 million, should start in the 1990 fiscal year.

→ FAA has committed to spend close

to \$750 million for new weather radar systems, including terminal doppler radar and the new NEXRAD systems.

Several large and visible new programs not in the NAS Plan include:

→ The consolidation of FAA facilities in the Los Angeles basin that will cost \$100 million in the 1990 and 1991 fiscal years.

→ FAA facilities and equipment for the new Denver Airport that will cost

continued from page 1

about \$200 million in the 1990, 1991 and 1992 fiscal years.

→ Improvements at the Dallas-Fort Worth Airport that should run about \$100 million.

Despite what he called "intense competition for federal dollars," Busey said he's optimistic because President Bush has designated modernization of the National Airspace System as one of the Administration's highest priorities.

800 Independence Avenue, SW

Flightplan

Pre-retirement seminar. The Employee Relations & Career Development Branch, AHR-140, will host a pre-retirement seminar *October 23-27*.

Attendance is limited to FAAers who are eligible to retire within the next five years.

Those interested in attending should contact their administrative officer on or before *Friday, September 29*. Because of limited space, attendees will only be selected from the names submitted by administrative officers.

Learn to fly. The FAA Flying Club is conducting a private pilot ground school *Tuesday* and *Thursday* evenings, *September 26 through November 16*, from 6:30 to 9:30 p.m. at FAA Headquarters.

For more information, call Patti Bamhart, 591-9110 (day), 273-5486 (evening), or Brian James, 775-3637 (day), 292-2825 (evening).

Humorous stories. Here's a chance to listen to some funny tales. The FAA Toastmasters Club is sponsoring a humorous speech contest on *Tuesday, October 3*, at 12 noon in room 9A&B at Headquarters.

Although the contest lasts only an hour, the stories are expected to linger a lot longer. Everyone's invited. Contact Bill O'Brien for further details, x66382.

Hispanic heritage. The DOT and FAA celebrate National Hispanic Heritage Month, September 15 through October 15, to mark the contributions

made by Hispanics to the nation.

The theme for this year's observance is: "Five Hundred Years of Hispanic Heritage, 1492-1992 ... The Continuing Adventure."

Coalition meeting. The National Black Coalition of Federal Aviation Employees (NBCFAE) will hold its monthly meeting *Tuesday, October 3*, in conference room 9C.

For further information, contact Marcia Adams, x73488.

Three weeks, please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance to FAA Headquarters room 908, or call x78521.

Healthbeat

Sickle cell disease. September is National Sickle Cell Disease Month. FAA's health clinic in room 327 has literature and a video on the disease.

FAA Remembers

Martin E. Robinson, Sr. Martin E. Robinson, Sr., an employee of Martin Marietta who worked with the FAA on the Advanced Automation System, died recently from heart disease.

His wife, Alice, a former FAA employee who lives in Oakton, VA, and his son, Martin, Jr., who works in APS-500, thank agency employees for their flowers, phone calls and cards.

They have very much appreciated the support of their friends among FAA employees and contractors during this time.

Weapon Detection Edges Up to 92%

27 Airlines Face Security Fines of \$1.2 Million

The FAA has proposed a total of \$1,244,500 in civil penalties against 27 airlines for alleged security lapses at airport screening points.

The agency's increased emphasis on enforcement of security regulations has resulted in a significant improvement in airline weapon detection rates.

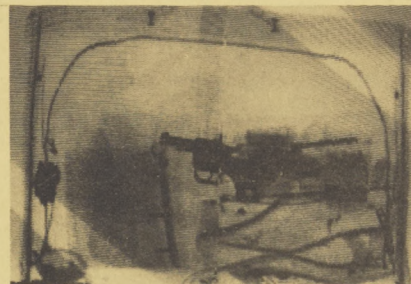
The rate has steadily risen from 78.9%

in 1987 to 87.9% percent in 1988 and 91.9% in the first six months of 1989.

Additionally, on July 26, U.S. airlines announced the adoption of the

Pan Am's extra \$630,000 fine, page 5.

first industry standards for the hiring and training of the security people who
turn to Security on page 2



FAA inspectors snuck fake weapons hidden in luggage, as this X-ray shows, through airport security checkpoints.

October 3, 1989



US Department
of Transportation
Federal Aviation
Administration

Headquarters Intercom

Up It Goes

When the Western-Pacific Region promised California's Camarillo Airport a tower by this summer, it used ingenuity to meet the deadline. It usually takes up to three years or more to design and build a tower, so one of the region's two temporary towers - 20,000 pounds and 35 feet long - was hoisted into place. The tower needed an extra height boost, so John Milne, lead project engineer in the region's Environmental Engineering Unit, came up with a solution. Now the tower rests on two cargo shipping containers. Home-grown redwood stairs lead up to the tower, and a nearby trailer provides office space.



'Bumped' on Business? Know the Rules

If an FAAer is on official business, it's against the rules to accept free airline tickets or payment for being involuntarily bumped from an overbooked flight.

That's the word from the Chief Counsel's Office, which says confusion about denied boarding compensation was a topic at a recent ethics briefing at the Center for Management Development in Palm Coast.

Here are the rules as laid down by the Comptroller General:

→ *Involuntary 'bumping.'* If an employee is involuntarily bumped from a flight while on business, any denied boarding compensation from the airline - either cash or a free ticket - belong to the government, not the employee.

The Comptroller General has ruled that the government, not the employee, is damaged by the airline's default in overbooking.

This rule on involuntary bumping
turn to 'Bumped' on page 5

Who's Who. Turn to page 3 for a handy chart that lists FAA's top decision makers' titles, names and room and telephone numbers.

Safety Fact. In the 28 years that separated the presidential elections of John Kennedy and George Bush, 1,382,163 people died in motor vehicle related accidents.

That's 267 times as many as the 5,184 people who died during the same period in accidents involving U.S. airlines in scheduled service.

'Solid Step.' A McDonnell Douglas decision to add shutoff valves to the

Highlights

hydraulic systems of DC-10 and the newer MD-11 aircraft was called a "solid step forward" by Administrator James Busey in averting accidents similar to the United Airlines crash landing in Sioux City on July 19.

An uncontained engine failure severed the airplane's hydraulic lines.

"Once these design changes are in place," Busey said, "they will raise the already high safety standards required of the DC-10 and, in effect, make a good airplane even better."

The changes include an electronically operated shutoff valve and a check
turn to Highlights on page 2



DC-10s to get hydraulic shutoff valves.

Security *from page 1*

check passengers and carry-on items.

The current action is the fifth group announcement of civil penalty actions against airlines for failing to detect test objects during security checks by FAA inspectors since October 1987 when the agency began imposing heavier penalties for these violations.

The combined actions bring the total amount of civil penalties proposed against U.S. airlines for weapons screening failures to \$6,455,500. The airlines involved have been cited for 935 alleged violations.

FAA charged that the 27 airlines receiving the notices of proposed civil penalty failed in 178 cases to detect simulated weapons and explosives that were taken through airport screening systems by FAA inspectors.

Agency inspectors regularly check airline screening systems to measure the effectiveness of airline security personnel in detecting hidden test objects. The agency ran more than 6,800 such checks in 1988.

Here are the 10 highest penalties:

Top Ten Security Fines

| | |
|--------------|-----------|
| Delta: | \$179,000 |
| USAir: | \$143,000 |
| American: | \$134,000 |
| Continental: | \$114,000 |
| United: | \$84,000 |
| Piedmont: | \$82,000 |
| Eastern: | \$75,500 |
| Pan Am: | \$65,000 |
| TWA: | \$60,000 |
| Northwest: | \$58,000 |

Highlights *from page 1*

valve in the return line of the number three hydraulic system, a sensor switch in the number three hydraulic reservoir and addition of an annunciator light in the cockpit to alert the crew if the shutoff valve is activated.

The company said that even if all three hydraulic systems were affected by severe damage to the tail section, the new valve would stop fluid flow

through the number three system and preserve enough hydraulic pressure to provide the crew with sufficient control to fly the aircraft to a safe landing.

Ultrasonic Tests. FAA is ordering ultrasonic inspections of 220 fan disks from General Electric aircraft engines similar to the one involved in the crash of a United Airlines DC-10 in Sioux City this summer.

The airworthiness directive, which takes effect October 7, requires inspections of three groups of fan disks from different "melt lots."

Melt lots are the castings of titanium ingots from which the disks are manufactured.

The disks are part of GE's CF6-6 engines.

The first melt lot involves an ingot from which the disk on the failed Sioux City engine was made. Six disks from this lot, which have already been taken out of service, must be immersed in water and ultrasonically inspected by October 27. Immersed ultrasonic inspection must also be performed on the other two melt lots by later dates.

Send It In. The deadline is fast approaching for 1,600 FAA managers to answer and send in a special questionnaire. The survey, called the Management Development Feedback Form, has been sent to a broad cross section of FAAers nationwide and asks questions about their jobs and training needs.

The confidential survey should be returned to Human Technology by Friday, October 6.

Once compiled, the results will be used to plan management development activities for current and future managers. Major training decisions will be based on the responses.

Managers who received the survey and have questions should contact Harold Alexander or Tony Amato of the Career Systems Division, AHD-220, on FTS 267-8550.

Yes to Drug Tests. A federal appeals court has ruled that random drug testing is "reasonable" for almost half of DOT's workforce, saying the gov-

ernment's anti-drug efforts outweigh employees' privacy rights.

The ruling means that random drug testing can continue for some 30,000 of DOT's 62,000 civilian employees. Most of them, about 17,000, are air traffic controllers.

Other affected workers include aviation safety inspectors, aircraft mechanics, railroad safety inspectors and engineers, U.S. Coast Guard vessel traffic controllers and motor vehicle operators.

In a unanimous decision, the three-judge panel of the U.S. Court of Appeals for the District of Columbia upheld a lower court ruling and said employee privacy is "outweighed by the department's compelling interests in preventing drug use among such personnel."

The court said the random testing of workers in safety-related fields is "reasonable and consistent with the Fourth Amendment."

Airport Money. The FAA has approved \$539 million in allocations under the Airport Improvement Program during the third quarter of the 1989 fiscal year.

The money went for 374 projects in 48 states and two territories.

Funds are drawn from the Aviation Trust Fund.

Of the third quarter funds, \$418.7 million went for 157 projects at primary airports. Another \$66 million was allocated for 143 projects at general aviation airports and \$40.8 million was approved for 42 projects at reliever airports.

Smaller commercial service airports received \$11.7 million for 18 projects. Also approved were 14 airport system plan studies totaling \$1.8 million.

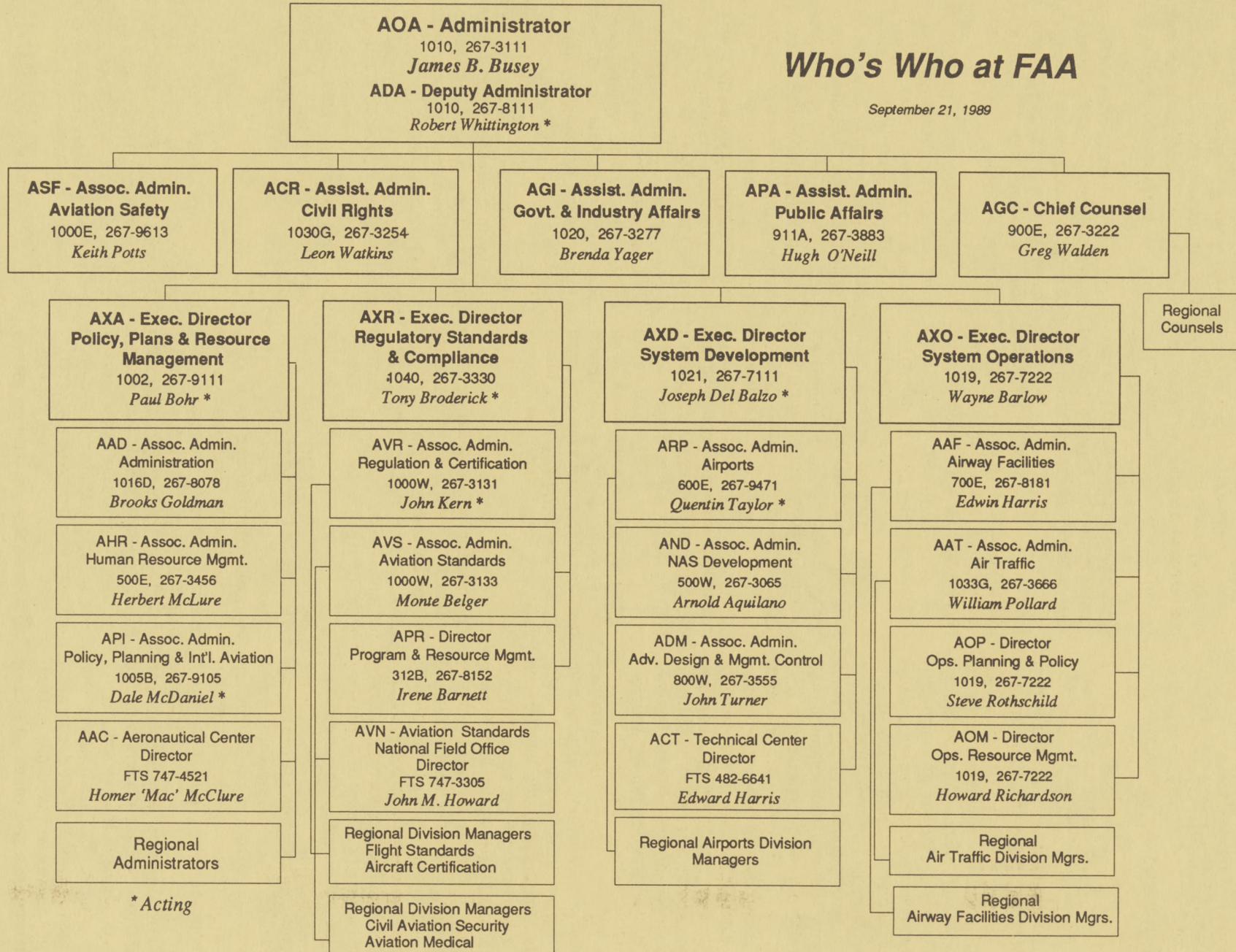
Tech Center Update. Mike Jacobs is the new public affairs officer at the Tech Center in Atlantic City.

Jacobs comes to the Center from the Tennessee Valley Authority where he held several positions including technical reports writer in the Office of Nuclear Power, communications

turn to Highlights on page 4

Who's Who at FAA

September 21, 1989



* Acting

Highlights *from page 2*

specialist in the Solar Information Office and residential energy advisor for the TVA home insulation program.

He received a bachelor's degree in communications from the University of Tennessee at Martin and attended graduate school at the University of Tennessee at Knoxville and Chattanooga.

Health Insurance. This year's open season for the Federal Employees Health Benefits runs from November 13 to December 8.

Premium boosts for health benefits in 1990 will rise an average of 13.3% over the 1989 rates for non-Postal employees and annuitants.

The higher rates take effect the first full pay period beginning on or after January 1 for employees and January 1 for annuitants.

The Office of Labor and Employee Relations reports that the method for deriving the maximum government contribution has been modified for the coming year because of the withdrawal of Aetna from the program in 1990.

A temporary law set up the new method, which was designed to avoid an even higher increase in premiums had Aetna been omitted from the six-premium formula used to determine the government contribution in previous years.

Using the new method, Aetna's 1989 premiums are increased by the average 1990 premium increase for the remaining five plans used to set the government's contribution and those figures are substituted for Aetna in the formula.

The Office of Personnel Management says it has taken and will continue to take steps to ensure that all current Aetna enrollees are alerted to the need to change to another insurance carrier during the open season.

December Symposium. A three-day symposium, focusing on emerging space-based technologies and how they will integrate with existing aviation navigation and surveillance systems

into the next century, is scheduled for December 4-6.

The 1989 Radio Technical Commission for Aeronautics (RTCA) Annual Assembly and Technical Symposium will be held at the Loews L'Enfant Plaza Hotel, Washington, DC.

This year's topic: New Navigation and Surveillance Systems - Keys to Future Worldwide Operations.

For more information, contact the RTCA Secretariat, One McPherson Square, 1425 K Street NW, Suite 500, Washington, DC 20005. Telephone: (202) 682-0266.

RTCA is a cooperative association of government and non-government organizations serving aviation since 1935. It provides a forum for coordinating the electronic and telecommunications needs and interests of the aeronautical community.

'Jayhawk' Rolled Out. The Coast Guard's new HH-60J medium-range helicopter, nicknamed Jayhawk, was rolled out during a September 14 ceremony at the Sikorsky Aircraft facility in Stratford, CN.

In addition to search, rescue and drug interdiction missions, the helicopters will be used for marine environmental response, aids to navigation and logistics support.

The Jayhawk is capable of flying 300 miles off shore, remaining on the scene for 45 minutes. With a crew of four, it can hoist six people in rescue missions and return to its point of origin with a safe fuel reserve.

The first 24 of 32 helicopters will be delivered in March 1990.

The rollout ceremony was held on the 50th anniversary of aviation pioneer Igor Sikorsky's first successful helicopter flight.

Benefits Statement. In early October, most FAAers in permanent positions will receive their 1989 Personal Statement of Benefits.

The statement has been mailed to employees' W-2 address of record and provides a personalized summary of benefits and compensation.

Presented in a convenient fold-out

format, it summarizes and illustrates benefits and explains coverage as a result of various events - such as illness, disability and retirement.

The statement is a valuable tool for planning future financial needs and understanding the best way to use benefits.

The "as of" date of the information in the statement was February 11, 1989. Employees who were not on FAA rolls at that time won't receive a statement, and one can't be produced for them for 1989.

Permanent employees who were on FAA rolls on February 11 this year and do not receive a statement by October 20 should provide their name, Social Security number and correct address of record as it appears on their W-2 form to their servicing Human Resource Management Division by November 10. The contractor will provide a special one-time reprint of the statement.

Any questions on the information in the statement? Contact your servicing HRM division.

Money Saving Suggestion? In its campaign against wasteful and illegal practices in the DOT, Inspector General John W. Melchner is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

"It is our responsibility and duty to prevent public funds from being squandered or stolen," Melchner says.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is confidential.

To reach the Inspector General's Hotline call the following numbers:

Toll Free
1-800-424-9071
Washington, DC
(202) 366-1461

Information can also be sent to the following address:

Office of Inspector General
U.S. Department of Transportation
PO Box 23178
Washington, DC 20026-0178

When in Doubt, Check Travel Rules

Advice — Don't Give It

There's a problem that occasionally plagues travelers and FAA's accountants.

Sometimes employees submit claims for reimbursement of travel expenses not covered by existing laws and regulations.

This happens for temporary duty and permanent change of station travel.

A frequent explanation FAA's accounting department hears to justify a claims goes like this: "I relied on Mack and Molly Money. They told me it was all right."

The Comptroller General decided many years ago, however, that the government is not liable for bad advice given by its officials.

FAA's Accounting Office cautions that when you give advice without thorough research, someone may get stuck holding an empty reimbursement bag.

The opposite is also true. When you take advice without being confident about the source and the basis, you may spend money you can't get back.

The agency's travel experts say that if you are uncertain about discretionary travel expenses, check out FAA Order 1500.14A in the "Travel Manual."

After reviewing the manual, if reimbursement is still unclear, and you consider the expenses essential for the success of the temporary duty or permanent change of station travel, request official guidance from the local servicing operating accounting office — preferably through the travel approving official.

If a short travel notice requires a verbal response, be sure to get the regulatory and/or Comptroller General decision citations, as well as the name and position of the person providing the guidance.

Finally, if there is some uncertainty that cannot be resolved before the expense is incurred, either consider not spending the money or be prepared for

Pan Am Security Fine Set at \$630,000

FAA Cites Violations at Airports in London, Frankfurt

FAA has proposed a total of \$630,000 in civil penalties against Pan Am for alleged security violations at London's Heathrow Airport and West Germany's Frankfurt Airport.

The alleged violations involve security breaches in screening passengers and baggage. They were detected during the inspections of Pan Am security procedures at Heathrow and Frankfurt following the December 21, 1988, inflight explosion and crash of flight 103 at Lockerbie, Scotland. The inspection was conducted between December 22, 1988, and January 31, 1989.

Since the Pan Am investigation, FAA said, the airline has corrected the alleged deficiencies at Heathrow and Frankfurt that led to the proposed civil penalties.

In addition to alleged violations related to flight 103, FAA cited security lapses on three other Pan Am flights at Heathrow and two more at Frankfurt.

The alleged lapses include failure to apply procedures to identify passengers for further screening before allowing them and their baggage onboard, improper methods used to check carry-on baggage of passengers identified for additional screening and failure to conduct the required search of cargo areas prior to its loading.

In a letter to Pan Am, FAA proposed \$480,000 in civil penalties for the violations that reportedly occurred at Heathrow and \$150,000 for those at Frankfurt.

The agency's September 19 letter to Pan Am contained no allegations that any of the violations contributed to the flight 103 tragedy.

The criminal investigations into the cause and circumstances of the explosion are continuing.

the possibility of having to cover the cost yourself.

Any questions? Contact Don Hansen, AAA-300, FTS 8-267-8141.

'Bumped' from page 1

applies even when it doesn't result in extra cost to the government in employee expenses and the employee reports to duty the same time as originally scheduled.

→ *Voluntary 'bumping.'* Employees on official business are allowed, however, to keep payments from airlines for voluntarily giving up their seats on an overbooked flight, but there are strings attached.

If the employee incurs extra travel expenses by voluntarily giving up his or her seat, the added expenses are offset by the payment from the airline.

The Comptroller General cautions that employees should not voluntarily

give up their seats if it will interfere with their official business.

The Comptroller General has also ruled that if the employee's travel is delayed during official duty hours due to voluntarily giving up an airline seat, the employee should be charged with annual leave for the additional hours.

These are the most recent "bumping" interpretations.

In a nutshell, if an employee is already seated in the passenger cabin of an aircraft and voluntarily gives up the seat in response to a plea from the airline, he or she may keep the compensation awarded by the carrier.

On the other hand, if the employee is racing down the corridors of Dallas-Fort Worth or Chicago O'Hare to make a tight connection and is told upon arrival at the gate that the plane is full, that individual may not keep the compensation for denied boarding.

First Class

Twenty-four Headquarters FAAers were the first graduates of a new four-week course that aims to sharpen their management skills - everything from team building, communications, program planning and control to financial management, leadership and how to motivate workers.

Another class has already followed the first, and more are on the way.

Graduates from the first class represent Airway Facilities, NAS Development and Advanced Design and Management Control and include:

William Chin, Dean Christy, Vincent Chu, Richard Coffelt, Jim Duffer, Michael Flynn, Samuel Goldstein, Brenda Howard, Jerry Kaminetzky.

Also, Harry Kane, James Link, Robert Madison, Peter Massoglia, Robert McAlister, Keith McDonald, James Moreland, Harriet Neuman, Martin Robinson, Jr., Charles Sloane, Felipe Solis, Debra Timmerman, Kenneth Ward, Kevin Young and Ivan Zoltan.

The course, Fundamentals of Program Management, is conducted by System Management and Development Corporation.



Healthbeat

Free flu shots. FAA's Health Unit in room 327 is again providing free flu shots for FAAers and those who work for the National Transportation Safety Board only.

The shots will be given on Mondays, Wednesdays and Fridays, *October 11 through October 30*, from 9 to 11 a.m. and 2 to 4 p.m.

This year's flu shot contains the strains A/Taiwan/1/86, A/Shanghai/11/87 and B/Yamagata/16/88 to provide immunity against the types of flu that have been circulating in the past year and are thought to be the most likely to occur in this country this winter.

Who should get the shots?

Because influenza is usually not life threatening in healthy people and most recover fully, health officials emphasize the use of vaccine for the elderly and people with other health problems.

Flu shots are suggested for the following groups:

→ People with long-term heart or lung problems which caused them to see a doctor regularly or to be admitted to the hospital during the past year.

→ Healthy people over 65 years of age.

→ People of any age who during the past year have regularly seen a doctor or have been admitted to a hospital for treatment of kidney disease, cystic fibrosis, diabetes, anemia or severe asthma.

→ People who have a type of cancer

or immunological disorder (or use certain types of medicines) that lower the body's normal resistance to infections. Because influenza might cause serious illness and complications in persons infected with the AIDS virus, these individuals should receive flu vaccine.

Questions on the flu shots? Contact the third-floor health unit.

Flightplan

Planning on retiring? There is a pre-retirement seminar scheduled for *October 23-27*.

Attendance is limited to FAAers who are eligible to retire within the next five years.

Those interested in attending should contact their administrative officer.

Noontime seminars. Two seminars, focusing on technology transfer and presented by the Martin Marietta Corporation, are scheduled for FAA's auditorium. The half-hour seminars, open to FAAers, include:

→ **Structural Integrity/Non-Destructive Evaluation.** Dr. Guy Davis of Surface Sciences at Martin Marietta Labs in Baltimore discusses critical technologies for evaluating aging aircraft, on *Tuesday, October 10*, from 12:15 to 12:45 p.m.

→ **Synthetic Vision.** H. Joel Strickland, head of Advanced Programs for night vision, and Dr. Lawrence Brockman, director of Millimeter Wave Radar, both of Martin Marietta, dis-

cuss recent advances in night and hazardous weather vision systems, *Tuesday, November 14*, 12:15-12:45 p.m.



This year's Combined Federal Campaign is in full swing. The theme is "Help Someone Have a Better Tomorrow."

Every Wednesday. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

Submit items on upcoming events for the *Flightplan* section at least three weeks in advance.

Headquarters Intercom

October 3, 1989
No. 89-39

Pat Cariseo
Pat Tomasetti
Associate Editors

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

When ferocious Hurricane Hugo slammed into the Caribbean in September and headed for the mainland, FAA sprang into action.

Spearheaded by the **Fighting Back at Ferocious 'Hugo'** Southern Region, the agency was quick to assess the massive damage to airports and navigational aids in the Virgin Islands and Puerto Rico.

Replacement equipment was airlifted in, and FAA families, who had lost homes and belongings, were airlifted out.

A special relief fund has been set up for FAA employees and their families who suffered severe losses.

Here is the saga of Hugo and how FAA is responding to the ravages after it slammed into the American Virgin Islands on Sunday evening, September 17, and then moved on to Puerto Rico and the U.S. mainland.

The next day, FAA's Southern Region began assessing the damage. It became apparent that Mother Nature dealt the islands a devastating blow.

The airport control towers at St. Croix and St. Thomas were severely damaged. Navigational facilities on the Virgin Islands and Puerto Rico suffered damage and interruption.

The control tower and center approach control at San Juan weren't mauled as badly as the Virgin Islands' facilities, but the massive commercial power failures forced unscheduled shutdowns of navigational aids and radar facilities. The radar on St. Thomas was destroyed.

As damage reports were fed to the

turn to Hugo on page 3

October 10, 1989



U.S. Department
of Transportation
Federal Aviation
Administration

Headquarters Intercom

High Flying 'Camp' Teenagers Learn About Air Traffic Control

The 64 teenagers who signed up for a special summer camp to learn more about flying, aviation communications, electronics and air traffic control didn't expect top notch officials at their graduation ceremony.

But that's exactly what happened when DOT Secretary Sam Skinner and FAA Administrator James Busey congratulated the students at a ceremony in the MacCracken Room at Headquarters.

"Young people are the future of our national air transportation system," Busey told the first graduating class of the Youth Aviation Career Academy, which was held at Fort Belvoir, VA.

"You are the young people who will design, build, manage and operate the aircraft and air traffic control systems of America in the future."

Busey told the group that the FAA hopes to set up more youth academies with an ultimate goal of one in every state.

turn to Camp on page 5



Shandria Dixon, with DOT Secretary Sam Skinner and Administrator James Busey, was one of 64 students who graduated from a special aviation summer camp (top photo). Shandria greets her mom, Vanessa Dixon, of FAA's Office of Training and Higher Education, and Judge Robert Colby, who was instrumental in setting up the academy.



\$60 Million Grant 'Just the Beginning' for Denver, Busey Says

FAA has awarded a \$60 million grant to begin construction of Denver's new airport.

DOT Secretary Sam Skinner and Administrator James Busey made the announcement at a September 27 ceremony at DOT Headquarters.

The \$60 million grant covers land acquisition costs, relocation assistance, terminal building design and Phase I site preparation on the centerfield terminal area and the east-west runway.

turn to Denver on page 4

New Video Debuts Four Airports Honored

A new video training tape focusing on four airports and their boosters for doing an effective job of increasing public understanding and support of aviation facilities in their areas recently premiered at FAA Headquarters.

The video, "Airport Action Groups," made its debut during a ceremony honoring community action groups and airports in the Allentown-Bethlehem-Easton, PA, area; Houston; Palo Alto;

turn to Video on page 4

Highlights

Safety Fact. Over the last decade, 57 times as many people died in falls at home as were killed in scheduled airline service.

New Tower. Sioux Gateway Airport will be sporting a new air traffic control tower in 1991.

Administrator James Busey announced construction of the \$3.5 million facility at a recent awards ceremony in Sioux City to honor the FAAers and local community for help in saving many of the victims of the United DC-10 crash landing in Sioux City last summer.

The contract was awarded to a local firm, W. A. Klinger, Inc. Construction is scheduled to begin next March and be completed in June 1991. The tower is expected to be outfitted with its electronic gear and commissioned in the fall of 1991.

More Money. The federal government mileage reimbursement rate has increased to 24 cents a mile, a boost from the previous 22.5 cents a mile.

The reimbursement, which became effective September 17 and was published in the September 13 *Federal Register*, applies to the authorized use of privately owned vehicles on official business.

Pilots Suspended. The FAA has indefinitely suspended the licenses of the captain and first officer of USAir flight 5050 that crashed into the East River at LaGuardia Airport on September 20 after the pilots made an unsuccessful attempt to abort takeoff.

Administrator James Busey said he was disturbed by the "highly questionable" actions of the two pilots - Michael Martin and Constantine Kleissas - because they weren't available to investigators for more than 36 hours after the accident.

"These actions also have negated the opportunity for any meaningful toxicological testing, thereby denying us factual information as to whether drugs were or were not a factor," Busey said.

"The importance of air carrier programs for post-accident drug testing, such as will be required later this year under FAA regulations, are again emphasized by this accident."

The pilots may appeal suspension of their air transport pilot certificates to the National Transportation Safety Board.

Airline Debt. The DOT is taking a close look at leveraged buyouts in the airline industry, says DOT Secretary Sam Skinner, who told the International Aviation Club on September 19: "So that there can be no doubt, I will not allow excessive debt on the airline industry to jeopardize the public interest, especially in the important area of safety."

While Skinner said there have been some success stories with leveraged buyouts benefiting the national economy by promoting more productive and efficient business enterprises, he added that the "downside is the growing number of leveraged buyouts that have gone sour."

Skinner said, "Debt-ridden airlines, forced to adopt sweeping austerity measures, may unwittingly threaten the safety of the traveling public."

"Airlines today cannot afford to scrimp on the new costs of maintaining the safety of their senior aircraft."

"We are now discovering the technology to meet the demand for effective noise abatement. Airlines must have the resources to address environmental concerns."

"We must do everything possible to fight the despicable acts of terrorism. Airlines cannot afford to cut back on security costs."

United Hearing. The National Transportation Safety Board will convene a public hearing into the fatal crash of a United DC-10 on Tuesday, October 31, at the Convention Center in Sioux City.

The hearing is expected to last four days.

On July 19, United flight 232 from Denver to Chicago crashed while attempting to make an emergency land-

ing at Sioux City. An uncontained engine failure apparently damaged all three of the plane's hydraulic systems, making the aircraft almost uncontrollable.

The accident claimed the lives of 112 of the 296 persons aboard.

Valdez Update. FAA will decommission the temporary-emergency tower at the Valdez Airport in Alaska on October 14 because of decreased operations at the airport and in Prince William Sound.

The tower, which was set up on March 26 after the oil spill, averaged 600 operations a day during the first few weeks of the spill. By late September, activity had decreased to less than 130 a day, and it is expected to decrease further.

Exxon, the largest aircraft operator in the area, has been reducing its operations by 25% a week until only two helicopters will remain at Valdez in mid-October.

Air-ground communications in the area will continue to be provided by the Cordova Flight Service Station on a 24-hours-a-day, pre-spill schedule.

Health Insurance. This year's open season for the Federal Employees Health Benefits runs from November 13 to December 8.

Premium boosts for health benefits in 1990 will rise an average of 13.3% over the 1989 rates for non-Postal employees and annuitants so examining options carefully during the open season is important.

The higher rates take effect the first full pay period beginning on or after January 1 for employees and January 1 for annuitants.

Every Wednesday. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

Three Weeks, Please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance to FAA Headquarters room 908, or call x78521.

Hugo *continued from page 1*

region's Atlanta headquarters, the decision was made to evacuate employees and their dependents from the storm-ravaged areas.

All communication was lost with St. Croix with the exception of a phone patch from an Alabama National Guard mapping unit in Gadsden. There was high frequency radio communication with St. Thomas via the Miami enroute center and high frequency communication between San Juan and Atlanta.

Reports indicated food shortages, no water and no shelter for FAAers.

Looting had broken out on St. Croix, indicating deteriorating conditions on the island.

Washington Headquarters was notified of conditions as rapidly as information was available the day after Hugo hit the islands. Later that day, Admin-

*Special thanks to Roger Myers,
Southern Region, for this report.*

istrator James Busey authorized Southern Regional Administrator "Cas" Castleberry to implement evacuation procedures and take charge of the overall recovery effort.

By Tuesday morning, September 20, an emergency evacuation support team made up of airway facilities, air traffic, airports, logistics and human resource management divisions were ready.

FAA's DC-9, based at Oklahoma City's Aeronautical Center, was loaded with emergency supplies and headed for Atlanta where it refueled, picked up the region's evacuation support team and took on additional supplies.

The plane then flew to Homestead Air Force Base where disaster management team members and Coast Guard security personnel joined the effort.

The teams arrived in San Juan Wednesday morning.

After a briefing from federal marshals and FBI agents, who had already seen the destruction on St. Croix, the decision was made to go on to St. Croix and St. Thomas and evacuate FAA employees and dependents.

Upon arrival, the airports were se-



A temporary tower is loaded on to an Air Force C-5 at Oklahoma City's Aeronautical Center. Two towers were sent to St. Croix and St. Thomas to replace those knocked out by Hugo.

Photo by Jack Iman

cure, but things were still unsettled on the rest of the islands.

The agency's DC-9 airlifted 35 FAA dependents, National Guard dependents, a federal judge and his wife, an Air Force retiree, a few employees of other agencies and four FAA employees. The majority of FAAers volunteered to remain, protect agency property and help restore service.

The DC-9 immediately returned to San Juan where evacuees of both islands cleared customs and departed for Atlanta with three crewmembers, two regional support people and 66 weary, tired and hungry evacuees.

Once in Atlanta, they were put up at a local hotel, given clothing -- collected at regional headquarters -- and emer-

gency kits with personal items. The next day they were processed from regional headquarters to their temporary havens -- usually their hometowns.

With the emergency evacuation a success, the region turned its efforts to restoration and recovery.

The first priority was to return the long-range radar in Puerto Rico and the inter-island communications network to operation.

Two temporary mobile towers were loaded on an Air Force C-5 and flown to St. Croix and St. Thomas.

Unfortunately, on the same day, Hugo slammed into the mainland knocking out power to many parts of the Carolinas.

FAA facilities on the mainland weathered Hugo much better than those in the Caribbean. The region's Airway Facilities Division, which had been operating a communications center 24 hours a day, dispatched field maintenance party teams and other technical support to the Carolinas with supplies, parts and assistance. Nonetheless, many FAAers had severe personal property damage and loss.

By the end of September, most airports in Hugo's path had resumed operation. Restoration and recovery teams were in place in the islands and mainland and were diligently working around the clock to restore full FAA services to the flying public.

FAA Relief Fund

A special relief fund has been set up to help FAA employees and their families who suffered severe personal and financial loss from Hurricane Hugo.

Send financial contributions to:

*Southern Region Headquarters
ASO-52-C
PO Box 20636
Atlanta, GA 30320*

Please make checks payable to "Southern Region Hurricane Relief Fund." Employees of the Southern Region offer their thanks for helping in the relief effort.

Video *from page 1*

and St. Petersburg.

The video, a year-long project of the Office of Airport Safety and Standards, is designed to promote greater citizen involvement in developing local airports.

The 23-minute training guide will be given wide distribution to airports throughout the United States.

Joseph Del Balzo, Executive Director for System Development, presented winners with special FAA certificates and lauded their teamwork and the "synergy it generates."

He praised airport action groups as "extremely important" in providing information to public officials, "bridging the gap" and letting public officials and the community know the importance of airports as a key to a thriving economy.

The event was emceed by Quentin Taylor, Acting Associate Administrator for Airports.

The award winners:

→ The Alfred Whitted Municipal Airport in St. Petersburg and its action group, Citizens for the Preservation of the Waterfront/Airport, were cited for helping to save the airport from conversion to non-aviation purposes.

→ The Allentown-Bethlehem-Easton Airport in Pennsylvania's Lehigh Valley and its action group, The Partnership, were honored for making the airport the focal point for the economic revival of the community.

→ Houston area airports and their action group, Flight Festival, Inc., were singled out for successful public relations efforts to increase aviation awareness in that community.

→ The Palo Alto Airport of Santa Clara County and its action group, The Joint Community Relations Committee, were cited for successful noise abatement and other "good neighbor" programs.

Also honored were three aviation organizations for promoting the establishment of airport action groups.

They are the Aircraft Owners and

Pilots Association, the National Business Aircraft Association and the Aeronautical Division of the Illinois Department of Transportation.

Copies of the video are available from the Airport Safety and Operations Division, AAS-300.

Denver *from page 1*

"The significance of this grant agreement is underscored by the fact that no new major airport has been built in the United States since the Dallas-Fort Worth Airport opened in 1974," Skinner said.

Busey said the grant was "just the beginning of FAA's long-term commitment."

In addition to the \$60 million grant, FAA is proposing almost \$190 million

***'By their actions,
Denver's forward-looking
citizens have defined
Denver's role as a major
economic, social and
political force
in the 21st century.'***

DOT Secretary Sam Skinner

over a five-year period to provide necessary facilities and equipment to support the new airport operations.

Busey noted that the construction of the new facility would remove a "major bottleneck" in the current air transportation system.

"Denver's Stapleton Airport has proved woefully inadequate in bad weather when it is reduced to a one-runway operation, frequently causing air traffic to back up throughout the system," he said. "Replacing Stapleton with a new all-weather airport not only will benefit Denver directly but also will promote more efficient traffic flows nationwide."

"This clearly is a breakthrough in one of the places where we most need a new airport. Denver has shown dra-

matically that a community can coalesce and surmount all of the obstacles to new airport development. Its success should give new impetus to other communities that are urgently striving to address their airport problems," the Secretary added.

He congratulated the "forward-looking citizens" of the Denver area who have consistently supported the development of a new airport.

"By their actions, they already have defined Denver's role as a major economic, social and political force in the 21st century."

The FAA chief cited agency forecasts that indicate the new airport will be the nation's third busiest by the year 2000 in terms of both aircraft operations and passenger enplanements, as compared to the current number five ranking for Stapleton.

He said the new airport is projected to handle 817,000 takeoffs and landings and board 33.2 million passengers that year.

The new airport will be built on a site in Adams County northeast of the city. It is scheduled to become operational in 1993 with five runways.

Plans call for it to expand to a 12-runway configuration by the year 2020.



*Help Someone Have
a Better Tomorrow*

**Combined Federal
Campaign**

*This year's theme is "Help Someone Have
a Better Tomorrow."*

Wednesday Deadline. *Intercom* is published weekly. The deadline is 12 noon every Wednesday.

Aviation Navigation December Symposium Focuses on Technology

A three-day symposium, focusing on emerging space-based technologies and how they will integrate with existing aviation navigation and surveillance systems into the next century, is scheduled for December 4-6.

The 1989 Radio Technical Commission for Aeronautics (RTCA) Annual Assembly and Technical Symposium will be held at the Loews L'Enfant Plaza Hotel, Washington, DC.

This year's topic: New Navigation and Surveillance Systems – Keys to Future Worldwide Operations.

For more information, contact the RTCA Secretariat, One McPherson Square, 1425 K Street NW, Suite 500, Washington, DC 20005. Telephone: (202) 682-0266.

RTCA is a cooperative association of government and non-government organizations serving aviation since 1935. It provides a forum for coordinating the electronic and telecommunications needs and interests of the aeronautical community.

See Illegalities?

In its campaign against wasteful and illegal practices, the DOT Inspector General is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

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Toll Free
1-800-424-9071
Washington, DC
(202) 366-1461

Information can also be sent to the following address:

Office of Inspector General
U.S. Department of Transportation
PO Box 23178
Washington, DC 20026-0178



This Delta Air Lines 737 burned after crashing on takeoff from Dallas on August 31, 1988.

Photo courtesy of NTSB

Flightcrew Blamed in Delta Dallas Crash NTSB Cites 'Inadequate Cockpit Discipline'

The National Transportation Safety Board has blamed the flightcrew for the August 1988 crash of a Delta 737 on takeoff from Dallas-Fort Worth International. The crash killed 14.

At a September 26 hearing, the board pinned the accident's "probable cause" on the following:

→ The captain and first officer's inadequate cockpit discipline that resulted in the flightcrew's attempt to takeoff without the wing flaps and slats

properly set.

→ The failure of the takeoff configuration warning system to alert the crew that the airplane was not properly configured for takeoff.

Contributing to the accident, the NTSB said, was:

→ Delta's slow implementation of necessary modifications to its operating procedures, manuals, checklists, training and crew checking programs following the airline's rapid growth and a merger with Western Airlines.

→ Lack of sufficiently aggressive action by the FAA to have the known Delta deficiencies corrected and lack of sufficient accountability within the FAA's air carrier inspection process.

In a rare public statement this summer, Delta admitted pilot error. The captain and first officer, who no longer work for the airline, were reportedly fired.

Camp *from page 1*

Skinner said the program is an important part of "quality aviation education."

"Unless we successfully foster aviation career awareness and instruction and promote community volunteerism, America faces significant projected shortages of civilian and military pilots, air traffic controllers and aviation electronics technicians. These are shortages we cannot afford, and we can avoid," Skinner said.

"What it takes is 'the right stuff' – commitment, cooperation and hard work among our outstanding youth and our dedicated aviation community."

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Headquarters Intercom

October 10, 1989
No. 89-40

Pat Cariseo
Pat Tomasetti
Associate Editors

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

Financial Worries? Hassles at Work?

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Whether it's substance abuse in the family, financial worries, marital conflict, parent-child issues, career concerns, a need for affordable legal advice or other problems, the EAP can help—free of charge.

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The program is also available to immediate family members of FAA employees.

EAP services are available to FAA employees through:

Jerry Meade, MSW
EAP Manager, AHR-140
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Employee Counseling Service Program (ECSP)
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In lieu of flowers, the family has requested that donations be made to the "Life With Cancer" unit at Fairfax Hospital.

Jim Davis, manager of the Operations Center, will collect donations from agency employees.

Personal condolences may be addressed to Stanley R. Walus, 13005 Montpelier Court, Woodbridge, VA 22192

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This year's flu shot contains the strains of A/Taiwan/1/86, A/Shanghai/11/87 and B/Yamagata/16/88 to provide immunity against the types of flu that have been circulating in the past year and are thought to be the most likely to occur this winter.

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Flightplan

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"Carrier War in the Pacific" chronicles the six carrier vs. carrier battles fought by the U.S. and Imperial Japanese navies during World War II, tracing the war in the Pacific from Pearl Harbor through the battles of the Coral Sea, Midway, the Eastern Solomons, the Santa Cruz Islands, Leyte Gulf and

the Philippine Sea.

The "Squadron Ready Room" exhibit simulates the "home away from home" for flightcrews aboard a modern aircraft carrier.

Newly refurbished with original equipment and memorabilia, the exhibit is patterned after the ready room of Fighter Squadron 41, attached to the *USS Theodore Roosevelt.*

Both exhibits are in the Sea-Air Operations gallery.

Noontime seminars. Two seminars, focusing on technology transfer and presented by the Martin Marietta

When ferocious Hurricane Hugo slammed into the Caribbean in September and headed for the mainland, FAA sprang into action.

Spearheaded by the Southern Region, the agency was quick to assess the massive damage to airports and navigational aids in the Virgin Islands and Puerto Rico.

Replacement equipment was airlifted in, and FAA families, who had lost homes and belongings, were airlifted out.

A special relief fund has been set up for FAA employees and their families who suffered severe losses.

Here is the saga of Hugo and how FAA is responding to the ravages after it slammed into the American Virgin Islands on Sunday evening, September 17, and then moved on to Puerto Rico and the U.S. mainland.

The next day, FAA's Southern Region began assessing the damage. It became apparent that Mother Nature dealt the islands a devastating blow.

The airport control towers at St. Croix and St. Thomas were severely damaged. Navigational facilities on the Virgin Islands and Puerto Rico suffered damage and interruption.

The control tower and center approach control at San Juan weren't mauled as badly as the Virgin Islands' facilities, but the massive commercial power failures forced unscheduled shutdowns of navigational aids and radar facilities. The radar on St. Thomas was destroyed.

As damage reports were fed to the

turn to Hugo on page 3

October 10, 1989



US Department
of Transportation
Federal Aviation
Administration

Headquarters Intercom

High Flying 'Camp' Teenagers Learn About Air Traffic Control

The 64 teenagers who signed up for a special summer camp to learn more about flying, aviation communications, electronics and air traffic control didn't expect top notch officials at their graduation ceremony.

But that's exactly what happened when DOT Secretary Sam Skinner and FAA Administrator James Busey congratulated the students at a ceremony in the MacCracken Room at Headquarters.

"Young people are the future of our national air transportation system," Busey told the first graduating class of the Youth Aviation Career Academy, which was held at Fort Belvoir, VA.

"You are the young people who will design, build, manage and operate the aircraft and air traffic control systems of America in the future."

Busey told the group that the FAA hopes to set up more youth academies with an ultimate goal of one in every state.

turn to Camp on page 5



Shandria Dixon, with DOT Secretary Sam Skinner and Administrator James Busey, was one of 64 students who graduated from a special aviation summer camp (top photo). Shandria greets her mom, Vanessa Dixon, of FAA's Office of Training and Higher Education, and Judge Robert Colby, who was instrumental in setting up the academy.



\$60 Million Grant 'Just the Beginning' for Denver, Busey Says

FAA has awarded a \$60 million grant to begin construction of Denver's new airport.

DOT Secretary Sam Skinner and Administrator James Busey made the announcement at a September 27 ceremony at DOT Headquarters.

The \$60 million grant covers land acquisition costs, relocation assistance, terminal building design and Phase I site preparation on the centerfield terminal area and the east-west runway.

turn to Denver on page 4

New Video Debuts Four Airports Honored

A new video training tape focusing on four airports and their boosters for doing an effective job of increasing public understanding and support of aviation facilities in their areas recently premiered at FAA Headquarters.

The video, "Airport Action Groups," made its debut during a ceremony honoring community action groups and airports in the Allentown-Bethlehem-Easton, PA, area; Houston; Palo Alto;

turn to Video on page 4

Highlights

Safety Fact. Over the last decade, 57 times as many people died in falls at home as were killed in scheduled airline service.

New Tower. Sioux Gateway Airport will be sporting a new air traffic control tower in 1991.

Administrator James Busey announced construction of the \$3.5 million facility at a recent awards ceremony in Sioux City to honor the FAAers and local community for help in saving many of the victims of the United DC-10 crash landing in Sioux City last summer.

The contract was awarded to a local firm, W. A. Klinger, Inc. Construction is scheduled to begin next March and be completed in June 1991. The tower is expected to be outfitted with its electronic gear and commissioned in the fall of 1991.

More Money. The federal government mileage reimbursement rate has increased to 24 cents a mile, a boost from the previous 22.5 cents a mile.

The reimbursement, which became effective September 17 and was published in the September 13 *Federal Register*, applies to the authorized use of privately owned vehicles on official business.

Pilots Suspended. The FAA has indefinitely suspended the licenses of the captain and first officer of USAir flight 5050 that crashed into the East River at LaGuardia Airport on September 20 after the pilots made an unsuccessful attempt to abort takeoff.

Administrator James Busey said he was disturbed by the "highly questionable" actions of the two pilots - Michael Martin and Constantine Kleissas - because they weren't available to investigators for more than 36 hours after the accident.

"These actions also have negated the opportunity for any meaningful toxicological testing, thereby denying us factual information as to whether drugs were or were not a factor," Busey said.

"The importance of air carrier programs for post-accident drug testing, such as will be required later this year under FAA regulations, are again emphasized by this accident."

The pilots may appeal suspension of their air transport pilot certificates to the National Transportation Safety Board.

Airline Debt. The DOT is taking a close look at leveraged buyouts in the airline industry, says DOT Secretary Sam Skinner, who told the International Aviation Club on September 19: "So that there can be no doubt, I will not allow excessive debt on the airline industry to jeopardize the public interest, especially in the important area of safety."

While Skinner said there have been some success stories with leveraged buyouts benefiting the national economy by promoting more productive and efficient business enterprises, he added that the "downside is the growing number of leveraged buyouts that have gone sour."

Skinner said, "Debt-ridden airlines, forced to adopt sweeping austerity measures, may unwittingly threaten the safety of the traveling public."

"Airlines today cannot afford to scrimp on the new costs of maintaining the safety of their senior aircraft."

"We are now discovering the technology to meet the demand for effective noise abatement. Airlines must have the resources to address environmental concerns."

"We must do everything possible to fight the despicable acts of terrorism. Airlines cannot afford to cut back on security costs."

United Hearing. The National Transportation Safety Board will convene a public hearing into the fatal crash of a United DC-10 on Tuesday, October 31, at the Convention Center in Sioux City.

The hearing is expected to last four days.

On July 19, United flight 232 from Denver to Chicago crashed while attempting to make an emergency land-

ing at Sioux City. An uncontained engine failure apparently damaged all three of the plane's hydraulic systems making the aircraft almost uncontrollable.

The accident claimed the lives of 112 of the 296 persons aboard.

Valdez Update. FAA will decommission the temporary-emergency tower at the Valdez Airport in Alaska on October 14 because of decreased operations at the airport and in Prince William Sound.

The tower, which was set up on March 26 after the oil spill, averaged 600 operations a day during the first few weeks of the spill. By late September, activity had decreased to less than 130 a day, and it is expected to decrease further.

Exxon, the largest aircraft operator in the area, has been reducing its operations by 25% a week until only two helicopters will remain at Valdez in mid-October.

Air-ground communications in the area will continue to be provided by the Cordova Flight Service Station on a 24-hours-a-day, pre-spill schedule.

Health Insurance. This year's open season for the Federal Employees Health Benefits runs from November 13 to December 8.

Premium boosts for health benefits in 1990 will rise an average of 13.3% over the 1989 rates for non-Postal employees and annuitants so examining options carefully during the open season is important.

The higher rates take effect the first full pay period beginning on or after January 1 for employees and January 1 for annuitants.

Every Wednesday. *Intercom* is published weekly by the FAA Office of Public Affairs. The deadline is 12 noon every Wednesday.

Three Weeks, Please. Submit items on upcoming events for the *Flightplan* section at least three weeks in advance to FAA Headquarters room 908, or call x78521.

Hugo *continued from page 1*

region's Atlanta headquarters, the decision was made to evacuate employees and their dependents from the storm-ravaged areas.

All communication was lost with St. Croix with the exception of a phone patch from an Alabama National Guard mapping unit in Gadsden. There was high frequency radio communication with St. Thomas via the Miami enroute center and high frequency communication between San Juan and Atlanta.

Reports indicated food shortages, no water and no shelter for FAAers.

Looting had broken out on St. Croix, indicating deteriorating conditions on the island.

Washington Headquarters was notified of conditions as rapidly as information was available the day after Hugo hit the islands. Later that day, Admin-

Special thanks to Roger Myers, Southern Region, for this report.

istrator James Busey authorized Southern Regional Administrator "Cas" Castleberry to implement evacuation procedures and take charge of the overall recovery effort.

By Tuesday morning, September 20, an emergency evacuation support team made up of airway facilities, air traffic, airports, logistics and human resource management divisions were ready.

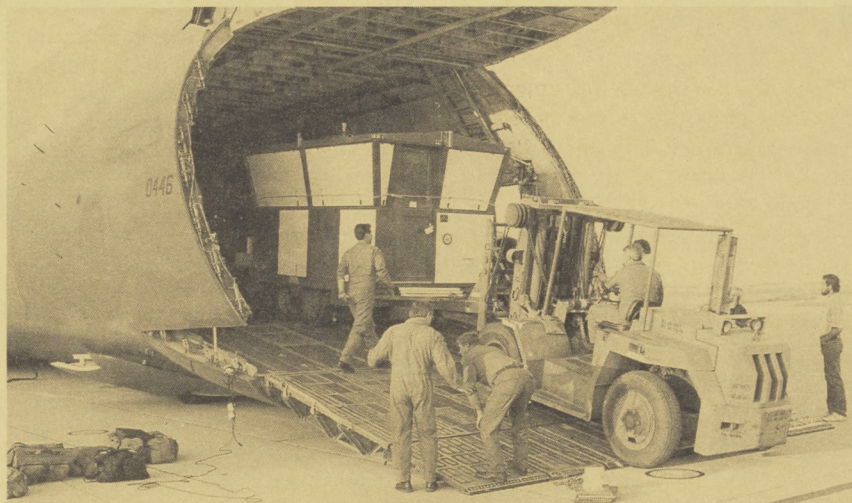
FAA's DC-9, based at Oklahoma City's Aeronautical Center, was loaded with emergency supplies and headed for Atlanta where it refueled, picked up the region's evacuation support team and took on additional supplies.

The plane then flew to Homestead Air Force Base where disaster management team members and Coast Guard security personnel joined the effort.

The teams arrived in San Juan Wednesday morning.

After a briefing from federal marshals and FBI agents, who had already seen the destruction on St. Croix, the decision was made to go on to St. Croix and St. Thomas and evacuate FAA employees and dependents.

Upon arrival, the airports were se-



A temporary tower is loaded on to an Air Force C-5 at Oklahoma City's Aeronautical Center. Two towers were sent to St. Croix and St. Thomas to replace those knocked out by Hugo.

Photo by Jack Iman

cure, but things were still unsettled on the rest of the islands.

The agency's DC-9 airlifted 35 FAA dependents, National Guard dependents, a federal judge and his wife, an Air Force retiree, a few employees of other agencies and four FAA employees. The majority of FAAers volunteered to remain, protect agency property and help restore service.

The DC-9 immediately returned to San Juan where evacuees of both islands cleared customs and departed for Atlanta with three crewmembers, two regional support people and 66 weary, tired and hungry evacuees.

Once in Atlanta, they were put up at a local hotel, given clothing - collected at regional headquarters - and emer-

gency kits with personal items. The next day they were processed from regional headquarters to their temporary havens - usually their hometowns.

With the emergency evacuation a success, the region turned its efforts to restoration and recovery.

The first priority was to return the long-range radar in Puerto Rico and the inter-island communications network to operation.

Two temporary mobile towers were loaded on an Air Force C-5 and flown to St. Croix and St. Thomas.

Unfortunately, on the same day, Hugo slammed into the mainland knocking out power to many parts of the Carolinas.

FAA facilities on the mainland weathered Hugo much better than those in the Caribbean. The region's Airway Facilities Division, which had been operating a communications center 24 hours a day, dispatched field maintenance party teams and other technical support to the Carolinas with supplies, parts and assistance. Nonetheless, many FAAers had severe personal property damage and loss.

By the end of September, most airports in Hugo's path had resumed operation. Restoration and recovery teams were in place in the islands and mainland and were diligently working around the clock to restore full FAA services to the flying public.

FAA Relief Fund

A special relief fund has been set up to help FAA employees and their families who suffered severe personal and financial loss from Hurricane Hugo.

Send financial contributions to:

*Southern Region Headquarters
ASO-52-C
PO Box 20636
Atlanta, GA 30320*

Please make checks payable to "Southern Region Hurricane Relief Fund." Employees of the Southern Region offer their thanks for helping in the relief effort.

Video *from page 1*

and St. Petersburg.

The video, a year-long project of the Office of Airport Safety and Standards, is designed to promote greater citizen involvement in developing local airports.

The 23-minute training guide will be given wide distribution to airports throughout the United States.

Joseph Del Balzo, Executive Director for System Development, presented winners with special FAA certificates and lauded their teamwork and the "synergy it generates."

He praised airport action groups as "extremely important" in providing information to public officials, "bridging the gap" and letting public officials and the community know the importance of airports as a key to a thriving economy.

The event was emceed by Quentin Taylor, Acting Associate Administrator for Airports.

The award winners:

→ The Alfred Whitted Municipal Airport in St. Petersburg and its action group, Citizens for the Preservation of the Waterfront/Airport, were cited for helping to save the airport from conversion to non-aviation purposes.

→ The Allentown-Bethlehem-Easton Airport in Pennsylvania's Lehigh Valley and its action group, The Partnership, were honored for making the airport the focal point for the economic revival of the community.

→ Houston area airports and their action group, Flight Festival, Inc., were singled out for successful public relations efforts to increase aviation awareness in that community.

→ The Palo Alto Airport of Santa Clara County and its action group, The Joint Community Relations Committee, were cited for successful noise abatement and other "good neighbor" programs.

Also honored were three aviation organizations for promoting the establishment of airport action groups.

They are the Aircraft Owners and

Pilots Association, the National Business Aircraft Association and the Aeronautical Division of the Illinois Department of Transportation.

Copies of the video are available from the Airport Safety and Operations Division, AAS-300.

Denver *from page 1*

"The significance of this grant agreement is underscored by the fact that no new major airport has been built in the United States since the Dallas-Fort Worth Airport opened in 1974," Skinner said.

Busey said the grant was "just the beginning of FAA's long-term commitment."

In addition to the \$60 million grant, FAA is proposing almost \$190 million

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DOT Secretary Sam Skinner

over a five-year period to provide necessary facilities and equipment to support the new airport operations.

Busey noted that the construction of the new facility would remove a "major bottleneck" in the current air transportation system.

"Denver's Stapleton Airport has proved woefully inadequate in bad weather when it is reduced to a one-runway operation, frequently causing air traffic to back up throughout the system," he said. "Replacing Stapleton with a new all-weather airport not only will benefit Denver directly but also will promote more efficient traffic flows nationwide."

"This clearly is a breakthrough in one of the places where we most need a new airport. Denver has shown dra-

matically that a community can coalesce and surmount all of the obstacles to new airport development. Its success should give new impetus to other communities that are urgently striving to address their airport problems," the Secretary added.

He congratulated the "forward-looking citizens" of the Denver area who have consistently supported the development of a new airport.

"By their actions, they already have defined Denver's role as a major economic, social and political force in the 21st century."

The FAA chief cited agency forecasts that indicate the new airport will be the nation's third busiest by the year 2000 in terms of both aircraft operations and passenger enplanements, as compared to the current number five ranking for Stapleton.

He said the new airport is projected to handle 817,000 takeoffs and landings and board 33.2 million passengers that year.

The new airport will be built on a site in Adams County northeast of the city. It is scheduled to become operational in 1993 with five runways.

Plans call for it to expand to a 12-runway configuration by the year 2020.



*Help Someone Have
a Better Tomorrow*

**Combined Federal
Campaign**

*This year's theme is "Help Someone Have
a Better Tomorrow."*

Wednesday Deadline. *Intercom* is published weekly. The deadline is 12 noon every Wednesday.

Aviation Navigation

December Symposium Focuses on Technology

A three-day symposium, focusing on emerging space-based technologies and how they will integrate with existing aviation navigation and surveillance systems into the next century, is scheduled for December 4-6.

The 1989 Radio Technical Commission for Aeronautics (RTCA) Annual Assembly and Technical Symposium will be held at the Loews L'Enfant Plaza Hotel, Washington, DC.

This year's topic: New Navigation and Surveillance Systems - Keys to Future Worldwide Operations.

For more information, contact the RTCA Secretariat, One McPherson Square, 1425 K Street NW, Suite 500, Washington, DC 20005. Telephone: (202) 682-0266.

RTCA is a cooperative association of government and non-government organizations serving aviation since 1935. It provides a forum for coordinating the electronic and telecommunications needs and interests of the aeronautical community.

See Illegalities?

In its campaign against wasteful and illegal practices, the DOT Inspector General is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is confidential.

To reach the Inspector General's Hotline call the following numbers:

Toll Free
1-800-424-9071
Washington, DC
(202) 366-1461

Information can also be sent to the following address:

Office of Inspector General
U.S. Department of Transportation
PO Box 23178
Washington, DC 20026-0178



This Delta Air Lines 737 burned after crashing on takeoff from Dallas on August 31, 1988.

Photo courtesy of NTSB

Flightcrew Blamed in Delta Dallas Crash

NTSB Cites 'Inadequate Cockpit Discipline'

The National Transportation Safety Board has blamed the flightcrew for the August 1988 crash of a Delta 737 on takeoff from Dallas-Fort Worth International. The crash killed 14.

At a September 26 hearing, the board pinned the accident's "probable cause" on the following:

→ The captain and first officer's inadequate cockpit discipline that resulted in the flightcrew's attempt to takeoff without the wing flaps and slats

properly set.

→ The failure of the takeoff configuration warning system to alert the crew that the airplane was not properly configured for takeoff.

Contributing to the accident, the NTSB said, was:

→ Delta's slow implementation of necessary modifications to its operating procedures, manuals, checklists, training and crew checking programs following the airline's rapid growth and a merger with Western Airlines.

→ Lack of sufficiently aggressive action by the FAA to have the known Delta deficiencies corrected and lack of sufficient accountability within the FAA's air carrier inspection process.

In a rare public statement this summer, Delta admitted pilot error. The captain and first officer, who no longer work for the airline, were reportedly fired.

Camp *from page 1*

Skinner said the program is an important part of "quality aviation education."

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Air Emergency: Coming Through 'When It Counted Most'

'Siouxlanders' Lauded for Quick Rescue Response

"You gave the nation a demonstration, in real life - and real time - of the highest ideals of service to your fellow man in time of need," Administrator James Busey told 250 people at a special Sioux City ceremony to honor 10 local agencies that responded to the crash landing of United Airlines flight 232 on July 19.

"Here in America's heartland, you don't have to go very far to witness those wonderful qualities of professionalism, skill, training and personal dedication," Busey said during the September 28 awards luncheon.

"They permeate each of these organizations. In my judgment, all of these qualities came together when United flight 232 needed all the help it could get."

turn to Siouxlanders on page 4



Air traffic controller Kevin Bachman meets the big boss, President Bush, at the White House. Kevin, the cool, calm controller, who guided the captain of the crippled United DC-10 to the Sioux Gateway Airport, is one of scores of FAAers, rescue and community groups honored by the agency for their professional response to the air emergency on July 19.

Read more about the conversations between United flight 232 and the Sioux City tower in the October issue of FAA World.

FAAers Praised for Skill, Professionalism

Dozens of FAAers were honored last month in special ceremonies in Kansas City and Sioux City for their quick actions and professionalism that helped save lives when a United DC-10 crash landed at Sioux Gateway Airport.

The awards were presented by Administrator James Busey who said he was proud of the "professionalism, skill and dedication of FAA's people."

Whether they were on the front lines in Sioux City, in support functions at Central Region headquarters or field facilities, Busey said FAAers showed the nation their "outstanding performance in handling a major emergency in the air."

"You came through when it counted most," he said.

See lists of FAA honorees on pages 2 and 4.

Errors Down. Errors by air traffic controllers continue to decline. The 649 errors from January to August of this year were 9% lower than the 712

Highlights

for the same eight months in 1988.

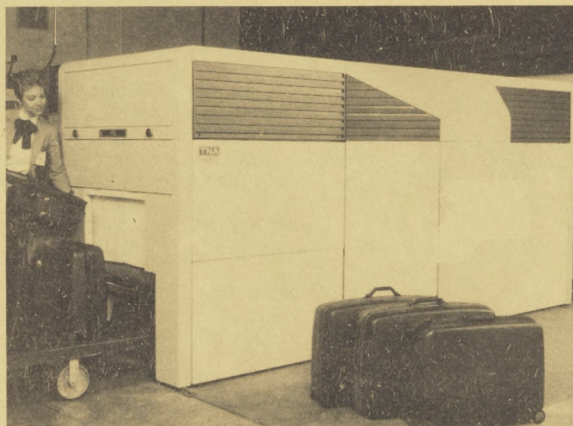
Controller errors in 1988 were 13.5% lower than in 1987.

Near Midairs Drop. The 387 near midair collision reports from pilots in the first eight months of 1989 are 23% below the 1988 figure of 504 for the same period. The 1988 error total was 33% below the 1987 figure.

more Highlights on page 3

TNA Moves On

Another sophisticated bomb detecting device, like this one, is scheduled to be installed soon - this time at the Pan Am terminal at Miami International Airport. The first fully operational thermal neutron analysis, TNA, machine began "looking" at baggage in late summer at the TWA terminal at Kennedy Airport. In the



near future, other machines will be placed by FAA at Dulles and Detroit and overseas, in cooperation with foreign nations, at Frankfurt and London's Gatwick airports.

FAA's Flight 232 Honorees

These FAAers were honored
at ceremonies in
Sioux City and Kansas City

DOT Award for Valor

Sioux City Airway Facilities Sector Field Office

Samuel N. Gochenour, electronics technician
Timothy R. Norton, electronics technician
Randy M. Youngberg, maintenance mechanic

DOT Award for Meritorious Service

Sioux City Air Traffic Control Tower

Mark W. Zielezinski, area supervisor
William Kevin Bachman, air traffic control specialist

Winners of the DOT Valor and Meritorious Service Awards were to receive the honors at the annual Secretary of Transportation Awards Ceremony on October 19 in Washington, DC.

FAA Certificate of Achievement

Terry L. Dobson, manager
Sioux City Air Traffic Control Tower

Richard A. Deboer, supervisor
Sioux City Airway Facilities Sector Field Office

FAA Superior Achievement Awards

Air Traffic Division Group Award

Terry L. Dobson, manager
Sioux City Air Traffic Control Tower
Gary L. Christiansen, assistant manager
Omaha TRACON
Cheryl L. Strandburg, secretary
Sioux City Air Traffic Control Tower

John M. Harrison, electronics technician
Airway Facilities Division

Gordon M. Atzen, assistant manager
Des Moines Airway Facilities Sector Office

Glenn W. Bush, manager
Des Moines Airway Facilities Sector Office

Kenneth E. Birlingmair, supervisor
Des Moines Airway Facilities Sector Support Unit

Special Acknowledgments

Sioux City Air Traffic Personnel

William L. Hoppe
Laddie E. Kuzela
Perry R. Grell
Dale A. Mleynek
Jonathan A. Porto
Matthew C. Rostermundt
Jan W. Sellman
Richard D. Swetnam
James L. Weifenbach
John W. Bates
Rodney C. Hensel
Charles R. Owings, Jr.
Bradley D. Risinger
Dean R. Ruther
Darrell W. Stewart
Robert A. West

Superior Accomplishment Awards

Air Traffic Division Group Award

Donald F. Hensley, manager
Kansas City International Tower
James H. Snow, manager
Facility Operations Branch
Robert R. Botcher, system effectiveness specialist
Facility Operations Branch
Carole Y. Orr, secretary

Individual Awards

William H. Behan, assistant manager
Air Traffic Division

Frederick D. Cason, supervisor
Certification and Safety Section
Airports Division

Harold D. Scott, manager
Regional Operations Center

Robert T. Raynesford, public affairs officer
Public Affairs Office

Jane Knoche, evaluation officer
Airway Facilities Division

Joseph T. Brennan, deputy assistant chief counsel
Office of the Assistant Chief Counsel

Gerald H. Dennis, acting regional flight surgeon
Aviation Medical Division

Joseph O. Gaul, assistant manager
Flight Standards Division

Timothy J. Griffith, supervisory operations inspector
Des Moines Flight Standards District Office

Nick H. Spasic, supervisory airworthiness inspector
Des Moines Flight Standards District Office

Roger "N" Clark, accident prevention specialist
Des Moines Flight Standards District Office

John E. Wahlstedt, aircrew program manager
Kansas City Flight Standards District Office

David R. Gann, aircrew program manager
Kansas City Flight Standards District Office

William R. Peart, assistant principal avionics inspector
Kansas City Flight Standards District Office

Robert E. Mulvaney, assistant principal maintenance inspector
Kansas City Flight Standards District Office

Mary Alonzo, labor relations specialist
Human Resource Management Division (currently employed at the Department of Agriculture)

More FAA honorees on page 4

Highlights *from page 1*

Deviations Decline. Improvements were also registered in pilot deviations. The number was down 26% in the first eight months – 1,546 compared with 2,101 in 1988. The 1988 total was 18% below 1987 deviation reports.

Safety Fact. During the first 10 years of economic airline deregulation, 1978-87, U.S. airlines in scheduled service improved accident and fatality rates.

→ The accident rate per 100,000 aircraft-hours flown dropped by 60.3%.

→ The fatal accident rate per 100,000 aircraft-hours flown decreased by 59%.

→ Fatalities per 100,000 aircraft-hours flown declined by 49.1%.

Fighting Fire. FAA has issued a new regulation requiring stronger fuel tank covers on certain large aircraft to minimize fire potential after an accident or incident.

The FAA cited several incidents in which fuel tank access panels have failed in service, including the August 1985 accident involving a British Air Tours 737 in Manchester, England.

In that case, a part from an exploding left engine punctured a fuel tank access cover during the aircraft's take-off run. The resulting fire killed 55 of the 137 people aboard.

Following the accident, FAA ordered the strengthening of fuel tank access covers on all U.S. 737s.

The new action expands the requirement to all large jet aircraft that have fuel tank access covers in locations where they would be susceptible to damage from engine parts, pieces of tire tread or other debris.

Both existing and newly certificated aircraft are covered by the rule.

Airlines have two years to comply with the retrofit requirement. Some 26,812 access doors will have to be changed with the total cost of making and installing the new covers estimated \$19.7 million.

Relocation Benefits. Under certain conditions, a 1987 law authorizes pay-

Message From the Secretary

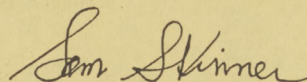
Rewarding Productivity Improvements

The Department of Transportation can serve transportation and users alike by changing, and becoming more productive.

I don't want to hear that "it's always been done that way."

Things done by law must be made more efficient. Things done by habit must be changed.

No one will lose their job because they increased productivity. Productivity improvers will be rewarded.



ment of real estate allowances and/or use of the relocation services contract to eligible FAAers transferred from foreign to domestic posts of duty.

The new entitlement applies to employees who report for duty at a new non-foreign area official station on or after February 19, 1988.

The transfer should be from an official foreign station to a different non-foreign station than the one the employee left when originally transferred to the foreign post.

Details of this entitlement were published in the September 13 *Federal Register*, page 37811.

Need more information? Headquarters FAAers should contact the Travel and Relocation Systems Division, x79005. Others should contact their local accounting office.

Use or Lose. It's time for employees to start scheduling any "use or lose" annual leave to avoid possible forfeiture at the end of the 1989 leave year.

Generally, employees can carry a maximum of 240 hours of annual leave into a new leave year.

Use or lose annual leave must be scheduled in writing before the begin-

ning of the third pay period prior to the end of the leave year, however; that's before December 3, 1989. The scheduling allows leave later to be considered for restoration, if it cannot be used. Questions can be addressed to your servicing Human Resource Management office.

'Loyal Deputy.' Joe Alvarez, manager of Western-Pacific Region's Human Resource Management Division, was recently honored for serving as Acting Deputy Regional Administrator from September 1988 to July 1989.

W-P Regional Administrator Jerry Chavkin lauded Alvarez for his "untiring dedication to enhancing the quality of our working lives" and being "a compassionate and understanding listener; a loyal deputy while aggressively resolving a number of major issues in a cool, calm and collected manner; a fine human being; and a friend."

Air Cargo First. DOT has picked three carriers to provide the first scheduled all-cargo service between the United States and Mexico. Federal Express will serve Mexico City, Guadalajara and Monterrey from Harlingen, TX; United Parcel Service will serve the same Mexican cities from Houston; and Evergreen International will serve Mexico City from McAllen, TX, and Miami. Amerijet International was awarded backup authority.

1990 COMBINED FEDERAL CAMPAIGN



Help Someone Have
a Better Tomorrow

**FAA's
Flight
232
Honor
Roll**

On the Spot Awards

Lollie O. Brashears, organizational effectiveness assistant
Human Resource Management Division

Jean R. Branit, editorial assistant
Public Affairs Office

Linda Masters, secretary
Office of the Regional Administrator

James C. Menges, resource management specialist
Air Traffic Division

Elizabeth S. Wallis, NAS implementation specialist
Air Traffic Division

Richard L. Day, system support specialist
Air Traffic Division

Robert D. Canterbury, computer programmer
Air Traffic Division

Raymond J. Fernandez, duty officer
Regional Operations Center

Gene M. Gautieri, Jr., duty officer
Regional Operations Center

Letters of Commendation

Jerome E. Tegen, branch manager
Flight Standards Division

Kenneth T. Armer, section supervisor
Flight Standards Division

Dale I. Glaspie, Jr., operations specialist
Flight Standards Division

William C. Mackey, Jr., operations specialist
Flight Standards Division

Charles W. Seger, section supervisor
Airway Facilities Division

Anthony J. Soule, assistant manager
Wichita Airway Facilities Sector Office

Ona Mae Little, manager
Goodland Airway Facilities Sector Field Office

Bernard Weishapl, electronics technician
Goodland Airway Facilities Sector Field Office

Rodger Burton, section supervisor
Airway Facilities Division

James E. Ruf, assistant manager—technical support
St. Louis Airway Facilities Sector Office

Jacob Anthes, transportation and evaluation officer
Logistics Division

Cornelius O. Shepard, contract specialist
Logistics Division

Sharon M. Calabro, contract specialist
Logistics Division

Siouxlanders *from page 1*

"The nation salutes you for the outstanding performance in handling a major emergency in the air, and on the ground. Believe me when I say to you, that you successfully passed the test, when and where it counted the most."

Receiving certificates of commendation from Busey were:

**Woodbury County
Disaster Services**

A trained emergency medical technician staff which responds to all emergencies in the county, the disaster services unit is responsible for organizing and implementing the logistics of emergency responses.

Sioux City Fire Department

In the event of a major disaster, the fire chief establishes a central command post and controls the situation until it is resolved.

The fire department had all available personnel and equipment on the airport and in their emergency position when the plane crashed. Their response was immediate and effective.

Sioux Gateway Airport

The airport supervisor was at the airport during the accident, coordinating individual flight operations, monitoring airport security and assigning airport workers to support tasks.

Airport Firefighters and Rescue

The airport firefighters and rescue workers are responsible for medical and crash fire rescue on the airport until the city fire chief arrives on the scene.

On July 19, they were on station at the airport and provided immediate medical and fire fighting assistance.

**Iowa Air National Guard
185th Tactical Fighter Group**

The response of the 185th on July 19 was also immediate and effective. The unit opened its base and facilities and offered food and refreshments to all the workers and volunteers involved at the crash scene.

St. Luke's Regional Medical Center

In its emergency plan, St. Luke's recalls all doctors and nurses on staff and fully staffs its emergency rooms. St. Luke's was equipped and prepared when the first accident victim was brought to the hospital only minutes after the crash.

Marian Health Center

This center, with the largest and best equipped trauma unit in northwest Iowa, put its emergency plan into action and was ready and waiting when the first patient arrived after the crash.

Marian Air Care

On July 19, this helicopter medivac unit attached to Marian Hospital was airborne with a full medical team, including a doctor, and actually observed the crash from the air. Within minutes of the accident, the team was on the ground assisting at the crash site.

Siouxland Health Services

Siouxland Health Services provides ambulances during emergencies and accidents. They were on the airport when the accident occurred and were on the scene with the first ambulance with a medical staff.

Woodbury County Communications Center

Responsible for all initial police, fire and "911" responses, the communications center has a "tower crash circuit" phone. The center notifies all emergency services based on the county's disaster plan.

Headquarters
Intercom

October 17, 1989
No. 89-41

Pat Cariseo
Pat Tomasetti
Associate Editors

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800 Independence Avenue, SW
Washington, DC 20591

800 Independence Avenue, SW

People

Associate Administrator for NAS Development Arnold Aquilano, left, poses with winners of the Group Achievement of the Year Award, the New York TRACON Branch.



Top employees. The NAS Development complex at FAA headquarters has honored several employees with AND Associate Administrator of the Year Awards.

Receiving the awards at a ceremony in the FAA auditorium this summer were:

Executive of the Year
Jim Cain

Distinguished Employee of the Year
Frank Yohe

Administrative Excellence
Jackie Herbert

Secretarial Accomplishment
Erma Redden

Group Achievement of the Year
New York TRACON Branch

Service pins were also presented for 15, 25 and 30 years of service, and certificates were given for awards received by employees from April 15 through July 15.

Healthbeat

AIDS video. "One of Our Own," a 30-minute video about AIDS in the workplace will be shown in the FAA health clinic on *Wednesday, October 18*, and *Wednesday, October 25*, at 10 a.m., 1:30 p.m. and 3 p.m.

October is AIDS Awareness Month, and other AIDS information is available at the clinic, room 327.

Red Ribbon Campaign. The National Federation of Parents is sponsoring the second National Red Ribbon Campaign, *October 22-29*. The cam-

paign's goal is to present a unified and visible commitment toward the creation of a drug free America.

The Red Ribbon Campaign originated when federal agent Enrique Camarena was murdered by drug traffickers in 1985, and the red ribbon became the symbol to reduce the demand for drugs.

Special lecture. As part of the Red Ribbon Campaign, a lecture -- "Family Awareness of Alcohol and Substance Abuse" -- is scheduled *Thursday, October 26*, at 12 noon in FAA's third-floor auditorium. The lecture will be given by Dr. Barton Pakull, chief psychiatrist; Frank Pirhalla, National Employee Assistance Program manager; and Jerry Meade, Headquarters Employee Assistance Program.

Red ribbons, buttons and literature will be available at the lecture.

For more information, contact Sam Hart, Health Promotion Program manager, x77964.

Flu shots. FAA's Health Unit in room 327 is providing free flu shots on *Mondays, Wednesdays and Fridays through October 30*.

The shots, for FAA and NTSB employees only, are given from 9 to 11 a.m. and 2 to 4 p.m.

This year's flu shot contains the strains of A/Taiwan/1/86, A/Shanghai/11/87 and B/Yamagata/16/88 to provide immunity against the types of flu that have been circulating in the past year and are thought to be the most likely to occur this winter.

Questions on flu shots? Contact the third-floor health unit.

Flightplan

Synthetic vision. H. Joel Strickland, head of Advanced Programs for night vision, and Dr. Lawrence Brockman, director of Millimeter Wave Radar, both of Martin Marietta, discuss recent advances in night and hazardous weather vision systems, *Tuesday, November 14, 12:15-12:45 p.m.*

The seminar will be held in FAA's auditorium.

Aviation exhibits. Two new aviation exhibits open in November at the National Air and Space Museum.

→ **Commuting.** The Grumman "Goose" Amphibian exhibit opens *Friday, November 3, in gallery 102.*

The Grumman G-21 Amphibian was designed in the mid-1930s as a way for wealthy Long Island commuters to reach their Wall Street offices.

Later, the "Goose" was used by small, commuter airlines, particularly in Alaska, California and Florida.

This new exhibit includes a recently restored "Goose," photos, original timetables and drawings by aviation artist Mike Mechat.

→ **Sikorsky's career.** Another exhibit, The Aviation Careers of Igor Sikorsky, opens *Thursday, November 16, in gallery 113.*

Born 100 years ago, Sikorsky had three distinct careers: the pre-World War I years in his native Russia where he built the world's first four-engine airplane; his move to the United States and subsequent development of the great flying boat of the 1930s; and his development of the first practical single rotor helicopter, the VS-300.

The exhibit includes a VS-300 and a variety of models, photos, flight equipment and mementos - including one of Sikorsky's trademark fedoras and a gold watch given by Tsar Nicholas II.

Sikorsky lecture. Join aeronautical engineer Ralph Lightfoot for an insider's view of Igor Sikorsky. The lecture, "My Years with Igor Sikorsky," is scheduled for the National Air and Space Museum on *Thursday, November 16, 7:30 p.m., Langley Theater.*

Employee Group Boosts Self-Confidence

Where do you go if you're a new or seasoned employee who wants to learn more about the FAA and how to improve your skills?

The Office of Program and Resource Management has an answer.

Its workers participate in meetings twice a month of their own Employee Enhancement Group EEG.

The program, which kicked off in August 1988 under the direction of



Some members of APR's Employee Enhancement Group are all smiles at one of their meetings.

Irene Barnett, is designed to sharpen skills. At the meetings, FAAers discuss on-the-job performance and procedures to help employees better plan for their future.

There are guest speakers, group discussions on aviation issues and an occasional aviation-related field trip to get in touch with FAA's mission.

The group toured the Paul E. Garber facility in Suitland which houses the National Air and Space Museum's reserve collection of air and spacecraft.

Other activities have included workshops such as "Personal Power," "Time Management," "Training" and "How To Fill Out an SF-171 Successfully."

Future plans call for more guest speakers, discussions of agency office policies and procedures and oral presentations by each group member.

"You'll get out of it whatever you put into it," said one participant.

Not limited to any particular field in APR, the 30-member group includes secretaries, specialists and managers.

Participants say the experience has boosted their self-confidence, professionalism and enthusiasm. It's a good way to find out more about FAA's many offices and pick up information needed for career advancement.

Interested in starting an Employee Enhancement Group? Call Jim Ayres, x66635, or Janis Pressley, x79690.

Lightfoot worked with Sikorsky at Sikorsky's plant in Stratford, CT. From the 1930s to the 1950s, the manufacturing plant developed and built flying boats and the first practical helicopters.

Strategic bombing. "Victory Through Air Power," a 1944 film will be shown at the National Air and Space Museum on *Friday, November 17, at 7:30 p.m., in the Langley Theater.*

Animation and historical footage are combined in this montage produced by the Walt Disney Studios. The film is based on the ideas of aircraft designer and air power advocate Alexander De Seversky.

Three weeks, please. Submit items for the *Flightplan* section at least three weeks in advance of the event to room 908, or call x78521.

Financial Help Urged for FAA Victims of Hurricane 'Hugo'

In a plea for financial aid, FAA Administrator James Busey has urged FAAers across the country to help other agency employees and their families who were devastated by killer Hurricane Hugo.

A special relief fund, which had raised \$4,800 by early October, is set up through Southern Region Headquarters to help FAAers and their families in the Virgin Islands, Puerto Rico and the Charleston, SC, area.

In an October 13 satellite hookup to 34 FAA locations

nationwide, Busey said "tragic" losses were intensified by the fact that it is almost impossible to get property insurance in the Virgin Islands.

"When our FAA families were forced to take shelter in old

How to contribute? See page 4.

World War II ammunition bunkers for protection against the storm, they took nothing but the clothes on their back and

turn to Hurricane on page 4

October 24, 1989



U.S. Department
of Transportation
Federal Aviation
Administration

Headquarters Intercom

CPR Pays Off

'I Owe Her My Son's Life'

When Cynthia Wells casually mentioned to a neighbor that she knew cardiopulmonary resuscitation (CPR), she never dreamed that she would be called into action 20 minutes later.

It happened earlier this summer after Wells, an air traffic controller at California's Stockton Tower-TRACON chatted with a neighbor about swimming.

After the short visit, Wells went home.

Less than a half-hour later, the neighbor ran frantically across the street,

turn to CPR on page 3



Air traffic controller Cynthia Wells and Nathan, the youngster she saved with CPR.

HQ Repairs Begin

Problem Elevators Due Mechanical Overhaul

After an in-depth survey, the General Services Administration has agreed with FAA that there are serious elevator problems at FAA Headquarters.

Although there are no existing safety hazards, the elevators have many operational and mechanical problems that require immediate minor repairs and long-term major overhauls.

Starting October 6, GSA kicked off a four-phase program to improve elevator performance and bring them up to current standards.

The repair project is being coordinated by ALG-500, the new Building Management Division.

Ultimately it could cost between \$250,000 and \$400,000 per elevator to overhaul them mechanically and operationally, renovate their interiors and modernize them to meet handicapped regulations.

Here's the elevator repair timetable:

→ Contractors are making interim repairs to all elevators to bring them up

turn to Elevators on page 4

Tips To Quit: Getting Ready for the November 16 'Smokeout'

Trying to figure out how to stop smoking as the 13th Great American Smokeout approaches?

The smokeless 24 hours is scheduled for Thursday, November 16.

Here are 13 tips from the American Cancer Society to help quit:

→ Throw out all cigarettes. Clean out all ashtrays, and fill them with something else. Throw out matches and hide lighters, or give them away.

→ When the urge to smoke hits,

take a deep breath. Hold it a second, then release it very, very slowly.

Taking deep, even breaths is similar to smoking, only you'll inhale clean air, not poisonous gases.

GREAT AMERICAN SMOKEOUT



→ Exercise to help relieve tension. Climb stairs rather than take the eleva-

tor, park the car a block or two away from where you are going, and walk the rest of the way.

At home, touch your toes, jog in place, do jumping jacks.

→ When tempted to reach for a cigarette, think of the time you burned a hole in your clothes, mattress or rug.

Imagine this experience for 15 seconds whenever the urge occurs.

turn to Quit on page 4

Highlights

Night Vision. FAA is testing the use of night vision goggles at air traffic control towers.

Four pairs of goggles have been loaned to the agency by the U.S. Army. The Chicago area study will be completed in November.

'Hugo' Repairs. FAA has awarded a \$996,000 grant to the Puerto Rico Port Authority to repair and replace airport facilities damaged by Hurricane Hugo in September.

The grant is being used to install and/or repair guidance signs, runway and taxiway lighting, airport beacons and fencing at Culebra and Vieques airports. The funds will also be used to install and repair security fencing at San Juan's Marin International.

At Vieques, a fleet of 12 aircraft owned by a commuter airline serving the island was destroyed by Hugo.

60/40 Pension Split. President Bush has signed legislation extending the 60/40 split in lump-sum pension payments through December 3.

Workers retiring between now and December 3 who take the lump-sum option will get 60% of it within a few months of retirement.

The second installment will be paid one year from the date of retirement.

For more information, call Ida Mack or Barbara Claytor, FTS 267-8916.

Safety Fact. In the 10-year period 1978-87, the ratio of U.S. pedal-cycle related deaths to deaths in accidents in scheduled airline service was 10 to 1.

An annual average of 1,190 people died in pedal-cycle accidents compared to 115 in scheduled airline service.

New Tower. FAA commissioned a new air traffic control tower and adjoining base building at Vermont's Burlington International Airport on October 12.

The \$3.6 million facility became operational on September 26, replacing a 39-year-old tower atop the terminal building and FAA's administrative

offices on the second floor.

One of the ceremony's highlights was the presentation of an FAA plaque to South Burlington's Grace Pugh, 81.

Affectionately known as "Vermont's First Lady of Aviation," Pugh was the first woman in the state to earn her pilot's license 52 years ago.

She took her first flight in 1932 when her husband-to-be, Harold Pugh, flew her over the elementary school where she was a teacher.

The new tower's total height is 95 feet, and controllers stand at the 77-foot level, twice as high as in the old tower.

Last year, Burlington handled 147,728 operations.

The construction cost of the tower and base building was \$2.34 million. New air traffic control equipment cost \$1.26 million.

Day Care Update. On October 24, FAA's Technical Center celebrated the grand opening of a day care center. The center, which serves FAA's Atlantic City employees, as well as other government workers, began operations this summer.

Read more about day care throughout the agency in the October issue of *FAA World*.

Italian Safety Seminar. The Flight Safety Foundation is soliciting papers to be presented at the 43rd International Air Safety Seminar in Rome, Italy, late next year.

Abstracts must be submitted by December 15. Selections will be made at the end of February 1990.

Headquarters

Intercom

October 24, 1989
No. 89-42

Pat Cariseo
Pat Tomasetti
Associate Editors

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Washington, DC 20591
(202) 267-8521

The seminar runs from November 20-22, 1990.

For more information, contact the Flight Safety Foundation, 2200 Wilson Boulevard, Suite 500, Arlington, VA 22201-3306, (703) 522-8300.

Work Schedule Tests. FAA is finalizing plans to test alternate work schedules for air traffic control specialists at six enroute centers and 21 terminals.

Tests in some facilities begin this month.

A similar test of 18 flight service stations and automated flight service stations has been underway since last April.

Better Weather Info. The FAA has awarded a \$5.1 million contract to Communications and Power Engineering, Inc., of Agoura Hills, CA, for equipment that will improve the flow of weather information to pilots and air traffic controllers.

The equipment will link automated weather observation and reporting systems at airports around the country with FAA's Area Control Facilities (ACFs), National Weather Service, Department of Defense and other, non-federal sources.

The contract covers the procurement of 25 Automated Data Acquisition Systems (ADAS) with 23 of these scheduled for delivery to ACFs. The other two will go to FAA support facilities.

The first ADAS delivery is scheduled for the summer of 1991. All units will be on site by April 1993.

ADAS works in conjunction with Aviation Weather Observing Systems (AWOS) and Automated Surface Observing Systems (ASOS). These units use weather sensors to obtain continuous measurements of such items as cloud height, visibility, wind speed and direction, temperature, dew point and precipitation.

As of the end of September, the first 13 AWOS systems have been installed at small airports. Two of the systems - in Provincetown, MA, and San Mateo, CA - have been commissioned. The

weather data will be processed and disseminated to these airports on an interim basis through FAA's National Communication Center (NATCOM) computer in Kansas City.

Currently, 160 AWOS installations are on order under a 1988 contract awarded to Qualimetrics. The agency also is involved with the National Weather Service in a joint procurement of a similar Automated Surface Observing System (ASOS). A production contract is scheduled for award next year.

\$45 Million Contract Upgrading Radar Systems

The FAA has awarded the Defense System unit of Unisys Corporation a \$44.95 million contract to provide increased capacity and performance capabilities for the Automated Radar Terminal Systems (ARTS IIIA) at the nation's busiest airports.

The upgraded equipment will help prevent computer saturation at busy airports during peak periods.

It also will accommodate projected increases in traffic at major airline hubs until the ARTS IIIA systems are replaced in the late 1990s by the Advanced Automation System (AAS). Currently under development by IBM, AAS will perform both enroute and terminal air traffic control functions.

ARTS IIIA, which is installed at more than 60 medium to large air traffic control facilities, provides controllers with aircraft position information as well as identification, altitude and other data obtained from transponders carried in all airliners and many general aviation aircraft. This information is processed by computer and presented directly on the radar display next to the appropriate aircraft target.

The contract calls for Unisys to replace existing computer memories with new, solid-state memories; upgrade hundreds of disk drive units; and enhance operational software at ARTS installations.

Deliveries will begin in approximately 18 months and be completed in three years.

Aiming for Fewer Accidents

Robert Goodrich, Director of Flight Standards Service, signs the advisory circular on Amateur-Built Aircraft, Flight Testing Handbooks as Mike Sacrey of AFS-20 looks on. The advisory circular is the first in a series of cooperative steps between FAA and the Experimental Aircraft Association to lower the accident rate for amateur-built aircraft.



CPR *continued from page 1*

carrying her limp, two-year-old son to Wells' door.

Little Nathan had been found floating face down in the pool.

The emergency number 911 was called, and Wells went to work performing CPR for two minutes before Nathan began to respond.

***'I'm going to take
another refresher course.
You never,
never can tell.'***

Cynthia Wells

When paramedics arrived, Nathan was taken to a nearby medical center for observation.

The fire chief reported that Nathan had been underwater for at least five minutes.

"The kid was basically dead, not breathing, had no pulse," he said.

Three older children were with Nathan at the time of the accident. The three girls went into a tool shed about 15 feet from the pool; when they returned, Nathan was floating on the water.

Wells learned CPR in high school

and took a refresher course about three years ago.

"I'm going to take another refresher course," she said. "You never can tell. You never, never can tell."

Wells has been with the FAA for 10 years and started her career at the Anchorage Flight Service Station.

She and her husband Steve, who is also an FAAer at the Stockton Tower-TRACON, have a young daughter.

Now, Wells is organizing swimming lessons for the kids in her neighborhood.

At a recent ceremony at the Western-Pacific Regional Office, she was honored by the Federal Women's Program for her humane act.

As for Nathan, he is fully recovered. His mother said of Wells, "I owe her my son's life, really."

Special thanks to Elly Brekke, Western-Pacific Intercom editor for this report and to Clifford Oto, Stockton Record, for the photo.

Deregulation's 11th Anniversary

Airline economic deregulation marks its 11th anniversary this month.

The landmark legislation was signed into law by then-President Jimmy Carter on October 24, 1978.

Hurricane Victims Need Help *continued from page 1*

a very few provisions," Busey told FAAers. Following the storm, they found a scene of destruction.

"After their family members were evacuated to the states, our FAA personnel remained, brought our facilities back into operation and began the long, discouraging process of rebuilding their lives and their homes," Busey said.

Elevators *from page 1*

to an "acceptable level" of service.

→ During these repairs, GSA is beefing up the time, funds and personnel assigned to solve elevator problems.

→ Starting in the spring of next year, GSA expects to sign another contract for major repairs to overhaul elevators 5, 6, 7 and 8.

→ GSA has also committed to overhaul the remaining 12 passenger elevators, a major project that requires Congressional approval.

A catastrophic event is typically followed by a period of disillusionment, when the reality hits victims about how long it is going to take to recover.

During the broadcast, Busey talked to Joe Bialek, manager of the St. Thomas control tower and showed a video, shot by Joe, shortly after the disaster.

The tape chronicled the storm's extensive destruction.

DOT Secretary Sam Skinner, who visited the Virgin Islands and the Charleston, SC, areas in early October, said he was "shocked" by the massive damage.

"I urge each of you who would like to help and feel you can, to make a donation directly to the FAA relief fund," Skinner said in a memo to employees.

"I know you join me in the hope that our fellow employees, their families and all those affected by the storm may soon restore order and peace to their lives," he said.

800 Independence Avenue, SW

Healthbeat

Alcohol abuse? A lecture -- "Family Awareness of Alcohol and Substance Abuse" -- is scheduled *Thursday, October 26*, at 12 noon in FAA's third-floor auditorium.

The lecture will be given by Dr. Barton Pakull, chief psychiatrist; Frank Pirhalla, National Employee Assistance Program manager; and Jerry Meade, Headquarters Employee Assistance Program.

For more information, contact Sam Hart, Health Promotion Program manager, x77964.

Flightplan

Thrift savings. The Thrift Savings Plan open season begins on *Wednesday, November 15*, and will continue through *Monday, January 31*.

FAAers may obtain election forms from AHR-140, room 514.

For additional information, call Ida Mack or Barbara Claytor, x78916.

Synthetic vision. H. Joel Strickland, head of Advanced Programs for Night Vision, and Dr. Lawrence Brockman, director of Millimeter Wave Radar, both of Martin Marietta, discuss recent advances in night and hazardous weather vision systems, *Tuesday, November 14*, 12:15-12:45 p.m.

The seminar will be held in FAA's auditorium.

Three weeks, please. Submit items for the *Flightplan* section at least three weeks in advance of the event to room 908, or call x78521.



Help Someone Have
a Better Tomorrow



'Hugo' Relief Fund

A special relief fund has been set up to help FAA employees and their families who suffered severe personal and financial loss from Hurricane Hugo.

Send financial contributions to:

FAA Southern Region Headquarters
ASO-52-C
PO Box 20636
Atlanta, GA 30320

Please make checks payable to "Southern Region Hurricane Relief Fund."

Quit *continued from page 1*

→ Use substitutes the same way you may have used cigarettes. Good examples are sugarless gum, lemon drops, pumpkin or sunflower seeds, apple slices, carrot or celery sticks, or unbuttered popcorn.

→ Eat a well-balanced diet. This maintains constant blood sugar levels and helps to prevent the urge to smoke. Avoid sugar-laden and spicy foods, which can trigger a desire for cigarettes.

→ Mix up your day by changing habits dealing with smoking. Eat in no smoking sections. Visit places where smoking is prohibited, such as libraries, museums, theaters. At home, avoid that favorite chair.

→ To help remove nicotine from the body, drink lots of water -- six to eight glasses a day, fruit juices, caffeine-free sodas and herbal teas. Say no to coffee and alcohol.

→ Keep your hands and mind busy. Fix something around the house, or clean out a closet.

→ Go to the dentist and have your teeth cleaned to remove nicotine stains.

→ Buy yourself flowers or something else with a more pleasant fragrance than cigarette smoke.

→ Make a reasonable wager with another smoker.

→ Reward yourself. Go out to dinner and sit in the no smoking section, go shopping, go to a movie, call a friend long distance.

'Best of the Best' Win Transportation Secretary's Awards

Thirty-seven FAAers from across the nation were praised for their accomplishments as they received special awards at a Department of Transportation ceremony in Washington, DC, on October 19.

The Secretary of Transportation's 22nd Annual Awards tapped FAAers in a wide range of agency jobs.

They were honored for everything from saving lives to speeding up computer automation.

DOT Secretary Sam Skinner who presented the awards

and congratulated the winners said the recipients are "some of the best of the best" within the Department.

He also lauded the tens of thousands of other FAA and

Turn to pages 4 and 5 for a list of FAA's winners.

DOT employees whose work contributed to helping the award winners have their place in the spotlight.

At a Headquarters reception before the ceremony, FAA *turn to Awards on page 5*

October 31, 1989

Headquarters Intercom



Future Putters?

These tiny tykes may not know how to golf, but they're smiling because lots of FAAers do. Money raised from a recent golf tournament was donated to the DOT Day Care Center. Tournament organizers and participants include, from the left, Pat Jennison, Carrie Pugh and Stacey Helmer, all of the Flight Standards Service organization; Ann Benfield, managing director of DOT Day Care, Inc., who is accepting the golfers' contribution for the center; John Kern, Acting Associate Administrator for Regulation and Certification; Linda Walker, from the Aircraft Certification Service; and Bill Cook, another AFSer, and chief tournament organizer. Six facility attendees lend their cute, "baby faces" to the picture. Read more about the FAA Headquarters golf outing and the money it raised on page 6.

Southwest Region Takes National Honor

The Southwest Region's Management Systems and Appraisal Branch, ASW-41, has won the Annual Management Systems Activities Award for 1989.

The award, first given in 1986, recognizes outstanding management systems and data systems organizations.

It is based on an overall high level of performance in program accomplish-

ment, communications, employee development, external relations, professionalism, human relations and other significant achievements.

Mike Sherwin, Director of the Office of Management Systems, presented branch manager Mary King with a plaque and certificates honoring all FAAers who worked in the branch during the award period.



A Soviet Antonov AN-124's huge loading platform looks like jaws dwarfing an airshow visitor.

Cutting Red Tape Top-Level Coordination Preceded Big Bird's Visit

The "Big Bird," the world's second largest aircraft drew expressions of awe, surprise and disbelief on people's faces as they gazed at the huge aircraft.

It was the Soviet Antonov AN-124, second in size only to its sister, the Antonov AN-225, and it overshadowed the United States' giant C-5 Galaxy parked across the taxiway.

American and Soviet aircraft were parked together. Glasnost had come to Oshkosh!

Glasnost, hard work and untold amounts of coordination were required to get the Soviet aircraft to Oshkosh Air Show this summer.

It all began when Bryan Becker of Florida's Pompano Air Center asked

turn to 'Aerostrolka' on page 3

Highlights

EEO Nominations. The deadline for nominations for the 13th annual FAA Administrator's Award for Excellence in Equal Employment Opportunity is Wednesday, November 15.

Nominations for activities and accomplishments from October 1, 1988, through September 30, 1989, should be sent to FAA Headquarters Office of Civil Rights for review and approval.

The awards ceremony is scheduled for early 1990 in Washington, DC.

Employees are encouraged to provide sufficient information on EEO activities with specific attention to support for internal and external program activities by recognizing contributions to the Federal Women's Program (FWP), the Hispanic Employment Program (HEP), recruitment and upward mobility activities, the Disadvantaged Business Enterprises (DBE), the Historically Black Colleges and Universities Program (HBCU) and promoting aviation careers among minorities and women.

Wrong Plane. The October 10 issue of *Intercom* incorrectly identified the aircraft type in a photograph and item about the Delta Air Lines crash at Dallas-Fort Worth International in August 1988.

The aircraft was a Boeing 727. The National Transportation Safety Board blamed the flightcrew for the accident which took 14 lives.

'Just A Kid.' When fellow workers recently surprised Richard "Dickie" Anderson with a cake marking his 30 years with the FAA, the area supervisor at the Las Vegas tower squelched talk about retirement.

Was he considering calling it quits? "No way, I'm still just a kid," he quickly shot back.

Good Managers. The Aircraft Certification Service (AIR) has joined Air Traffic and Airway Facilities in using a new method of selecting the best qualified first-level supervisors.

The new system is called the Super-

visory Identification and Development Program (SIDP) and will be used to select supervisors for AIR's engineers, flight test pilots and manufacturing inspectors.

Implementation of the Aircraft Certification Regulatory Program SIDP is planned for early 1990, and a special task force is working to develop it.

More details will be announced in the near future.

Fast Feet. It's a lot easier to nab thieves when you're fashionably attired in running shoes and jogging outfits.

And FAA special agents Patricia Begley and George Brennan were dressed for the occasion.

It happened this summer when the duo from the Kansas City Civil Aviation Security Field Office were on assignment in Omaha.

After work, they jogged and returned to a hotel to spot two shady characters leaving Brennan's room with his coat.

The coat snatchers took off, quickly pursued by Begley and Brennan.

Like a well-oiled machine, Begley broke off during the chase and called police while Brennan -- a retired Kansas City police officer -- followed the suspects to their car and got the license number.

Police arrived and apprehended the suspects.

The motto of the story, said one observer, is "don't steal from FAA joggers because it may be hazardous to your health."

Headquarters

Intercom

October 31, 1989
No. 89-43

Pat Cariseo
Pat Tomasetti
Associate Editors

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Pilot Error. The Brazilian government has blamed pilot error for the September crash of a Boeing 737 in the Amazon.

The pilot set the plane on the wrong compass heading, the government said.

Forty-four people including the pilot of the Varig Airlines plane, survived the crash in the remote north of Mato Grosso state. Twelve people died.

The aircraft took off from the town of Maraba for Belém, an hour's flight to the north. The plane went down some 600 miles south of its intended destination.

Varig is Brazil's largest airline.

'Love' Tower. FAA has awarded a \$3.2 million contract to build a new air traffic control tower and administrative base building at Dallas-Love Field to Sedako Construction Company, Fort Worth.

The base building will contain 5,818 square feet of administrative and equipment space.

A pre-cast concrete module shaft 125 feet tall, will be topped off by 525-square-foot steel-and-glass cab.

Less Than 1%. During a two-year period, which ended September 22, some 22,043 random drug tests were conducted on DOT workers -- most of them FAAers -- with 134, or 0.6%, positive test results.

Marijuana accounted for about two-thirds of the positives with cocaine accounting for almost all of the remaining positive results.

DOT Secretary Sam Skinner said the Department's anti-drug program is working with instances of illegal drug use among DOT workers in sensitive and security jobs "far below the national average."

About one-half, or 32,548 employees, in the DOT civilian workforce have safety- or security-related jobs and are subject to random drug testing.

Of these, 65% are air traffic controllers. Another 16% hold electronic technician jobs, 4% are air traffic assistants, 3% work as aviation safety inspectors and 12% hold other jobs.

Of the total, 95% work for the FAA.

'Aerostroika' Comes To Oshkosh Airshow *continued from page 1*

the Experimental Aircraft Association (EAA) if the Russian Sukhoi SU-26 could perform at Oshkosh '89.

Pompano Air Center is the distributor for the Russian plane through agreement with Aviaexport, the commercial company for all Russian aircraft. Becker believed the best place to introduce the aerobatic aircraft was at Oshkosh-EAA '89.

EAA's Tom Poberezny contacted the FAA for help. The Flight Standards Division and its Milwaukee Flight Standards District Office accepted the responsibility.

Plans were to transport the Sukhoi aircraft via ship and truck, then assemble them in the United States. Discussions were held to determine the aircrafts' registration and certification



Russians display American flags from cockpit windows (top photo) after returning from airshow demonstration flight. FAAers wait to view the Antonov (bottom photo). The Soviets extended an invitation after visiting the FAA's Aviation Safety Center.



bases, whether to stay Russian or convert to that of the United States.

Time passed, and those plans disintegrated.

Enter the Antonov AN-124, the Russian freighter, to transport two complete Sukhoi SU-26s. With it came more coordination.

First, the Soviets had to make the request for entrance into the United States to the State Department.

Then, the Department of Defense (DOD) became involved because the AN-124, a civilian aircraft, is also used for military purposes. DOD had to

provide a U.S. escort officer whenever the AN-124 flew in U.S. airspace. Customs was also involved since the flight was for the purpose of importation.

The route of flight was discussed and okayed. Oshkosh was to have been the first point of intended landing, but refueling dictated Chicago.

Thanks to Barbara Dettmer, public affairs specialist, Great Lakes Region, for her report and photographs.

This caused another logistics problem, because once an aircraft lands carrying imported goods, in this case the SU-26s, the goods must be trucked to the destination.

Customs coordinated the landing, refueling and arranged for the flight to continue to Oshkosh with the Sukhoi aircraft onboard.

The FAA had to issue special flight certifications for the Sukhoi aircraft and the pilot to participate in the airshow.

It was Flight Standards' responsibility, once the aircraft had arrived in Oshkosh, to examine the aircraft, look at the certification documentation, talk with the Soviets and certify the demonstration pilot and airplane.

The Sukhoi dazzled the airshow crowds. That might have been the end, but after that first airshow, the Soviets decided it would be nice if they could fly the Antonov AN-124 in the airshow.

This meant a set of special provisions to the airshow waiver had to be written and signed.

The provisions specified the airshow limits the FAA would allow the plane to fly, such as a maximum 45-degree bank. A flight profile, understood by the pilots flying the demonstration flight, had to be described and written.

Last, there was the DOD escort. DOD personnel who had arrived with the plane weren't scheduled back at Oshkosh for several more days. The DOD, therefore, gave permission to the FAA for the Soviets to fly without an escort officer.

Finally, the Antonov flew, and all the behind-the-scenes coordination paid off. A hushed audience watched as the huge plane was put through its paces. Strains of the Soviet national anthem were heard as the plane gracefully landed on runway 36.

Then, as the Antonov taxied in, the copilot stood up through the open cockpit window and waved an American flag. Astonished at the Soviets' display, the crowd responded with waves.

Secretary's 22nd Annual Awards



Secretary's Award for Excellence

Sylvia A. Early, administrative officer
Aurora, Colorado

For exceptional and exemplary performance far exceeding required duties and responsibilities

DeAnn K. Kippley, secretary
Olathe, Kansas

For outstanding contributions in accomplishing the mission of the Kansas City Enroute Air Traffic Control Center

Alan W. Maxton, program assistant
Washington, DC

For outstanding contributions in accomplishing computer automation of the Flight Standards Service

Theresa A. McGhee, secretary
Atlantic City, New Jersey

In recognition of outstanding performance above and beyond assigned duties and responsibilities

Linda L. Ray, budget analyst
Oklahoma City, Oklahoma

For outstanding achievement in quickly assuming responsibility for budget formulation and execution in complex programs

Barbara A. Simmons, administrative assistant
Jackson, Mississippi

For outstanding dedication and support to the Jackson Airport District Office

Norma J. Vanagas, secretary
Washington, DC

For outstanding professionalism and dedicated assistance to the Director of Accounting

Laurie J. Weeks, administrative officer
Seattle, Washington

For outstanding performance in the discharge of administrative duties and contributions to the agency

Rebecca Windear, secretary
Washington, DC

For exemplary performance and superior administrative contributions to the success of the Organizational Planning and Development Division

Vida Zavich, civil aviation security specialist
St. Louis, Missouri

For outstanding service in the processing and review of records on Federal Aviation Administration's applicants at the National Personnel Records Center

Secretary's Award for Meritorious Achievement

Joe A. P. Alvarez, manager, Human Resource
Management Division
Hawthorne, California

For exemplary leadership, as Acting Deputy Regional Administrator, in providing outstanding regional management continuity during a transitional period

William K. Bachman, air traffic control specialist
Sioux City, Iowa

For superior achievement in the handling of United Airlines flight 232 during an in-flight emergency on July 19, 1989

Edward M. Boothe, manager, National Simulator Program
Atlanta, Georgia

For continued excellence and international recognition in developing and implementing flight simulation technical standards

Anthony J. Broderick, Acting Executive Director
for Regulatory Standards & Compliance
Washington, DC

For leadership in aviation safety achievements resulting in highly successful accomplishments of the Department's mission

Walter R. Coker, air traffic manager
Chicago/O'Hare, Illinois

For outstanding contribution to the safety and efficiency of the National Airspace System

Claudia E. Hoversten, systems accountant
Anchorage, Alaska

For outstanding leadership in the development and enhancement of automated accounting procedures

David D. Shattler, air traffic manager
Lansing, Michigan

For outstanding efforts to the acceptance of the Automated Flight Service Consolidation Program

Lawrence C. Sullivan, assistant chief counsel
Burlington, Massachusetts

For leadership and high quality work while striving to promote air safety and improve service to the public

Bobby G. Thompson, manager, Harrisburg Sector Field Office
New Cumberland, Pennsylvania

For outstanding leadership in human resource management and dedication to improving the quality of worklife

Jerry L. Williams, national data coordinator
Kansas City, Missouri

For meritorious achievement in effective and efficient removal of costly telecommunications services

Mark W. Zielezinski, supervisory air traffic control specialist
Sioux City, Iowa

For superior achievement in the handling of United Airlines flight 232 during an in-flight emergency on July 19, 1989

Secretary's 22nd Annual Awards

Secretary's Award for Valor

Robin R. Allen, *electromotive and powered ground equipment worker*
Oklahoma City, Oklahoma

For the heroic act of saving a child's life without regard to personal safety

Kevin L. Allsop, *air traffic control specialist*
College Station, Texas

For the unselfish and heroic act of rescuing two drowning victims without regard to personal safety

Samuel N. Gochenour, *relief electronics technician*
Sioux City, Iowa

For outstanding valor in the rescue of passengers and crew of United Airlines flight 232 in Sioux City, Iowa, on July 19, 1989

Timothy R. Norton, *electronics technician*
Sioux City, Iowa

For outstanding valor in the rescue of passengers and crew of United Airlines flight 232 in Sioux City, Iowa, on July 19, 1989

Randy M. Youngberg, *maintenance mechanic*
Sioux City, Iowa

For outstanding valor in the rescue of passengers and crew of United Airlines flight 232 in Sioux City, Iowa, on July 19, 1989

Presidential Ranks

This Office of Personnel Management award recognizes contributions made by outstanding career Senior Executive Service managers. This year's winners are:

M. Craig Beard, *Director of the Aircraft Certification Service*
Edwin S. Harris, *Associate Administrator for Airway Facilities*
Ernest M. Keeling, *Director of the Office of Accounting*
Leland F. Page, *retired Director of the Automation Service*
Donald P. Watson, *Regional Administrator, Southwest Region*

Secretary's Award for Outstanding Achievement in Equal Employment Opportunity

Maureen Coulter, *personnel staffing specialist*
Seattle, Washington

For superior contributions to equal employment opportunity and continued commitment to the minority community

Don S. Lang, *program and planning officer*
Kansas City, Missouri

For outstanding contributions in career development and promotion of equal employment with the Federal Aviation Administration

Clarence E. Newbern, *air traffic manager*
Kansas City, Missouri

For superior achievement in advancing equal employment opportunity in the Federal Aviation Administration, Central Region

Dwight D. Eisenhower Award

Kenneth H. Kruse, *air traffic control specialist*
Des Moines, Iowa

For consistently exhibiting outstanding productivity, dedication and enthusiasm and serving as the model DOT employee

Secretary's Award for Volunteer Service

Susan J. House, *air traffic control specialist*
Anchorage, Alaska

For outstanding volunteer work in support of Federal Aviation Administration's Aviation Education Program

Secretary's Award for Exceptional Service

Robert E. Whittington, *Acting Deputy Administrator*
Washington, DC

In recognition of the exceptional leadership, extraordinary dedication and superb professionalism demonstrated as FAA's Acting Administrator during the Bush Administration transition, February through June 1989

Cooling Tower Shut-Down Sparked High Building Temperatures

The General Services Administration was looking ahead to next year's warm weather when it decided to shut down and replace a 25-year-old cooling tower that supplies air conditioning to the FAA Headquarters building.

But Mother Nature threw a curve when mid-October temperatures broke 80 degrees, 15 to 20 degrees above normal for an average Washington fall.

The cooling tower, located on the roof of the NASA building across the street, went out of service on Friday, October 13, just as the abnormal tem-

peratures hit Washington.

Without the ability to switch the air conditioning back on, temperatures in some parts of the building hovered

Awards for FAA Employees *continued from page 1*

Administrator James Busey praised FAA's award winners.

"I have been traveling around to various regions and facilities throughout the country, and I have been most impressed with the professionalism and dedication of the FAA workforce," Busey said. "So it is good to see this

near 90-degrees for several days.

The new cooling tower, GSA says, will be up and running when hot temperatures hit next year.

quality work being recognized."

Skinner said employees deserve the applause for all the good comments he receives about the Department.

He had just returned from surveying earthquake damage in northern California to present the awards.

Watch for photos of the winners in FAA World.

Flightplan

Black Coalition. The National Black Coalition of Federal Aviation Employees (NBCFAE) will hold its monthly meeting on *Monday, November 6*, from 12 noon to 1 p.m. in FAA conference room 9C.

For more information, contact Marcia Adams, x73488.

Thrift savings. The Thrift Savings Plan open season begins on *Wednesday, November 15*, and will continue through *Monday, January 31*.

FAAers may obtain election forms from AHR-140, room 514.

For additional information, call Ida Mack or Barbara Claytor, x78916.

'TQM' briefing. FAA's Logistics Service is sponsoring a Total Quality Management (TQM) briefing on *Wednesday, November 15*, at 10 a.m. in the third-floor auditorium.

Dr. Lawrence Bauer, Jack Strickland and Jack Johnson, recognized leaders in the TQM process, will explain the what, how and when of TQM in industry and government.

For more information, call Bill Cotliar, x78912.

Notary public. Barbara Boulware, notary public, ACR-3, provides notary services for FAA Headquarters employees.

Please call first for an appointment on x73261.

Her office hours in room 1030L are from 11:30 a.m. to 12 noon on *Mondays, Wednesdays* and *Fridays* only.

People

Giving golfers. News reports were scary. Hurricane Hugo was on the way with pelting rain and winds predicted to push 70 miles an hour.

That Friday morning, September 22, TV news reported that many schools in the Washington, DC, area would be closed, and the federal government would be on a liberal leave schedule.

But wait a minute! Wasn't that the same day of FAA's golf tournament to raise money for the DOT Day Care Center?

Contracts Division Tightens Security

FAA Headquarters Contracts Division, ALG-300, has beefed up its internal security with major changes being implemented beginning in October.

Security doors are locked during the workday and after hours. Pass cards are on order for technical officers and other FAAers who provide support services on a regular basis to the fourth-floor division.

These pass cards will be issued as soon as they are received.

Here are some tips to help FAAers observe the new rules:

→ Those requiring entry who don't have pass cards may go to the division's reception area, room 408, where there is a telephone and alphabetical listing of Contracts Division employees.

Telephone the person. They may come out and provide escort service or meet with you in the reception area.

It's best to plan your visit and call in advance to minimize use of the single telephone in the reception area. This will smooth visitor flow considerably.

→ Deliver procurement requests to ALG-307 which is located in the northwest corner of the fourth floor - adjacent to the division manager's office, rooms 402-403.

→ FAAers delivering mail to the Small Purchases Section, ALG-382, may go to the window in room 404. This window may also be used to deliver FAA forms 4500-1, FAA forms 4650-12 to be processed for delivery of government furnished property (GFP), travel orders for permanent change of station moves, and any other requests for transportation services.

Of the 144 golfers who had registered and prepaid their fees for the tournament, 94 putters turned out for the competition at the Robin Dale Country Club in Brandywine, MD.

Luckily for the metro area Hugo veered from its predicted course by the 1 p.m. tee-off time.

With the dramatic improvement in the weather, the tournament went off as planned.

Despite the uncertainty, proceeds from the outing exceeded all expectations by reaching an \$882.79 total for the golfers' contribution to Day Care Center programs.

Healthbeat

Health benefits. The Federal Employees Health Benefits Open Season runs from *Monday, November 13*, through *Friday, December 8*.

FAAers enrolled in government-wide or comprehensive plans and those making changes will receive brochures from the Employee Relations and Career Development Branch, AHR-140.

Those currently enrolled in employee organization plans will receive brochures directly from the organization.

All employees will receive a copy of the 1990 "Enrollment Information Guide and Plan Comparison Chart."

FAAers wishing to enroll or change enrollments must complete a Health Benefits Registration Form (SF 2809). The forms will be available in AHR-140, room 514, beginning on *Monday, November 13*, and must be returned on or before *Friday, December 8*.

For more information, call Ida Mack or Barbara Claytor, x78916.

Health fair. A health fair for FAA employees will be held on *Wednesday, November 15*, in conference rooms 9ABC from 9 a.m. to 4 p.m.

Representatives from all the major health insurance plans will be available to answer questions and provide general information.

All employees are encouraged to attend.

Need more information? Contact Ida Mack or Barbara Claytor, x78916.



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Riding Out the Big California Earthquake 'High Caliber' of FAA Workers Kept Facilities Running

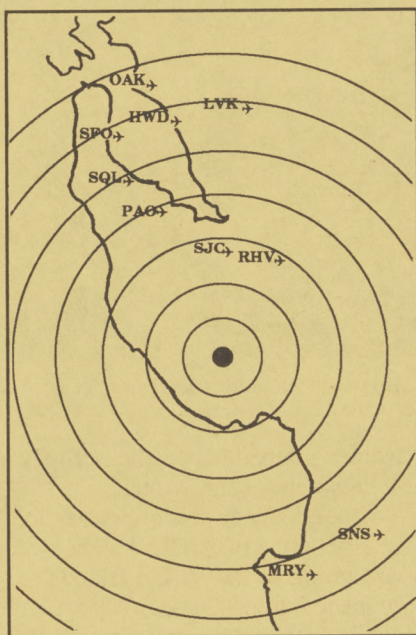
The earth shook, but FAAers in northern California stood firm and rode out the jolting earthquake of October 17 to keep facilities operating.

Calling them "true heroes," Jacque Smith, Western-Pacific's Air Traffic Division manager, said, "the continuance of duties in spite of obvious dangers speaks highly of the caliber of people staffing our facilities."

Crews went to work immediately to repair damage at staffed facilities. Next, attention was focused on checking the numerous remote, unstaffed FAA installations.

The quake, which struck at 5:04 p.m. Pacific time and registered 7.1 on the Richter Scale, could cost the FAA up to \$50 million to fix agency equipment and facilities and award grants to repair damaged airports.

turn to **Quake** on page 4



Graphic by Fred O'Donnell

SES Candidates. FAA's own Senior Executive Service candidate development program is in the works, pending approval from the Office of the Secretary of Transportation.

Administrator James Busey, who views the program as a key agency initiative, has given it his full support.

The first executive advisory com-

Highlights

mittee meetings were held in October to refine program features and provide direction and guidance in policy formulation.

Committee members are Paul Bohr, ACE-1, chairperson; Larry Andriessen, ANM-2; Arnold Aquilano, AND-1; Monte Belger, AVS-1; Dan Beaudette, AFS-2; Dorothy Berry, AHR-2; Bob Brown, APS-1; Larry Craig, ASW-500; and Ben Demps, AEU-1.

Committee members met with Beth more **Highlights** on page 2

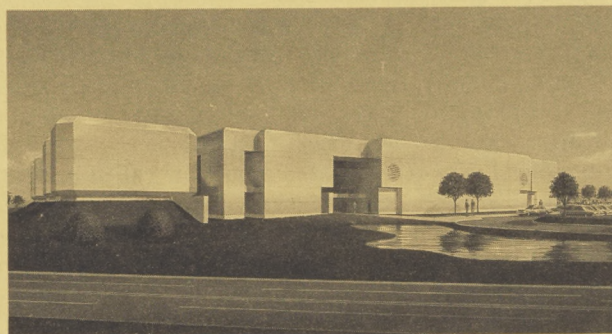
Air Carriers Pitch In Going 'Extra Mile' Wins Praise from Busey

Airlines that pitched in after Hurricane Hugo devastated Caribbean islands and slammed into the Carolinas won praise from FAA Administrator James Busey for going the "extra mile."

Airlines flew people and hundreds of tons of medical supplies, equipment, food, water and other essentials - free of charge - to cities hard hit by the killer storm.

"I think the way we all worked so well together to pick up the pieces after

turn to **Airlines** on page 5



how the \$35 million training facility will look when it's completed. Phase one of the project, a 33,000-square-foot building and two high-tech control tower simulators, is scheduled to be ready by June 15 next year.

The second phase will include construction of another 160,000 square feet of space to be filled with more tower simulators and major new traffic control and weather computers.

In mid-October, the Oklahoma City Airport Trust awarded the construction contract to Gilbertson Construction Company, Oklahoma City.

A Step Closer

Bulldozers began moving mounds of dirt on October 23 to prepare for the construction of the General Thomas P. Stafford Building at the Aeronautical Center in Oklahoma City. This artist's drawing shows

Highlights *from page 1*

Yoest and Debbie Clough of the Senior Executive Resource Staff, AHR-20. They can be contacted for information about the program.

March is the target date for the program's announcement. Additional information will be provided as the program is officially approved.

40-Year Fed. Frederick D. Cason, one of the many FAAers honored for their performance during and after United flight 232's crash landing at Sioux City, received another award at the recent ceremony - his 40-year service pin. Cason is the supervisor of the Certification and Safety Section in the Central Region's Airports Division.

With FAA since 1970, Cason started his career with the Air Force and later moved to the U.S. Army Map Service. Administrator James Busey acknowledged that Cason is "a role model of true commitment to safety throughout the airport system and is an essential member of the Airports organization."

At the time of the 232 crash landing, Cason flew to Sioux City and stayed for the next five days.

Assigned to the National Transportation Safety Board's Survival Group, he assisted in the investigation of search and rescue; fire, police and medical responses; and disaster preparedness.

His knowledge of Sioux Gateway Airport and its operations people aided in the investigations, with his performance earning him an individual superior accomplishment award.

Cason was also one of more than 130 FAAers who were cited for having 40 or more years of federal and FAA service at the 22nd Annual Secretary's Awards ceremony on October 19 in Washington.

Total time for the group exceeds 5,000 years.

Watch for their names in an upcoming issue of *FAA World*.

Witnessing "A Miracle." Acting Deputy Administrator Bob Whittington recently received the kind of letter the agency loves to get.

Peggy Gandy, an Oklahoma City journalist, penned the note to thank the FAA for rescuing her daughter and son-in-law, an FAAer, from St. Thomas after Hurricane Hugo struck in mid-September.

Dale Curlin, an Atlanta air traffic controller and his wife, Robin, were vacationing on St. Thomas.

Here's what Gandy, an editor in the



Frederick Cason, with his wife, Mary, gets "pinned" by Administrator James Busey.

women's department of the *Daily Oklahoman* newspaper, wrote:

"One of our news reporters was doing a story on the FAA DC-9 plane which was going to the Virgin Islands. He contacted John Clabes (Aero Center public affairs officer), who gave me Roger Myers' name in Public Affairs in Atlanta.

"I called and talked to Jack Barker (Southern Region public affairs officer), who could not have been any nicer, who promised to do his best to get them on the plane.

"That afternoon he called back and said they were on the plane and would arrive in Atlanta about midnight.

"Then he personally met Robin and Dale at the airport and asked them to call me immediately.

"Again, let me express my deep appreciation.

"Robin and Dale were guarding their hotel room with an iron pipe when the FAA representatives knocked on their door to take them to the airport. They

also were impressed with the kindness of everyone concerned.

"Our paper did a wonderful human interest story on FAA's mission and return to Oklahoma City.

"I feel like I witnessed a miracle."

White House Liaison. Frederick H. Grubbe has been appointed White House liaison/special assistant to DOT Secretary Sam Skinner.

"We are pleased to have someone with Fred Grubbe's skills and background in this critical position," Skinner said in announcing the appointment.

From 1988 to 1989, Grubbe was in the Office of the President-Elect, Office of Presidential Personnel. In 1988, he served as deputy regional political director in the Great Lakes region for Bush-Quayle 1988.

Grubbe was executive assistant to the chairman of the Regional Transportation Authority of Northeastern Illinois, 1986-88, and served as administrative assistant to the chief executive officer, College of American Pathologists, from 1984 to 1986.

He has received many awards and honors and was named an Outstanding Young Men in America in 1986.

Grubbe received his BA from Northern Illinois University in 1984 where he was a member of the university's judicial board.

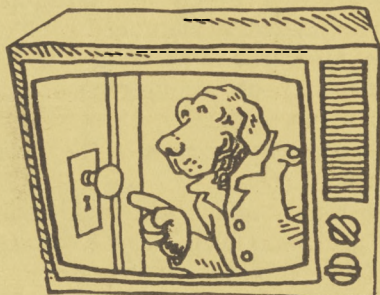
Airport Watch. The Airport Neighborhood Watch Program, first unveiled in August, was officially launched in October to fight illegal drug running at smaller airports.

FAA has teamed up with other agencies, numerous aviation groups and the 295,000-member Aircraft Owners and Pilots Association (AOPA) to provide information to airport managers and communities on how to recognize, report and discourage crime at airports.

DOT Secretary Sam Skinner and Administrator James Busey signed a joint proclamation supporting the effort. It was presented at AOPA's 50th anniversary convention in Orlando.

"It is our hope that every airport community in the nation will partici-

pate," Busey said. "A zero-tolerance attitude ... will go a long way toward eliminating crime at airports."



McGruff, the anti-crime canine and mascot of the National Crime Prevention Council, has joined the FAA-aviation industry effort to sniff out airport drug smuggling.

'A Fresh Look.' DOT Secretary Skinner is exploring a new policy that would permit foreign air carriers to serve U.S. cities that have little or no international service.

Under the proposal, the United States would approve foreign air carrier service when these circumstances exist:

→ A foreign airline seeks permission for scheduled combination service between a U.S. city and its home country.

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400 FAAers To Work at \$114 Million

100,000-Square-Foot Consolidated Radar Facility

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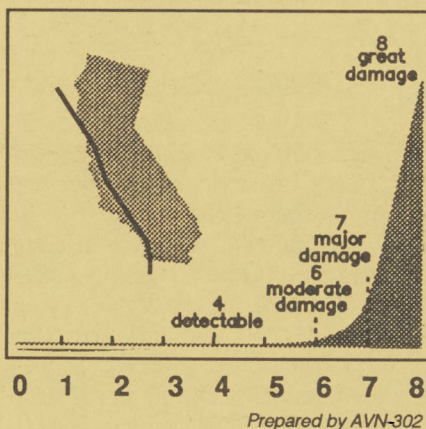
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→ *Palo Alto (PAO)*: Palo Alto tower closed after the quake due to ceiling cracks. One window was destroyed. The tower reopened on Wednesday morning.

→ *San Carlos (SQL)*: Nine of the ten windows in the San Carlos air traffic control tower were shattered. The tower closed due to suspected structural damage; however, the tower reopened at 10:45 a.m. Wednesday morning - even without the benefit of windows.

→ *San Jose-Reid Hillview (RHV)*: The tower remained open with two broken windows.

→ *Salinas Municipal (SNS)*: The glide slope was knocked out of service by the magnitude of the quake. The tower remained open for visual operations only, using back-up power and only one radio frequency. One window was demolished.

→ *Hayward Air Terminal (HWD)*: The tower remained open with no reported damages.

→ *Livermore Municipal (LVK)*: With no destruction reported from the jolt, the tower continued to operate normally.

→ *Concord Buchanan Field (CCR)*: Airport operations continued uninterrupted with no damages noted.

→ *Santa Rosa Air Center (STS)*: With equipment in working order, the tower continued to operate.

→ *Oakland Flight Service Station*: Although all equipment survived the quake and no one was hurt, employees were having a difficult time reporting for duty. Devastation in the surrounding areas made for a trying commute.

→ *Salinas FSS*: Salinas FSS was cut

off from the outside because power and phones were not functioning. The station remained out of service until late Wednesday afternoon.

→ **Stockton FSS:** Stockton remained open after the jolting shock, although some of their equipment was inoperable due to their tie-in with Salinas FSS.

→ **Fresno FSS:** The FSS remained open and reported no damage.

The region also sent special thanks to all the men and women of the flight standards district offices, airway facilities sectors and field offices, airport district office and civil aviation security field office for going that extra mile following the disaster. FAAers continued to perform in an outstanding manner in spite of the devastation in the San Francisco Bay Area.

Special thanks to Elly Brekke, Western-Pacific Intercom editor, for this report.

Airlines *continued from page 1*

the hurricane was a good demonstration of how much we can do when we work toward a common goal," Busey said. "And I would suggest that we do have common goals ... we're all in the same business...."

Busey made his remarks before the Air Transport Association's annual airline operations forum in Baltimore on October 23.

Busey emphasized that good community aviation is essential "not just when we've got problems, but before problems arise."

One of his major goals, Busey told the group, is opening up "productive, two-way communications with every group that has an interest in aviation. And believe me, I'm serious about that."

In brief, here are some of the services provided by airlines that won Busey's applause:

American. FAA received a blanket offer from American for FAA's transportation needs in moving personnel and equipment.

American cockpit crewmembers delivered vital messages and packages providing critical communications

links while telephone service was unavailable.

Delta. FAA's DC-9 aircraft that shuttled emergency supplies to the Caribbean and evacuated FAA dependents was not equipped with life rafts.

Within an hour of explaining the situation to Delta, the airline located three rafts that fit the aircraft.

Delta flew, free of charge, numerous types of relief supplies including water, food and communications equipment and medical supplies for the Red Cross into San Juan and Charleston.

Free transportation was also provided to power company linemen and a group of loggers from the Pacific Northwest to help with the Charleston cleanup.

Delta also provided security for an FAAer who was carrying a large amount of cash to meet the immediate financial needs of FAA personnel in the Caribbean.

Eastern. Eastern conducted two flights to Antigua, St. Martin and St. Croix carrying cargo and passengers for the Hugo relief effort at no cost.

The airline also provided numerous relief agencies with transportation free of charge to Charleston and continued to do so on a space-available basis.

Federal Express. A command post was set up in Memphis, Federal Express headquarters, and operated 24 hours a day.

Food, 1,000 gallons of water a day, water pumps, engine generators and medical supplies were transported to San Juan.

Planes were also dispatched to Co-

lumbia, SC, to assist with the relief efforts in Charleston.

Midway. The staff of Midway Airlines in Miami provided assistance to disaster-relief personnel who were attempting to get into St. Croix and St. Thomas immediately following the hurricane.

Midway provided immediate transportation for several FAAers and equipment being sent to the Virgin Islands.

Pan American. Pan Am cockpit crew members delivered vital messages and packages during the Hugo relief effort.

UPS. United Parcel Service provided free transportation of relief supplies in excess of 482,000 pounds aboard two 747 aircraft to San Juan when air service was resumed and continued through relief agencies to carry supplies at no cost, on a space-available basis.

Report Illegalities to Inspector General

In its campaign against wasteful and illegal practices, the DOT Inspector General is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is confidential.

To reach the Inspector General's Hotline call the following numbers:

Toll Free: 1-800-424-9071
Washington, DC
(202) 366-1461

Information can also be sent to the following address:

Office of Inspector General
U.S. Department of Transportation
PO Box 23178
Washington, DC 20026-0178

Three Weeks, Please. Submit items for the *Flightplan* section at least three weeks in advance of the event to room 908, or call x78521.

Headquarters
Intercom

November 7, 1989
No. 89-44

Pat Cariseo
Pat Tomasetti
Associate Editors

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Flightplan

Ski club. The Pentagon Ski Club, open to all federal employees and their families in the metro Washington area, holds its next monthly meeting on *Tuesday, November 21.*

It begins at 7 p.m. in the Cameron Station Officers' Club, Alexandria.

This year's schedule includes bus trips to the Northeast and flights to Quebec, the West and Europe from mid-December to late March.

For an information packet or meeting directions, call 587-2073.

"TQM" update. FAA's Logistics Service is sponsoring a Total Quality Management (TQM) briefing on *Wednesday, November 15,* at 10 a.m. in the third-floor auditorium.

Dr. Lawrence Bauer, Jack Strickland and Jack Johnson, recognized leaders in the TQM process, will explain the what, how and when of TQM in industry and government.

Call Bill Cotliar, x78912, for more information.

Healthbeat

Cold turkey. The vast majority, 95%, of ex-smokers quit cold turkey.

That's why the American Cancer Society hopes to convince smoking FAAers and millions of other smokers nationwide that if they can quit for 24 hours, they can probably quit for life.

A chance to quit is coming up on *Thursday, November 16,* the 13th annual Great American Smokeout.

Originating in a small Minnesota town in 1974 under the name "D-Day," the American Cancer Society's California division picked it up and renamed it in 1976.

The following year, the Smokeout became a national event.

Here are some smoking facts to ponder as the Smokeout approaches:

→ Smoking is responsible for more than one of every six deaths in the United States annually.

→ To date, 43 chemicals found in cigarettes have been identified as carcinogenic.



Getting ready to taste the ice-cold drinks are, left to right, Janice Gibson, Jesse Bogan, ATO-200 division manager Hal Becker and Lew Stills.

Cooling Off

During those mid-October days when FAA Headquarters was smoldering hot, Employee Participation Group reps Janice Gibson and Jesse Bogan came up with their own "cool off" scheme by serving folks in ATO-200 free lemonade with lots of ice.

Contributions for the large buckets of ice and lemonade were made by management and EPG reps.

The "lemonade stand" caught on and lasted two days. Then came the cooling rains and cooler building temperatures.

→ Children of smoking households tend to take up the habit more frequently than children growing up in smoke-free homes.

→ The 1988 Surgeon General's Report found nicotine to be as addictive as heroine and cocaine.

Classes on quitting. Smoking cessation classes sponsored by FAA's Health Promotion Program will be

QUIT

given again on the *Tuesdays and Thursdays of November 7, 9, 14 and 16.*

Call Sam Hart, x77964, to register. The class, led by Nancy Connelly of Montgomery General Hospital, will be limited to 30 people.

Health benefits. The Federal Employees Health Benefits Open Season runs from *Monday, November 13,* through *Friday, December 8.*

Employees enrolled in government-

wide or comprehensive plans and those making changes will receive brochures from FAA's Employee Relations and Career Development Branch.

Those currently enrolled in employee organization plans will receive brochures directly from the organization.

All employees will receive a copy of the 1990 "Enrollment Information Guide and Plan Comparison Chart."

FAAers wishing to enroll or change enrollments must complete a Health Benefits Registration Form (SF 2809). The forms will be available in AHR-140, room 514, beginning on Monday, November 13, and must be returned on or before Friday, December 8.

For more information, call Ida Mack or Barbara Claytor, AHR-140, x78916.

Health fair. A health fair for FAA employees will be held on *Wednesday, November 15,* in conference rooms 9ABC from 9 a.m. to 4 p.m.

Representatives from all the major health insurance plans will be available to answer questions and provide general information.

All employees are encouraged to attend. Need more information on the fair? Contact Ida Mack or Barbara Claytor, x78916.



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Riding Out the Big California Earthquake 'High Caliber' of FAA Workers Kept Facilities Running

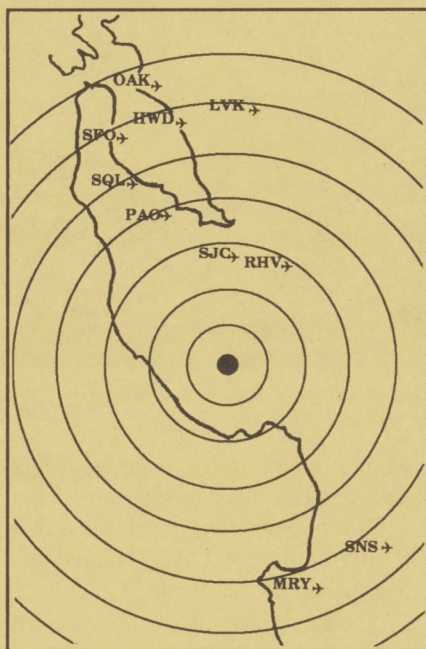
The earth shook, but FAAers in northern California stood firm and rode out the jolting earthquake of October 17 to keep facilities operating.

Calling them "true heroes," Jacque Smith, Western-Pacific's Air Traffic Division manager, said, "the continuance of duties in spite of obvious dangers speaks highly of the caliber of people staffing our facilities."

Crews went to work immediately to repair damage at staffed facilities. Next, attention was focused on checking the numerous remote, unstaffed FAA installations.

The quake, which struck at 5:04 p.m. Pacific time and registered 7.1 on the Richter Scale, could cost the FAA up to \$50 million to fix agency equipment and facilities and award grants to repair damaged airports.

turn to **Quake** on page 4



Graphic by Fred O'Donnell

SES Candidates. FAA's own Senior Executive Service candidate development program is in the works, pending approval from the Office of the Secretary of Transportation.

Administrator James Busey, who views the program as a key agency initiative, has given it his full support. The first executive advisory com-

Highlights

mittee meetings were held in October to refine program features and provide direction and guidance in policy formulation.

Committee members are Paul Bohr, ACE-1, chairperson; Larry Andriessen, ANM-2; Arnold Aquilano, AND-1; Monte Belger, AVS-1; Dan Beaudette, AFS-2; Dorothy Berry, AHR-2; Bob Brown, APS-1; Larry Craig, ASW-500; and Ben Demps, AEU-1.

Committee members met with Beth more **Highlights** on page 2

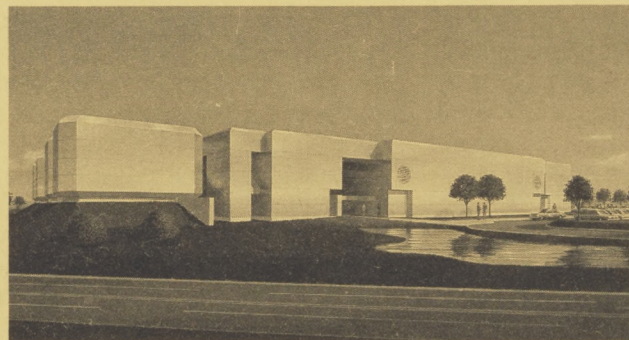
Air Carriers Pitch In Going 'Extra Mile' Wins Praise from Busey

Airlines that pitched in after Hurricane Hugo devastated Caribbean islands and slammed into the Carolinas won praise from FAA Administrator James Busey for going the "extra mile."

Airlines flew people and hundreds of tons of medical supplies, equipment, food, water and other essentials — free of charge — to cities hard hit by the killer storm.

"I think the way we all worked so well together to pick up the pieces after

turn to **Airlines** on page 5



how the \$35 million training facility will look when it's completed. Phase one of the project, a 33,000-square-foot building and two high-tech control tower simulators, is scheduled to be ready by June 15 next year.

The second phase will include construction of another 160,000 square feet of space to be filled with more tower simulators and major new traffic control and weather computers.

In mid-October, the Oklahoma City Airport Trust awarded the construction contract to Gilbertson Construction Company, Oklahoma City.

A Step Closer

Bulldozers began moving mounds of dirt on October 23 to prepare for the construction of the General Thomas P. Stafford Building at the Aeronautical Center in Oklahoma City. This artist's drawing shows

Highlights *from page 1*

Yoest and Debbie Clough of the Senior Executive Resource Staff, AHR-20. They can be contacted for information about the program.

March is the target date for the program's announcement. Additional information will be provided as the program is officially approved.

40-Year Fed. Frederick D. Cason, one of the many FAAers honored for their performance during and after United flight 232's crash landing at Sioux City, received another award at the recent ceremony - his 40-year service pin. Cason is the supervisor of the Certification and Safety Section in the Central Region's Airports Division.

With FAA since 1970, Cason started his career with the Air Force and later moved to the U.S. Army Map Service. Administrator James Busey acknowledged that Cason is "a role model of true commitment to safety throughout the airport system and is an essential member of the Airports organization."

At the time of the 232 crash landing, Cason flew to Sioux City and stayed for the next five days.

Assigned to the National Transportation Safety Board's Survival Group, he assisted in the investigation of search and rescue; fire, police and medical responses; and disaster preparedness.

His knowledge of Sioux Gateway Airport and its operations people aided in the investigations, with his performance earning him an individual superior accomplishment award.

Cason was also one of more than 130 FAAers who were cited for having 40 or more years of federal and FAA service at the 22nd Annual Secretary's Awards ceremony on October 19 in Washington.

Total time for the group exceeds 5,000 years.

Watch for their names in an upcoming issue of *FAA World*.

Witnessing 'A Miracle.' Acting Deputy Administrator Bob Whittington recently received the kind of letter the agency loves to get.

Peggy Gandy, an Oklahoma City journalist, penned the note to thank the FAA for rescuing her daughter and son-in-law, an FAAer, from St. Thomas after Hurricane Hugo struck in mid-September.

Dale Curlin, an Atlanta air traffic controller and his wife, Robin, were vacationing on St. Thomas.

Here's what Gandy, an editor in the



Frederick Cason, with his wife, Mary, gets "pinned" by Administrator James Busey.

women's department of the *Daily Oklahoman* newspaper, wrote:

"One of our news reporters was doing a story on the FAA DC-9 plane which was going to the Virgin Islands. He contacted John Clabes (Aero Center public affairs officer), who gave me Roger Myers' name in Public Affairs in Atlanta.

"I called and talked to Jack Barker (Southern Region public affairs officer), who could not have been any nicer, who promised to do his best to get them on the plane.

"That afternoon he called back and said they were on the plane and would arrive in Atlanta about midnight.

"Then he personally met Robin and Dale at the airport and asked them to call me immediately.

"Again, let me express my deep appreciation.

"Robin and Dale were guarding their hotel room with an iron pipe when the FAA representatives knocked on their door to take them to the airport. They

also were impressed with the kindness of everyone concerned.

"Our paper did a wonderful human interest story on FAA's mission and return to Oklahoma City.

"I feel like I witnessed a miracle."

White House Liaison. Frederick H. Grubbe has been appointed White House liaison/special assistant to DOT Secretary Sam Skinner.

"We are pleased to have someone with Fred Grubbe's skills and background in this critical position," Skinner said in announcing the appointment.

From 1988 to 1989, Grubbe was in the Office of the President-Elect, Office of Presidential Personnel. In 1988, he served as deputy regional political director in the Great Lakes region for Bush-Quayle 1988.

Grubbe was executive assistant to the chairman of the Regional Transportation Authority of Northeastern Illinois, 1986-88, and served as administrative assistant to the chief executive officer, College of American Pathologists, from 1984 to 1986.

He has received many awards and honors and was named an Outstanding Young Men in America in 1986.

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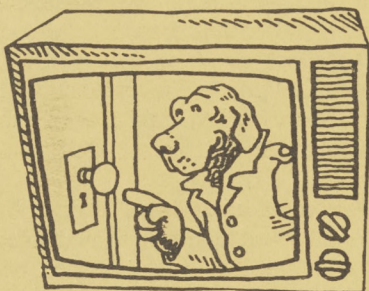
Airport Watch. The Airport Neighborhood Watch Program, first unveiled in August, was officially launched in October to fight illegal drug running at smaller airports.

FAA has teamed up with other agencies, numerous aviation groups and the 295,000-member Aircraft Owners and Pilots Association (AOPA) to provide information to airport managers and communities on how to recognize, report and discourage crime at airports.

DOT Secretary Sam Skinner and Administrator James Busey signed a joint proclamation supporting the effort. It was presented at AOPA's 50th anniversary convention in Orlando.

"It is our hope that every airport community in the nation will partici-

pate," Busey said. "A zero-tolerance attitude ... will go a long way toward eliminating crime at airports."



McGruff, the anti-crime canine and mascot of the National Crime Prevention Council, has joined the FAA-aviation industry effort to sniff out airport drug smuggling.

'A Fresh Look.' DOT Secretary Skinner is exploring a new policy that would permit foreign air carriers to serve U.S. cities that have little or no international service.

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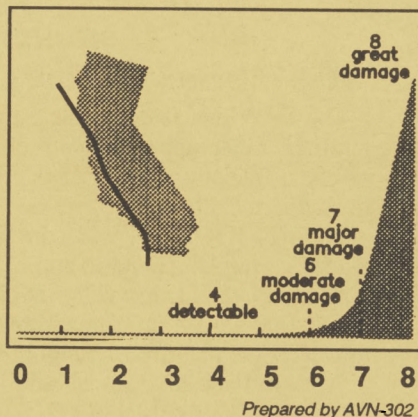
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→ *Monterey Peninsula (MRY)*: Approach lights no longer functioning, controllers worked amid broken lights and cracked windows. The tower remained open.

→ *Napa County (APC)*: Although the quake was felt in Napa, no damage or other problems were reported.

→ *Palo Alto (PAO)*: Palo Alto tower closed after the quake due to ceiling cracks. One window was destroyed. The tower reopened on Wednesday morning.

→ *San Carlos (SQL)*: Nine of the ten windows in the San Carlos air traffic control tower were shattered. The tower closed due to suspected structural damage; however, the tower reopened at 10:45 a.m. Wednesday morning – even without the benefit of windows.

→ *San Jose-Reid Hillview (RHV)*: The tower remained open with two broken windows.

→ *Salinas Municipal (SNS)*: The glide slope was knocked out of service by the magnitude of the quake. The tower remained open for visual operations only, using back-up power and only one radio frequency. One window was demolished.

→ *Hayward Air Terminal (HWD)*: The tower remained open with no reported damages.

→ *Livermore Municipal (LVK)*: With no destruction reported from the jolt, the tower continued to operate normally.

→ *Concord Buchanan Field (CCR)*: Airport operations continued uninterrupted with no damages noted.

→ *Santa Rosa Air Center (STS)*: With equipment in working order, the tower continued to operate.

→ *Oakland Flight Service Station*: Although all equipment survived the quake and no one was hurt, employees were having a difficult time reporting for duty. Devastation in the surrounding areas made for a trying commute.

→ *Salinas FSS*: Salinas FSS was cut

off from the outside because power and phones were not functioning. The station remained out of service until late Wednesday afternoon.

→ **Stockton FSS:** Stockton remained open after the jolting shock, although some of their equipment was inoperable due to their tie-in with Salinas FSS.

→ **Fresno FSS:** The FSS remained open and reported no damage.

The region also sent special thanks to all the men and women of the flight standards district offices, airway facilities sectors and field offices, airport district office and civil aviation security field office for going that extra mile following the disaster. FAAers continued to perform in an outstanding manner in spite of the devastation in the San Francisco Bay Area.

Special thanks to Elly Brekke, Western-Pacific Intercom editor, for this report.

Airlines *continued from page 1*

the hurricane was a good demonstration of how much we can do when we work toward a common goal," Busey said. "And I would suggest that we do have common goals ... we're all in the same business...."

Busey made his remarks before the Air Transport Association's annual airline operations forum in Baltimore on October 23.

Busey emphasized that good community aviation is essential "not just when we've got problems, but before problems arise."

One of his major goals, Busey told the group, is opening up "productive, two-way communications with every group that has an interest in aviation. And believe me, I'm serious about that."

In brief, here are some of the services provided by airlines that won Busey's applause:

American. FAA received a blanket offer from American for FAA's transportation needs in moving personnel and equipment.

American cockpit crewmembers delivered vital messages and packages providing critical communications

links while telephone service was unavailable.

Delta. FAA's DC-9 aircraft that shuttled emergency supplies to the Caribbean and evacuated FAA dependents was not equipped with life rafts.

Within an hour of explaining the situation to Delta, the airline located three rafts that fit the aircraft.

Delta flew, free of charge, numerous types of relief supplies including water, food and communications equipment and medical supplies for the Red Cross into San Juan and Charleston.

Free transportation was also provided to power company linemen and a group of loggers from the Pacific Northwest to help with the Charleston cleanup.

Delta also provided security for an FAAer who was carrying a large amount of cash to meet the immediate financial needs of FAA personnel in the Caribbean.

Eastern. Eastern conducted two flights to Antigua, St. Martin and St. Croix carrying cargo and passengers for the Hugo relief effort at no cost.

The airline also provided numerous relief agencies with transportation free of charge to Charleston and continued to do so on a space-available basis.

Federal Express. A command post was set up in Memphis, Federal Express headquarters, and operated 24 hours a day.

Food, 1,000 gallons of water a day, water pumps, engine generators and medical supplies were transported to San Juan.

Planes were also dispatched to Co-

lumbia, SC, to assist with the relief efforts in Charleston.

Midway. The staff of Midway Airlines in Miami provided assistance to disaster-relief personnel who were attempting to get into St. Croix and St. Thomas immediately following the hurricane.

Midway provided immediate transportation for several FAAers and equipment being sent to the Virgin Islands.

Pan American. Pan Am cockpit crew members delivered vital messages and packages during the Hugo relief effort.

UPS. United Parcel Service provided free transportation of relief supplies in excess of 482,000 pounds aboard two 747 aircraft to San Juan when air service was resumed and continued through relief agencies to carry supplies at no cost, on a space-available basis.

Report Illegalities to Inspector General

In its campaign against wasteful and illegal practices, the DOT Inspector General is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is confidential.

To reach the Inspector General's Hotline call the following numbers:

Toll Free: 1-800-424-9071
Washington, DC
(202) 366-1461

Information can also be sent to the following address:

Office of Inspector General
U.S. Department of Transportation
PO Box 23178
Washington, DC 20026-0178

Three Weeks, Please. Submit items for the *Flightplan* section at least three weeks in advance of the event to room 908, or call x78521.

Headquarters
Intercom

November 7, 1989
No. 89-44

Pat Cariseo
Pat Tomasetti
Associate Editors

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Washington, DC 20591
(202) 267-8521

Flightplan

Ski club. The Pentagon Ski Club, open to all federal employees and their families in the metro Washington area, holds its next monthly meeting on *Tuesday, November 21.*

It begins at 7 p.m. in the Cameron Station Officers' Club, Alexandria.

This year's schedule includes bus trips to the Northeast and flights to Quebec, the West and Europe from mid-December to late March.

For an information packet or meeting directions, call 587-2073.

'TQM' update. FAA's Logistics Service is sponsoring a Total Quality Management (TQM) briefing on *Wednesday, November 15,* at 10 a.m. in the third-floor auditorium.

Dr. Lawrence Bauer, Jack Strickland and Jack Johnson, recognized leaders in the TQM process, will explain the what, how and when of TQM in industry and government.

Call Bill Cotliar, x78912, for more information.

Healthbeat

Cold turkey. The vast majority, 95%, of ex-smokers quit cold turkey.

That's why the American Cancer Society hopes to convince smoking FAAers and millions of other smokers nationwide that if they can quit for 24 hours, they can probably quit for life.

A chance to quit is coming up on *Thursday, November 16,* the 13th annual Great American Smokeout.

Originating in a small Minnesota town in 1974 under the name "D-Day," the American Cancer Society's California division picked it up and renamed it in 1976.

The following year, the Smokeout became a national event.

Here are some smoking facts to ponder as the Smokeout approaches:

→ Smoking is responsible for more than one of every six deaths in the United States annually.

→ To date, 43 chemicals found in cigarettes have been identified as carcinogenic.



Getting ready to taste the ice-cold drinks are, left to right, Janice Gibson, Jesse Bogan, ATO-200 division manager Hal Becker and Lew Stills.

Cooling Off

During those mid-October days when FAA Headquarters was smoldering hot, Employee Participation Group reps Janice Gibson and Jesse Bogan came up with their own "cool off" scheme by serving folks in ATO-200 free lemonade with lots of ice.

Contributions for the large buckets of ice and lemonade were made by management and EPG reps.

The "lemonade stand" caught on and lasted two days. Then came the cooling rains and cooler building temperatures.

→ Children of smoking households tend to take up the habit more frequently than children growing up in smoke-free homes.

→ The 1988 Surgeon General's Report found nicotine to be as addictive as heroine and cocaine.

Classes on quitting. Smoking cessation classes sponsored by FAA's Health Promotion Program will be

wide or comprehensive plans and those making changes will receive brochures from FAA's Employee Relations and Career Development Branch.

Those currently enrolled in employee organization plans will receive brochures directly from the organization.

All employees will receive a copy of the 1990 "Enrollment Information Guide and Plan Comparison Chart."

FAAers wishing to enroll or change enrollments must complete a Health Benefits Registration Form (SF 2809). The forms will be available in AHR-140, room 514, beginning on Monday, November 13, and must be returned on or before Friday, December 8.

For more information, call Ida Mack or Barbara Claytor, AHR-140, x78916.

Health fair. A health fair for FAA employees will be held on *Wednesday, November 15,* in conference rooms 9ABC from 9 a.m. to 4 p.m.

Representatives from all the major health insurance plans will be available to answer questions and provide general information.

All employees are encouraged to attend. Need more information on the fair? Contact Ida Mack or Barbara Claytor, x78916.

QUIT

given again on the *Tuesdays and Thursdays of November 7, 9, 14 and 16.*

Call Sam Hart, x77964, to register. The class, led by Nancy Connelly of Montgomery General Hospital, will be limited to 30 people.

Health benefits. The Federal Employees Health Benefits Open Season runs from *Monday, November 13,* through *Friday, December 8.*

Employees enrolled in government-



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Find Your Pay. Most federal workers will see their salaries boosted by 3.6% in January.

Find out what you'll be making by checking out the pay chart on page 4.

More ASR-9s. Another new generation ASR-9 airport surveillance radar has been commissioned at FAA's Rio

Highlights

Grande Valley facility in Texas. More are on the way.

It serves airports at Brownsville, McAllen and Harlingen and represents a significant advance over conventional airport radars, which must suppress weather data to prevent interference with the display of traffic information.

The ASR-9 overcomes this problem by using separate channels to process and present weather data.

The first operational ASR-9 was
turn to Highlights on page 2

'Electronic Pickers' Computerized Dispatch System Dedicated

FAA officials snipped the ribbon on a new, computerized system to speed distribution of parts at the FAA Depot in Oklahoma City.

Called the Computerized Dispatch System (CDS), the new automation of the warehouse was dedicated on October 31.

The Depot is home to the people and materiel that support more than 14,000 foreign and domestic field offices.

A major component of the system is
turn to Depot System on page 3



Najeeb E. Halaby, the first FAA Administrator to call the 10th floor home, talks to Presidents Dwight D. Eisenhower and John F. Kennedy. The building was authorized during the Eisenhower administration. Its cornerstone was laid during the Kennedy years.

26 Years Ago Moving Day Marked By Gloom and Sadness

Just hours after President John F. Kennedy was assassinated in Dallas on November 22, 1963, trucks began moving the agency's records and equipment into a new marble building at 800 Independence Avenue, SW.

FAA Headquarters, known on government planners' maps as FOB-10A, had a somber beginning 26 years ago.

On that November evening trucks started hauling furniture and sensitive files from one of the agency's many outposts - 1711 New York Avenue - to the new building.

Vans rumbled past the White House under rainy, gloomy skies.

The new Headquarters pulled together agency employees from far-flung corners of the nation's capital including "temporary" buildings squeezed between Constitution and



A month after the new building opened, snow blankets Independence Avenue and a finned automobile. To the right was an old building used by the Navy.

Independence Avenues on the Mall.

Those prefab buildings witnessed a lot of history including the flood of people who streamed past during the hot summer of 1963 headed for the Lincoln Memorial to hear Dr. Martin Luther King's "I Have a Dream" speech.

They also had the reputation of housing the "biggest rats in DC."

It wasn't unusual to give these directions to taxi drivers at National Airport - '17th and the mailbox.' You'd get there with no problems.

turn to Somber on page 3

Highlights *from page 1*

commissioned at the Huntsville, AL, airport in May.

A total of 18 ASR-9s had been delivered to sites around the country by the end of October.

The equipment is being delivered at a rate of three a month, with all deliveries set to be completed in early 1992.

FAA ordered 101 ASR-9s from Westinghouse Defense and Electronics Center under a \$400 million contract awarded in the fall of 1983 – the largest radar contract in the agency's history.

Because of a "leap frog" program, installation of ASR-9 will result in upgrading radars at more than 150 airports. Older radar in the system will be replaced with newer equipment displaced by the ASR-9.

FAA plans to relocate 56 ASR-6s and -7s to airports where they will replace aging ASR-4s and -5s.

The ASR-9 displays weather data indicating six different intensity levels and gives air traffic controllers a much better picture of severe weather in the terminal area.

ASR-9 also employs advanced Doppler technology to filter out radar reflections from birds and surface vehicle traffic and improve detection of small aircraft – particularly those not equipped with transponders for signaling their locations.

Its dual operational channels represent another advantage. One ASR-9 channel is always on standby, ready to take over immediately if the regular one fails.

Health Benefits. The annual open season for Federal Employees Health Benefits (FEHB) runs through Friday, December 8.

During this period eligible federal workers may enroll in the FEHB program, and enrolled employees may change from one plan or option to another, from self only to self and family, or make a combination of changes.

No action is required to continue their current enrollment.

All employees will receive the 1990 Enrollment Information Guide and Plan Comparison Chart, which provides the major features of each health plan and biweekly and monthly premium rates.

FAAers are asked to review this booklet carefully to determine whether their current plan will be in the FEHB program in 1990.

Several health maintenance organizations (HMOs) as well as one of the largest national plans, Aetna, have withdrawn effective January 1, 1990.

Employees enrolled in Aetna or one of the other discontinued plans must enroll in a different plan for 1990 to continue health benefits coverage.

The comparison chart may be used to compare benefits among plans. However, since it contains only general descriptions of plan benefits, check further when making a decision to enroll or change enrollment.

It is also important to remember that only employees can decide which plan is best for them and their family. FEHB plan brochures and other information is available at all Human Resource Management divisions.

More open season information for Headquarters FAAers is on page 4.

Domestic Repair Stations. FAA is soliciting public and industry views on a possible revision of rules governing the certification of domestic repair stations and repair station personnel.

Meetings have been held in Washington, DC, and Fort Lauderdale.

Two other public meetings are planned for Texas and California.

Current repair stations rules have

remained largely static for the past 27 years. Updated rules would reflect new technology and the changing operational environment.

Topics discussed at the meetings include possible changes to the way repair stations are classed and rated; expansion of powerplant, propeller and avionics ratings; the need to update and revise operations and inspection procedures; and clarification and updating of regulations on the qualification, training and experience requirements for repair station personnel.

The next two-day meetings are:

→ November 28-29: Holiday Inn, Dallas/Fort Worth Airport North, 4441 Highway 114 and Esters Boulevard, Irving, TX.

→ December 12-13: Amfac Hotel, San Francisco International Airport, 1380 Old Bayshore Highway, Burlingame, CA.

TNA Pricetag. TNA – the high-tech thermal neutron analysis bomb detecting machine is expensive, but not as costly as *FAA World* reported in the October issue on page 3.

Due to a typographical error, an extra zero was added to the price.

The basic TNA unit price is approximately \$750,000, and the associated X-ray device costs another \$150,000.

By 1992, volume production is expected to bring TNA's costs down to the \$500,000 range and the X-ray equipment down to about \$125,000.

Helping FAAers. A special relief fund to help FAA employees and their families who suffered severe personal and financial loss from Hurricane Hugo had raised \$21,000 by the end of October. Contributions may be sent to:

FAA Southern Region Headquarters
ASO-52-C
PO Box 20636
Atlanta, GA 30320

Please make checks payable to "Southern Region Hurricane Relief Fund."

Three Weeks, Please. Submit items for the *Flightplan* section at least three weeks in advance of the event to room 908, or call x78521.

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Pat Tomasetti
Associate Editors

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Depot System *from page 1*

the Automatic Storage and Retrieval System (AS/RS), also called the "MINI."

With installation of the "MINI," storage space for small items was sliced from 64,000 to about 28,000 square feet.

Eight stacker cranes pick from 58,000 small items in more than 16,500 containers. Containers are delivered to a control station by roller conveyors for item processing before going to a mechanized packing area where they are shipped to FAA facilities.

Depot manager Vina Showers said FAA's team was delighted to "flip the switch and move on into the 21st century."

"People at the Depot devoted a large part of their time to this transition from a manual to an automated system. This required heroic efforts," she said.

10th Floor Chiefs

Elwood R. Quesada, FAA's first Administrator, put together a task force to plan and design the new Headquarters building.

He served as agency chief from November 1, 1958, to January 20, 1961. His offices were at 1711 New York Avenue. Administrators who have made the 10th floor their home:

Najeeb E. Halaby

March 3, 1961–July 1, 1965

William F. McKee

July 1, 1965–July 31, 1968

John H. Shaffer

March 24, 1969–March 14, 1973

Alexander P. Butterfield

March 14, 1973–March 31, 1975

John L. McLucas

November 24, 1975–April 1, 1977

Langhorne M. Bond

May 4, 1977–January 20, 1981

J. Lynn Helms

April 22, 1981–January 31, 1984

Donald D. Engen

April 10, 1984–July 2, 1987

T. Allan McArtor

July 22, 1987–February 17, 1989

James B. Busey

June 30, 1989–present

Somber Debut for Headquarters *from page 1*

Much of the agency's mail was literally delivered to a big mailbox on the corner of Independence Avenue and 17th Street.

Before FOB-10A, employees worked in more than a dozen locations. Some put the number of locations at 14; others insist there were 19. Whatever the count, FAA was spread far and wide.

An estimated 25 to 30 agency

its design and the move from the agency's many other locations.

They were working day and night, but there were no working bathrooms. The porcelain fixtures and pipes were all connected, but the water was not.

Trotting off to the GSA building on 7th and D Streets or one of the agency's old offices at 1711 New York Avenue, NW, was a real hassle.



The building's original design focused on open work bays and long rows of desks.

workers, still on the payroll, remember when 800 Independence Avenue, SW, opened its doors.

They also remember vibrations from helicopters landing on the building's roof. Chopper service was soon discontinued.

Back then, desks had to be cleaned off at quitting time, blinds pulled uniformly shut and lights out. You never knew when a senator or congressman would drive down Independence Avenue and see bulbs burning unnecessarily in the newest federal building.

Before World War II, the government bought several parcels of land and assembled a five-acre site – the building's future home.

The building's design was started in December 1956 with the construction contract awarded four years later in December 1960.

A GSA document in 1963 put the 10-story building's pricetag at \$22 million.

Weeks before the building officially opened, a special task force of about 40, made the 5th floor its home. The task force planned the building,

FAA's temporary buildings on the Mall had the notorious reputation of housing the 'biggest rats in DC.'

The task force asked GSA to turn on water to a section of the 5th floor.

The first pleas apparently fell on deaf ears, so the task force tossed out a challenge – get the 5th-floor restroom plumbing working or endure an embarrassing news story.

The task force told GSA of its plan to place porta-johns on Independence Avenue and use the closet-sized ladies' and men's rooms. After a few days and no water, the task force called local newspapers, set up two portable toilets on the street and lined up.

The publicity stunt worked. GSA turned on the water.

Ten Administrators have called FOB-10A home. See story at the left.

**1990
Pay Scale
For Federal
White-Collar
Workers**

| | Step 1 | Step 2 | Step 3 | Step 4 | Step 5 | Step 6 | Step 7 | Step 8 | Step 9 | Step 10 |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| GS-1 | \$10,581 | \$10,935 | \$11,286 | \$11,637 | \$11,990 | \$12,197 | \$12,544 | \$12,893 | \$12,910 | \$13,232 |
| GS-2 | 11,897 | 12,180 | 12,574 | 12,910 | 13,053 | 13,437 | 13,821 | 14,205 | 14,589 | 14,973 |
| GS-3 | 12,982 | 13,415 | 13,848 | 14,281 | 14,714 | 15,147 | 15,580 | 16,013 | 16,446 | 16,879 |
| GS-4 | 14,573 | 15,059 | 15,545 | 16,031 | 16,517 | 17,003 | 17,489 | 17,975 | 18,461 | 18,947 |
| GS-5 | 16,305 | 16,849 | 17,393 | 17,937 | 18,481 | 19,025 | 19,569 | 20,113 | 20,657 | 21,201 |
| GS-6 | 18,174 | 18,780 | 19,386 | 19,992 | 20,598 | 21,204 | 21,810 | 22,416 | 23,022 | 23,628 |
| GS-7 | 20,195 | 20,868 | 21,541 | 22,214 | 22,887 | 23,560 | 24,233 | 24,906 | 25,579 | 26,252 |
| GS-8 | 22,367 | 23,113 | 23,859 | 24,605 | 25,351 | 26,097 | 26,843 | 27,589 | 28,335 | 29,081 |
| GS-9 | 24,705 | 25,529 | 26,353 | 27,177 | 28,001 | 28,825 | 29,649 | 30,473 | 31,297 | 32,121 |
| GS-10 | 27,206 | 28,113 | 29,020 | 29,927 | 30,834 | 31,741 | 32,648 | 33,555 | 34,462 | 35,369 |
| GS-11 | 29,891 | 30,887 | 31,883 | 32,879 | 33,875 | 34,871 | 35,867 | 36,863 | 37,859 | 38,855 |
| GS-12 | 35,825 | 37,019 | 38,213 | 39,407 | 40,601 | 41,795 | 42,989 | 44,183 | 45,377 | 46,571 |
| GS-13 | 42,601 | 44,021 | 45,441 | 46,861 | 48,281 | 49,701 | 51,121 | 52,541 | 53,961 | 55,381 |
| GS-14 | 50,342 | 52,020 | 53,698 | 55,376 | 57,054 | 58,732 | 60,410 | 62,088 | 63,766 | 65,444 |
| GS-15 | 59,216 | 61,190 | 63,164 | 65,138 | 67,112 | 69,086 | 71,060 | 73,034 | 75,008 | 76,982 |
| GS-16 | 69,451 | 71,766 | 74,081 | 76,396 | 78,711 | 79,438* | 81,708* | 83,978* | 85,470* | |
| GS-17 | 79,762* | 82,420* | 85,078* | 85,470* | 85,500* | | | | | |
| GS-18 | 86,682* | | | | | | | | | |

* The rate of basic pay payable to employees at these rates is limited to the rate for level V of the Executive Schedule, which would be \$78,200.

Flightplan

Harvest ball. The FAA Employees' Harvest Ball is scheduled for *Saturday, November 18*, at the Cameron Station Officers' Club from 8 p.m. to 1 a.m.

The semiformal event features a buffet, cash bar, door prizes and music by the "Sound Connection" band.

Contact Brenda Hoban, APS-400, ball chairperson, at x73595 for tickets. Donation is \$20 per person.

Ski club. The Pentagon Ski Club, open to all federal employees and their families in the metro Washington area, holds its next monthly meeting on *Tuesday, November 21*.

It begins at 7 p.m. in the Cameron Station Officers' Club, Alexandria.

For an information packet or meeting directions, call 587-2073.

Coalition meeting. The National Black Coalition of Federal Aviation Employees (NBCFAE) will hold its monthly meeting on *Monday, December 11*, from 12 noon to 1 p.m. in FAA conference room 9C.

For additional information, contact Marcia Adams, x73488.

Williamsburg trip. The DOT Employee Recreation Association is sponsoring a one-day bus trip to the Williamsburg Pottery Factory on *Saturday, December 2*.

The bus will leave at 8:00 a.m. from 7th & D Streets, SW, and will return

about 8:00 p.m. The cost is \$15 for DOT/ERA members and \$17 for non-members

For information, contact Veronica Pannell, room 9130 Nassif Building, x65641. The deadline for signup is *Thursday, November 16*.

Healthbeat

Health fair. A health fair for FAA Headquarters employees will be held on *Wednesday, November 15*, in rooms 9ABC from 9 a.m. to 4 p.m.

Representatives from all the major health insurance plans will be available

to answer questions and provide general information. All employees are encouraged to attend.

Need more information? Contact Ida Mack or Barbara Claytor, x78916.

Health benefits. The Federal Employees Health Benefits Open Season runs through *Friday, December 8*.

FAAers wishing to enroll or change enrollments must complete a Health Benefits Registration Form (SF 2809).

The forms are available in AHR-140, room 514, and must be returned on or before *Friday, December 8*.

For more information, call Ida Mack or Barbara Claytor, x78916.

Nominees Sought for 1990 Women's Program

FAA Headquarters will support several nominees for the 1990 fiscal year's Women's Executive Leadership (WEL) Program, sponsored by the Office of Personnel Management (OPM).

Supervisors and managers are encouraged to nominate high-potential employees who they believe will benefit from a year-long experience of supervisory and managerial training and development.

For the 1990 fiscal year, the WEL Program is open to full-time, permanent, non-supervisory men and women in grades GS-11 and GS-12 levels. Supervisory GS-11s and GS-12s who have a maximum of one year's experience may also be nominated.

Additional criteria for program consideration will require written knowledge, skills and abilities (KSAs) statements and a Headquarters panel interview before nominees are sent to OPM for final participant selection.

A detailed package about the WEL program requirements has been issued to Headquarters organizational heads.

Applications are due in the Employee Relations and Career Development Branch, AHR-140, by *Friday, November 24*.

For further information, contact Diane Ables, AHR-140, on x78916.



U.S. Department of Transportation

Federal Aviation Administration

Headquarters Intercom

Top FAA Management Changes

Barry Harris Is Bush's Choice for Deputy Administrator Airway Facilities' Edwin Harris New Executive Director

President Bush has announced his intention to nominate Barry Lambert Harris, an instrument-rated pilot, to serve as FAA's new Deputy Administrator.

Harris must be confirmed by the Senate. The White House made the announcement on November 6.

Harris, 50, would succeed Barbara McConnell Barrett, FAA's first woman Deputy Administrator who returned to the private sector on January 20, 1989.

Since August, Robert Whittington has been acting Deputy Administrator.

Whittington's permanent position of Executive Director for Policy, Plans and Resource Management has been filled by top FAAers on a temporary, rotating basis during the past few months.

\$8 Million for Oakland. FAA has allocated \$8 million from Airport Improvement Program discretionary funds to reconstruct part of a runway at Oakland International Airport damaged by the October earthquake.

Funds are being used to restore 3,500 feet of the 10,000-foot runway making it capable of handling large jet aircraft.

Repairing damage to the airport's terminal building will cost an estimated \$5 million, of which \$2.8 million will be provided by the FAA from the air-

Harris, who flies an average of 500 hours a year, has served as president and chief executive officer of Alliance Corporation, Portland, ME, and Community Systems, Inc., Gloucester, MA.



Edwin Harris named an FAA executive director

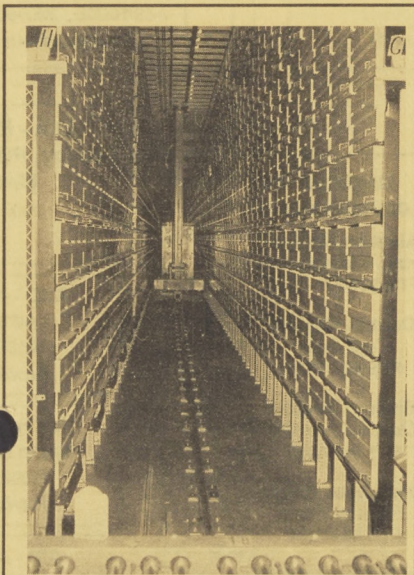
He also served as assistant city manager, Gloucester, MA; director of community programs for the Commonwealth of Massachusetts Metropolitan Area Planning Council; a documentary writer-producer for

WBZ-TV, Boston; and a news writer for WINS radio, New York City.

Harris attended Denison University and Harvard University, served in the U.S. Army and is currently an officer in the inactive Army Reserve.

He is married, has four children and

turn to Management on page 4



Speedy Stacker

This stacker crane, above, is one of eight automated cranes that pick from about 58,000 small items at the FAA Depot in Oklahoma City.

The Depot's new Computerized Dispatch System, dedicated last month, speeds replacement parts to more than 14,000 foreign and domestic field offices.

Once the stacker crane finds an item in one of 16,500 containers arranged in rows like this, the container is delivered via conveyors to the packing bay.

Below, an employee uses a computer to locate items in the storage containers. Then the computer adjusts the inventory and prints a bar-coded shipping label.



Highlights

port's entitlement fund.

Emergency interim repairs to a runway protective dike will be made by the city of Oakland using

local funds. Federal money will be required at a later date to complete this project, which may cost an estimated \$10 million.

Jet Noise. Jet engine manufacturer Pratt & Whitney and NORDAM of Tulsa, OK, announced a preliminary

turn to Highlights on page 2

Highlights *continued from page 1*

agreement to develop, manufacture and sell a hushkit system to reduce noise in Boeing 737-200 aircraft powered by JT8D engines.

The noise reduction effort is designed to bring 737-200 sound levels within FAA Stage 3 standards.

The program could be worth more than \$2 billion to the two firms over the next 10 years.

The potential market for the JT8D-737 hushkit system includes about 900 twin-engine aircraft.

A final design will be selected in May 1990 with certification expected in late 1991.

Britain's Air War. The Smithsonian Institution presents a four-day seminar, "Air Power and the Battle of Britain," on January 16-19 in Washington, DC.

The seminar commemorates the 50th anniversary of this epic World War II battle with a series of lectures and tours led by historians and military experts.

Topics include the evolution of strategic and tactical air power from World War I to the present day, with a special focus on the Battle of Britain's pivotal effect on the subsequent development of air power.

Participants will visit related exhibitions at the National Air and Space Museum and the museum's Paul E. Garber preservation and restoration facility in nearby Suitland, MD. It houses a restored Hawker Hurricane and other World War II fighter planes. Also included is a day-long tour of the Patuxent River Naval Test Center.

For a brochure, write: Associates Travel Program, 1100 Jefferson Drive, SW, Washington, DC 20560, or call (202) 357-4700.

Airport Operations. Statistics compiled for the first nine months of 1989 show that Chicago's O'Hare is still the busiest airport followed by Dallas/Fort Worth and Atlanta-Hartsfield.

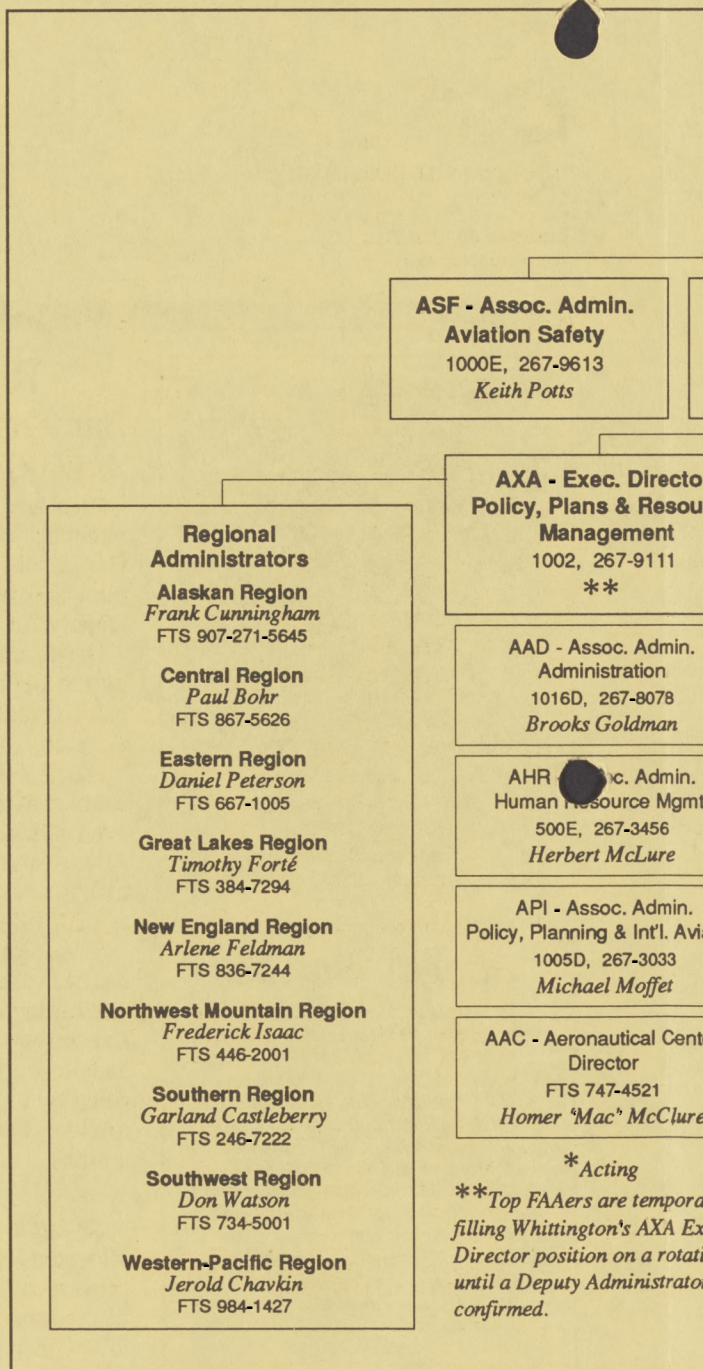
FAA tracks 22 select airports. Here's how the top 10 ranked by operations - takeoffs and landings - from January through September of this year.

- Chicago O'Hare (ORD): 587,776
- Dallas/Fort Worth (DFW): 517,737
- Atlanta Hartsfield (ATL): 497,414
- Los Angeles International (LAX): 474,772
- Denver Stapleton (DEN): 350,941
- San Francisco International (SFO): 327,502
- St. Louis Lambert (STL): 321,018
- Boston Logan (BOS): 312,347
- Las Vegas McCarran (LAS): 284,306
- Greater Pittsburgh (PIT): 283,841

Aviation's Golden Age. FAA historian Nick Komons has contributed one of eight essays in a new book entitled *Aviation's Golden Age: Portraits from the 1920's and 1930's*.

Edited by William M. Leary, the University of Georgia's noted aviation historian, the book deals with an exciting period in which new technology struggled to become an accepted part of the nation's transportation system.

The public applauded the era's heroic pilots such as Lindbergh and Earhart. Then as now, however, few people were aware of the



key roles of certain individuals whose contributions to aeronautical development were made on the ground.

The book examines the accomplishments of these forgotten men of the golden age, including Henry Ford, the Guggenheims, Edward Warner, William McCracken, Benjamin Foulois, George Lewis and Herbert Hoover. Komons' essay throws new light on the career of William P. MacCracken.

The first chief of FAA's initial predecessor agency, the

AOA - Administrator

1010, 267-3111

James B. Busey

ADA - Deputy Administrator

1010, 267-8111

*Robert Whittington **

Who's Who at FAA

As of November 9, 1989

**ACR - Assist. Admin.
Civil Rights**

1030G, 267-3254

Leon Watkins

**AGI - Assist. Admin.
Govt. & Industry Affairs**

1020, 267-3277

Brenda Yager

**APA - Assist. Admin.
Public Affairs**

911A, 267-3883

Hugh O'Neill

AGC - Chief Counsel

900E, 267-3222

Greg Walden

**Director
Resource
Management**

9111

**Admin.
Information**

8078

Adman

**Admin.
Resource Mgmt.**

3456

Lure

**Admin.
Int'l. Aviation**

3033

offet

**Technical Center
Director**

521

McClure

**Temporarily
AXA Executive**

on a rotating basis

Administrator is

**AXR - Exec. Director
Regulatory Standards
& Compliance**

1040, 267-3330

Wayne Barlow

**AVR - Assoc. Admin.
Regulation & Certification**

1000W, 267-3131

Tony Broderick

**AVS - Assoc. Admin.
Aviation Standards**

1000W, 267-3133

Monte Belger

**APR - Director
Program & Resource Mgmt.**

312B, 267-8152

Irene Barnett

**AVN - Aviation Standards
National Field Office
Director**

FTS 747-3305

John M. Howard

**Regional Division Managers
Flight Standards
Aircraft Certification**

**Regional Division Managers
Civil Aviation Security
Aviation Medical**

**AXD - Exec. Director
System Development**

1021, 267-7111

Joseph Del Balzo

**ARP - Assoc. Admin.
Airports**

600E, 267-9471

*Quentin Taylor **

**AND - Assoc. Admin.
NAS Development**

500W, 267-8183

*Martin Pozesky **

**ADM - Assoc. Admin.
Adv. Design & Mgmt. Control**

800W, 267-3555

John Turner

**ACT - FAA Technical Center
Director**

FTS 482-6641

Edward Harris

**Regional Airports Division
Managers**

**AXO - Exec. Director
System Operations**

1019, 267-7222

Edwin Harris

**AAF - Assoc. Admin.
Airway Facilities**

700E, 267-8181

Arnold Aquilano

**AAT - Assoc. Admin.
Air Traffic**

1033G, 267-3666

William Pollard

**AOP - Director
Ops. Planning & Policy**

1019, 267-7222

Steve Rothschild

**AOM - Director
Ops. Resource Mgmt.**

1019, 267-7222

Howard Richardson

**Regional
Air Traffic Division Mgrs.**

**Regional
Airway Facilities Division Mgrs.**

**Regional
Counsels**

Aeronautics Branch of the Commerce Department, MacCracken had a pivotal effect on the growth of American aviation.

Priced at \$22.50, the book is available from the University of Iowa Press, Iowa City, IA 52242.

Money Saving Suggestion? In its campaign against wasteful and illegal practices, the DOT Inspector General is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is confidential.

To reach the Inspector General's Hotline call the following numbers:

Toll Free: 1-800-424-9071

Washington, DC (202) 366-1461

Management Changes at FAA *continued from page 1*

resides in Cumberland Foreside, ME, and Ocean Ridge, FL.

In another top management change, another Harris - Edwin S. Harris - has been named an agency executive director. Edwin Harris, most recently Associate Administrator for Airway Facilities, becomes Executive Director for System Operations.

He replaces Wayne Barlow, who

moves over to take the slot of Executive Director for Regulatory Standards and Compliance.

Barlow headed up the Northwest Mountain Region before becoming an executive director. He replaces C. R. "Tex" Melugin who recently retired.

In announcing the management shifts, FAA Administrator James Busey said, "These changes will strengthen

the agency in critical areas and better prepare it for the challenges of the future."

Executive director posts were established in July 1988 by former Administrator Allan McArtor who likened the jobs to group vice presidents in the private sector. The reorganization reduced the number of people reporting directly to the Administrator from 23 to 11.

Other top management changes:

→ *Arnold Aquilano* replaces Harris and becomes Associate Administrator for Airway Facilities. Aquilano was previously Associate Administrator for NAS Development.

→ *Martin T. Pozesky* fills Aquilano's job on an acting basis. Pozesky was Deputy Associate Administrator for NAS Development.

→ *Anthony J. Broderick*, who has been Acting Executive Director for Regulatory Standards and Compliance since Melugin's retirement, returns to his permanent position as Associate Administrator for Regulation and Certification.

→ *Michael C. Moffet* has been appointed Associate Administrator for Policy, Planning and International Aviation.

Moffet, who reported onboard October 30, is no stranger to FAA. He was previously a special assistant to former Administrator Donald D. Engen. He also served from 1982-84 as a special assistant to the Director of FAA's Europe, Africa and Middle East Office, headquartered in Brussels.

Before being appointed to his latest FAA post, Moffet had been president of the Airport Research and Development Foundation since June 1988.

Previously he was aviation counsel to the Senate Committee on Commerce, Science and Transportation and was a legislative assistant to Senator Nancy Kassebaum.

A native of Kansas, Moffet is 38. He is a 1972 graduate of the William Allan White School of Journalism, University of Kansas, and earned a law degree from the University of Kansas in 1975.

800 Independence Avenue, SW

Flightplan

Coalition meeting. The National Black Coalition of Federal Aviation Employees (NBCFAE) will hold its monthly meeting on *Monday, December 11*, from 12 noon to 1 p.m. in FAA conference room 9C.

For additional information, contact Marcia Adams, x73488.

Falklands air war. The Falkland Islands of the South Atlantic became the subject of an armed conflict between Argentina and Britain in 1982.

Join Air Commodore Peter Squire, who commanded a Royal Air Force squadron of pilots flying the Harrier vertical-takeoff-and-landing aircraft, for a first-person account of the Falklands' crisis.

Squire's observations begin at 7:30 p.m. on *Thursday, December 14*, at the Langley Theatre, National Air and Space Museum.

Williamsburg trip. The DOT Employee Recreation Association is sponsoring a one-day bus trip to the Wil-

iamsburg Pottery Factory on *Saturday, December 2*.

The bus will leave at 8 a.m. from 7th & D Streets, SW, and will return about 8 p.m. The cost is \$15 for DOT/ERA members and \$17 for nonmembers.

For information and reservations, contact Veronica Pannell, room 9130, Nassif Building, x65641.

Healthbeat

Trying to quit smoking? Get your pulmonary screening done and find out what your lung capacity is before and after.

Screening is available *November 27-30*. Call the FAA health clinic, x73406, for an appointment.

Health benefits. The Federal Employees Health Benefits Open Season runs through *Friday, December 8*.

FAAers wishing to enroll or change enrollments must complete a Health Benefits Registration Form (SF 2809). The forms are available in AHR-140, room 514, and must be returned on or before *Friday, December 8*.

For more information, call Ida Mack or Barbara Claytor, x78916.

Troubles? Too much stress? Not having enough fun? Personal problems? Help yourself feel better by contacting FAA's Employee Assistance Program (EAP).

It's easy. Just call Jerry Meade, FAA's EAP manager, x73945, or Montgomery General Hospital Employee Counseling Service Program, 774-8898, for assistance 24 hours a day, seven days a week.

Headquarters

Intercom

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Pat Cariseo
Pat Tomasetti
Associate Editors

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Scaring Up Contributions

Who says you can't clown around and help less fortunate people at the same time? That's exactly what FAAers did during the many events to raise funds from the Combined Federal Campaign that ended recently.

At the annual "FAA Fun Run," Kent Meier, AMS-350, far right photo, turned it into a family affair with his wife, Pauline, and son William Kent, 2 1/2 months old.

Meier of Management Systems coordinated the fun run and several other athletic money- and spirit-boosting events.

The fun run was peppered with strange-looking characters, like these two clandestine FAAers, at right.

Turn to pages 4, 5 and 6 for more photos.



November 28, 1989



U.S. Department
of Transportation
Federal Aviation
Administration

Headquarters Intercom

General Aviation's Best in 1989

Maintenance Technician, Flight Instructor Win Honors

Praising their "high level of professionalism, creativity, skill, charisma, excellence and contributions to safety," Administrator James Busey awarded honors to general aviation's top maintenance technician and flight instructor.

At a FAA Headquarters ceremony, Dwight Dean Law of McHenry, MD, was named the 1989 General Aviation Maintenance Technician of the Year. John U. Rockcastle of Barrington, IL, took the honor of 1989 General Aviation Flight Instructor of the Year.

"It's dedication and performance such as demonstrated by these two that keep the spirit of general aviation growing," Busey said.

"The people they influence and motivate will be the future leaders of aviation across our country," Busey told a group attending the November 2 ceremony. "My hat is off to you. Keep charging!"

Law is currently director of maintenance and an FAA-authorized inspection mechanic for Lakeside Aviation, Inc., McHenry, MD.

His intense concern for general aviation safety led him to develop and patent an aircraft battery that disconnects on impact, preventing potential post-accident fires from the battery's internal charge.

He is working with an aviation firm and Ohio State University on the battery project.

Before his position at Lakeside Aviation, Law had an aircraft repair business and served as an Army helicopter mechanic during the Vietnam War.

turn to Awards on page 7

Looking Good. Although it's too early to draw definite conclusions, signs point to a favorable impact on staffing at FAA facilities covered by the DOT-FAA Pay Demonstration Project.

The project provides 20% retention allowances for more than 2,000 FAA controllers, technicians and safety inspectors at hard-to-staff locations.

Since it was implemented in June, overall staffing at these locations has increased from 2,128 to 2,153.

Turnover has also declined with sev-

Highlights

eral employees deferring planned retirement.

The first allowance payments were included in September 19 paychecks. The next payments will be in paychecks issued December 26.

More Students. FAA's Center for Management Development (CMD) turn to Highlights on page 2

FAA's Fashion Contingent



Trying out their clothes sense at a "dolly gala," these FAAers are also helping make the holidays happier for Washington-area children.

The clothes designers, holding their fashionably attired models, include Lyle Davis, AIR-110; Jeane Hinton, AIR-101; LaShawn Lee, APA-200; Bobbie Smith, AIR-120; Patty Lindsay, AIR-101; Jess Lewis, AIR-107; Denise Jackson, AIR-120; Chris Crabtree, AIR-101; Lynnette Goldstein, AIR-107; Bernadette Turpin, AIR-10; Alice Payne, AIR-510; Naomi Bryant, AIR-10; and George Marania, AIR-110.

The doll with the bonnet held by Denise Jackson (center) and outfitted by Terry Allen, AIR-200, is entered in a city-wide judging.

See page 8 for more about dressing dolls for the Salvation Army's toy center.

Highlights *from page 1*

celebrated its second anniversary in Palm Coast last month with projections of more students for the coming year.

CMD Manager William Newman predicts that more than 4,500 students will attend classes at this modern learning facility during the 1990 fiscal year.

That's up from 3,800 last year and 3,064 during CMD's first year of operation in Florida.

One of 1989's highlights was accreditation by the Commission on Occupational Education Institutions of the Southern Association of Colleges and Schools, a major milestone in the school's progress.

More 747 Inspections. FAA has ordered expanded inspections of many Boeing 747 aircraft after some cracks were found in the forward fuselage area of an older plane.

The November 9 emergency airworthiness directive covers 123 jets worldwide, including 59 operated in the United States, with 15,500 or more flights.

This AD expands the area to be inspected from previous FAA-ordered inspections. Airlines must now conduct visual and electronic inspections of 14 rows of fasteners near the top of the fuselage, from near the windshield back to the passenger door.

Three Weeks, Please. Submit items for the *Flightplan* section at least three weeks in advance of the event to room 908, or call x78521.

New Service. In an October 26 ceremony at Stewart Airport, Newburgh, NY, New York State and American Airlines announced plans to start regularly scheduled airline service at the airport in April 1990.

Using 737 aircraft, American will offer daily nonstops to both its Chicago and Raleigh-Durham hubs from the state-owned airport.

Governor Mario Cuomo acknowledged the financial and moral support of the FAA and said the new service

will provide passengers from the mid-Hudson region with an alternative to congested Kennedy, LaGuardia and Newark airports.

Rome Seminar. The Flight Safety Foundation is soliciting papers to be presented at the 43rd International Air Safety Seminar in Rome, Italy, in November 1990. Abstracts must be submitted by December 15.

For more information, contact the Flight Safety Foundation, 2200 Wilson Boulevard, Suite 500, Arlington, VA 22201-3306, (703) 522-8300.

New Runway. A new runway, 8,000 feet long and 150 feet wide, with full parallel taxiway was dedicated on November 10 at Nashville International Airport. FAA grants under the Airport Improvement Program contributed \$46 million to the \$78.5 million project.

Instrument landing systems at both ends of the runway will be commissioned at a later date.

Another New TCA. A new terminal control area (TCA) went into effect in mid-November at Salt Lake City, replacing the airport radar service area (ARSA).

The new TCA consists of airspace from the surface or higher within a 25-nautical mile radius of the airport up to and including 10,000 feet above mean sea level.

The TCA increases the capability of the air traffic control system to separate aircraft in the terminal airspace around the airport.

New Tower. FAA has awarded a \$2.8 million contract to construct a 90-foot air traffic control tower with a 350-square-foot tower cab and 3,600-square-foot administrative base building at California's Burbank/Glendale/Pasadena Airport.

The Future of Space. The Smithsonian Institution will present a four-day seminar, "America's Future in Space: Manned or Unmanned?" on March 13-16 in Washington, DC.

Designed for space enthusiasts, the

seminar focuses on the history of and future prospects for both manned and unmanned space exploration.

Lectures by experts from the National Air and Space Museum, NASA and private industry will highlight the origins of the manned vs. unmanned question, the Hubble Space Telescope -- scheduled for launching aboard the Space Shuttle in 1990 -- the space station and other space-related projects.

In addition to lectures, the seminar includes special tours of Goddard Space Flight Center and Wallops Flight Facility.

For a brochure, write: Smithsonian Associates Travel Program, 1100 Jefferson Drive SW, Washington, DC 20560, or call (202) 357-4700.

Oshkosh, Again. Memories have barely faded from last summer's Oshkosh fly-in, and the Experimental Aircraft Association is already announcing the 1990 event.

The 38th Annual Fly-In Convention and Sport Aviation Exhibition will be held July 27-August 2 at Wittman Regional Airport.

For more information, call (414) 426-4800, or write EAA Oshkosh '90, EAA Aviation Center, Oshkosh, WI 54903-3086.

Report Fraud. In its campaign against wasteful and illegal practices, the DOT Inspector General is urging FAAers and all DOT employees to report fraud, waste, theft and abuse to its hotline.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is kept confidential.

To reach the Inspector General's Hotline, call the following numbers:

Toll Free: 1-800-424-9071
Washington, DC
(202) 366-1461

Information can also be sent to:

Office of Inspector General
U.S. Department of Transportation
PO Box 23178
Washington, DC 20026-0178

Focus on New and Better Airports Across the Nation

Aviation Community Faces Tough Challenges in Promoting Airport Benefits

FAA's revolutionary and sophisticated technology coming on line in the next decade will boost aviation safety and capacity, but it's not the only answer.

New, better and expanded airports are key to keeping America number one in aviation, but it's a tough challenge to convince the public to give its full support to airport development.

That's the message FAA Administrator James Busey emphasizes to aviation groups around the country, including the National Aviation Club.

During a November 15 speech in Arlington, VA, Busey warned aviation enthusiasts that "we're not making the progress we need" and urged them to "speak for airport development as forcefully as others speak against it."

Here are excerpts from the FAA chief's remarks:

"Technology, no matter how advanced, won't do the whole job. We need better airports. We need new airports.

"But the FAA doesn't build airports or runways. That's done primarily on the local level.

"The FAA can help plan and fund airport projects. We can do research. We can sponsor local task forces to help increase airport capacity. We can study the possibility for the joint use of military airports. And we can identify airports with civilian potential at military bases that are to be closed.

"In addition, we're helping develop the new National Transportation Policy that is Secretary Sam Skinner's top priority.

"Some of the things that may be included in this policy are new funding sources for airports, new policies governing airport site reservation and land acquisition, and the better coordination of rapid transit ground transportation to and from major airports.

"But, as important as these activities are, the real initiative toward greater airport capacity rests with the people in cities and towns all over America.

"That means that if we are to improve airports and build new ones, we must have public support at the local level where airport decisions are made.

"I don't want to be unduly pessimistic, but we're not making the progress we need. Denver is moving ahead on building the first new major jetport since Dallas/Fort

Worth opened 15 years ago. Even though traffic has more than doubled in that time, not a single major new airport has been built.

"A few cities are considering new airports. And a number of new runways and runway extensions are planned or are under construction. But by no means enough.

"In many communities, we don't have the solid, dependable base of public support we need in order to build or improve airports.

"The unhappy fact is that a lot of people are indifferent to aviation. They would have no objection if a shopping mall replaced the local airport.

"And some people actively oppose airports. They see airports only as generators of noise and traffic. They don't see the jobs created, the money brought into the community, the stability for the local economy. And they don't realize that local businesses need the airport for dependable, efficient transportation.

"They don't realize that there's a capacity problem.

They know there's a noise problem. They know there's a traffic problem. They can hear the noise and see the traffic. But they can't hear or see a capacity problem, which is far more serious.

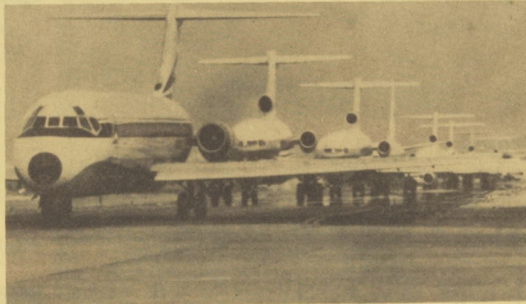
"And some of these people are vocal. They're being heard in the political arena, where airport decisions are made.

"If we want to build support for airport improvements, then, it seems to me, we must speak for airport development as forcefully as others speak against it.

"If you understand the economic benefits of a modern airport - if you agree that airports don't just make noise and traffic congestion, that they create jobs and opportunity - then I would urge you to make yourself heard in the political arena.

"Sensitive environmental issues can be resolved. For one thing, new aircraft are far quieter, and we're working with the industry and other government agencies to develop even quieter ones. We're also using new technology to set up better noise abatement arrival and departure tracks around airports.

turn to Persuading on page 7



***'The facts are on our side.
The benefits of aviation are too
real, too tangible and
too great to be denied.'***

Administrator James Busey

1989 FAA Fun Run Winners

Best Costume

AEE's Last Straws
Office of Environment

Patricia Cline, Tony Fazio, Laurie Fisher, David Fortescue and Howard Segal

Oldest

Wenches & Wrenches
Flight Standards Service (AFS)

Talita Bell, Al Hodges, Randy Montgomery, Jackie Renaud and Jim Siegman

Best Legs

Smooth Operations

Office of Operations Planning and Policy (AOP)

John Blasic, Luis Castro, Nancy Montgomery, Steve Rothschild and Kay Wrigley

Heaviest

Medicinal Purposes

Office of Aviation Medicine (AAM)

Lamar Allen, Linda Brown, Curtis Maloy, Dennis McEachen and Catherine Woods

Most Spirit

Wenches & Wrenches

Flight Standards Service (AFS)

Talita Bell, Al Hodges, Randy Montgomery, Jackie Renaud and Jim Siegman

Fastest Teams

First Place

AAA Assets — No Liabilities

Office of Accounting (AAA)

Tawana Baskerville, Mike Davis, Patrice Ellis, David Hill and Raymond Morris

8 minutes, 43 seconds

Second Place

Barristers 1

Office of the Chief Counsel (AGC)

Kathleen Cannon, Cindy Dominik, Danvers Long, Mike Moulis and Celio Young

9 minutes flat

Third Place

Medicinal Purposes

Office of Aviation Medicine (AAM)

Lamar Allen, Linda Brown, Curtis Maloy, Dennis McEachen and Catherine Woods

9 minutes, 30 seconds

Turn to page 6 for runners up.



Real hayseeders from the Office of Environment won the best costume award.



Mark Noonan, Mary Cheston and Ron Gordon serve up hot dogs and fixin's for hungry fun run spectators.



The Office of Accounting's team, 'AAA Assets - No Liabilities,' clocked in as the fastest team in the around-the-building relay race at 8 minutes, 43 seconds.



the best costume contest as 'AEE's Last Straws.'

Scores of FAAers cheered co-workers in the Annual Fun Run relay race around the Headquarters building. Prizes and certificates were awarded by acting Deputy Administrator Bob Whittington to winners of the October 31 CFC event.



Associate Administrator Tony Broderick, left, got a chuckle from Jim Siegman. Jim and other male members of the 'Wenches and Wrenches' donned wigs and feminine apparel for the contest. They took prizes for the oldest and most spirited team. Two of the team's 'wrenches,' Talita Bell and Jackie Renaud, below, get ready for the race.



Ginny Hoover sports shiny locks unfazed by a sharp-fanged creature. The fun run coincided with Halloween and gave FAAers a chance to try their disguises on co-workers.



More photos on page 6. Watch for winners of other CFC events in upcoming issues of Intercom.

Photos by Lance Strozier



At 9 minutes flat, the 'Barrister 1' team was presented a second-place trophy by acting Deputy Administrator Bob Whittington.

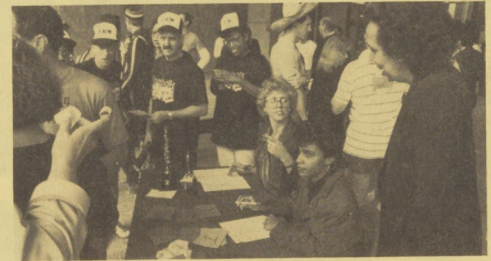


"Smooth Operations" ran the race in style. Judges said they had the best legs.



It must be all muscle since "Medicinal Purposes" took the honor as the heaviest team.

Eve Adams, Charlotte Bryan and Sherry Martin were on the front line as they registered FAAers for fun run events.



Runners Up

Barristers 2

Office of the Chief Counsel (AGC)
*Jeff Klang, Carla Martin, David Metzbower, Kris Morrin
 and Gregory Walden*
 9 minutes, 46 seconds

AMSPress

Office of Management Systems (AMS)
*Maritza Blakely, Mark Bruno, Harvey Kaplan, Jeff Lane
 and Katrina Thomas*
 10 minutes flat

Flight Standards Flyers

Flight Standards Service (AFS)
*Terri Bradshaw, Chuck Friesenhahn, Howard Hess
 Marlene Livack and Gary Martindell*
 10 minutes, 6 seconds

Dwyer's Dazzling Dashers

Office of Accident Investigation (AAI)
*Dianne Gutrich, Donna Jones, Steven Ko, John Mickey
 and Brian Poole*
 10 minutes, 8 seconds

AHR Runners

Associate Administrator for Human Resource Management (AHR)
*Deborah Anderson, Mal Coghlan, Antoinette Haynes
 Tom Henderson and Robbye Langenfeld*
 10 minutes, 13 seconds

International Road Warriors

Office of International Aviation (AIA)
*Karen Braxton, Dave DeCarme, Peter McHugh, Thomas Messier
 and Lisa Walker*
 10 minutes, 55 seconds

Bean Counters

Office of Budget (ABU)
*Janice Boyd, Carl Burrus, Shirley Miller, Nicholas Stoer
 and Scott Van Giezen*
 10 minutes, 56 seconds

The 'D M Zees'

Advanced System Design Service (ADS)
*John Fugett, Ken Geisinger, Doris Harmon, Bud Hyland
 and Lynn Lane*
 11 minutes, 27 seconds

Safety Bears

Associate Administrator for Aviation Safety (ASF)
*Tamara Barco, Chuck Hedges, Norma Hussey, Bob Matthews
 and Effie Stallsmith*
 11 minutes, 28 seconds

Smooth Operations

Office of Operations Planning and Policy (AOP)
*John Blasic, Luis Castro, Nancy Montgomery, Steve Rothschild
 and Kay Wrigley*
 11 minutes, 37 seconds

AEE's Last Straws

Office of Environment (AEE)
*Patricia Cline, Tony Fazio, Laurie Fisher, David Fortescue
 and Howard Segal*
 12 minutes, 17 seconds

Wenches & Wrenches

Flight Standards Service (AFS)
*Talita Bell, Al Hodges, Randy Montgomery, Jackie Renaud
 and Jim Siegman*
 13 minutes, 42 seconds

Irene's Resource Managers

Office of Program and Resource Management (APR)
*James Carey, Ailine Keating, Mark Rosenthal, Jane Stolar
 and Mary Carol Turano*
 14 minutes, 47 seconds

Persuading the Public About Airport Benefits *continued from page 3*

"We can also help resolve environmental issues by getting more people to understand the vital role airports play in our economic life.

"The facts are on our side. The benefits of aviation are too real, too tangible and too great to be denied. And I'm not talking here of the benefits to the nation, which of course are substantial. I'm talking about the benefits to the local community.

"I think we can create the public support we need to improve existing airports and build new ones where necessary. After all, they did it in Denver, where two-thirds of the voters sup-

**Airport opponents
'don't see the jobs created,
the money brought into
the community,
the stability for the local
economy.'**

Administrator James Busey

ported the new airport. And if they can do it, people in other communities can, too.

"The FAA is doing everything we

know how to do. But one federal agency can't do it all. You've got to help us get the message across.

"And if you think we should be doing more than we're doing, then tell us what it is. We'll work a lot better together if we communicate.

"There's no single answer. Airport improvement alone won't do it. New airports won't do it. New air control technology won't do it. New aircraft won't do it. New procedures won't do it. But all together, they will do it.

"I'm optimistic - because I know that we can and we will work together to keep American aviation on top."

Trying to Kick the Smoking Habit? Try These Quitting Tips

Trying to figure out how to stop smoking? Here are 13 tips from the American Cancer Society to help quit:

→ Throw out all cigarettes. Clean out all ashtrays, and fill them with something else. Throw out matches and hide lighters, or give them away.

→ When the urge to smoke hits, take a deep breath. Hold it a second, then release it very, very slowly. Taking deep, even breaths is similar to smoking, only you'll inhale clean air, not poisonous gases.

→ Exercise to help relieve tension. Climb stairs rather than take the elevator, park the car a block or two away from where you are going, and walk the rest of the way. At home, touch your toes, jog in place, do jumping jacks.

→ When tempted to reach for a cigarette, think of the time you burned a hole in your clothes, mattress or rug. Imagine this experience for 15 seconds whenever the urge occurs.

→ Use substitutes the same way you may have used cigarettes. Good examples are sugarless gum, lemon drops, pumpkin or sunflower seeds, apple slices, carrot or celery sticks, or unbuttered popcorn.

→ Eat a well-balanced diet. This maintains constant blood sugar levels and helps to prevent the urge to smoke. Avoid sugar-laden and spicy foods, which can trigger a desire to smoke.

→ Mix up your day by changing habits dealing with smoking. Eat in no smoking sections. Visit places where smoking is prohibited, such as libraries, museums, theaters. At home, avoid that favorite chair.

→ To help remove nicotine from the body, drink lots of water - six to eight glasses a day, fruit juices, caffeine-free sodas and herbal teas. Say no to coffee and alcohol.

→ Keep your hands and mind busy. Fix something around the house, or clean out a closet.

→ Go to the dentist and have your teeth cleaned to remove nicotine stains.

→ Buy yourself flowers or something else with a more pleasant fragrance than cigarette smoke.

→ Make a reasonable wager with another smoker.

→ Reward yourself. Go out to din-

ner and sit in the no smoking section, go shopping, go to a movie, call a friend long distance.

Awards *from page 1*

Rockcastle was selected as general aviation's top flight instructor in a nationwide competition and was recommended by friends, business people, students and parents of his students.

He is a designated accident prevention counselor and an active member of the Chicago Flight Instructor's Association. Rockcastle is also president of the 150-member Navy Flying Club, Glenview, IL, and teaches aviation programs for the Sea Cadets, Boy Scouts and Civil Air Patrol.

A 5,000-hour pilot, Rockcastle holds an airline transport pilot certificate in addition to flight instructor and ground instructor certificates. He has logged more than 3,000 hours of instructional time.

Rockcastle was nominated for the award by FAA's Chicago Flight Standards District Office for his "excellent reputation in the aviation community."

In cooperation with the FAA, the annual general aviation awards are sponsored by the AOPA Air Safety Foundation, General Aviation Manufacturers Association, Helicopter Association International, National Business Aircraft Association and National Air Transportation Association.

Headquarters

Intercom

November 28, 1989
No. 89-47

Pat Cariseo
Pat Tomasetti
Associate Editors

Published weekly by
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(202) 267-8521

FAAers Bring Cheer to Youngsters

They May Not Be Paris Designers
But They Know How To Make the Holidays Happier

Move over Paris and New York haute couture designers. Several FAAers staged their own fashion show recently, and it was all in the spirit of holiday giving.

FAA employees used their designing and sewing skills to turn ordinary dolls into fashion models. The newly attired dolls go to the Salvation Army to give to Washington-area children who otherwise might not get gifts for the holidays. *See photo on page 1.*

Bobbie Smith organized the group of dolly dressers. She received the dolls, plus shoes and socks, from the charity and parceled them out to other FAAers to clothe. Handmade outfits are eligible for a city-wide judging in nine categories that range from brideswear to sportswear.

Using a Mickey Mouse cake as the centerpiece, AIR employees and other helpers recently hosted a "dolly galá" to give their first group of 32 dressed dolls to Lillie Isler, an NTSB employee and a coordinator with the Salvation Army.

Remarking that "the children who get the dolls will be so happy," Isler presented the group with a certificate and thanked them for their help.

Participants had such a good time that plans were already being made for next year's outfits.

As a highlight of the drive, on December 13 from 12 noon to 2 p.m. all the dressed dolls collected will be displayed at the Salvation Army toy center, 711 4th Street, NW. The phone number is 783-9085.

Flightplan

Notary public. Barbara Boulware, notary public, ACR-3, provides notary services for FAA Headquarters employees.

Please call first for an appointment on x73261.

Barbara's office hours in room 1030L are from 11:30 a.m. to 12 noon on *Mondays, Wednesdays* and *Fridays* only.

Coalition meeting. The National Black Coalition of Federal Aviation Employees (NBCFAE) will hold its monthly meeting on *Monday, December 11*, from 12 noon to 1 p.m. in FAA conference room 9A&B.

For additional information, contact Marcia Adams, x73488.

Ski club. The Pentagon Ski Club, open to all federal employees in the metro Washington area, holds its next monthly meeting on *Tuesday, December 12*, at 7 p.m. in the Cameron Station

Officers' Club, Alexandria.

For an information packet or meeting directions, call 587-2073.

Falklands air war. The Falkland Islands of the South Atlantic became the subject of an armed conflict between Argentina and Britain in 1982.

Join Air Commodore Peter Squire, who commanded a Royal Air Force squadron of pilots flying the Harrier vertical-takeoff-and-landing aircraft, for a first-person account of the Falklands' crisis.

Squire's observations begin at 7:30 p.m. on *Thursday, December 14*, at the Langley Theatre, National Air and Space Museum.

Thrift savings. The Thrift Savings Plan open season runs through *Monday, January 31*.

Election forms may be obtained in AHR-140, room 514.

For additional information, FAAers may call Ida Mack or Barbara Claytor, x78916.

Healthbeat

No smoking. Here's a reminder from the FAA Headquarters Employee Participation Group (EPG) about building smoking regulations.

The only areas designated as *public* smoking space in FAA Headquarters, FOB-10A, are the uncarpeted main corridors and the northeast section of the cafeteria.

Public restrooms are *not* considered a designated smoking area.

DOT Notice 4330.1, dated February 2, 1989, implemented the smoking regulations in the Department of Transportation headquarters buildings.



Health benefits. The Federal Employees Health Benefits Open Season runs through *Friday, December 8*.

FAAers wishing to enroll or change enrollments must complete a Health Benefits Registration Form (SF 2809). The forms are available in AHR-140, room 514, and must be returned on or before Friday, December 8.

For more information, call Ida Mack or Barbara Claytor, x78916.

Too much stress? Not having enough fun? Personal problems? Help yourself feel better by contacting FAA's Employee Assistance Program (EAP).

It's easy. Just call Jerry Meade, FAA's EAP manager, x73945, or Montgomery General Hospital Employee Counseling Service Program, 774-8898, for assistance 24 hours a day, seven days a week.

Appointments can also be made by stopping by the FAA health unit, room 327, and asking for the EAP counselor.

All services are completely confidential and are also available to immediate family members of FAAers.

Got an item? Submit items for the *Flightplan* section at least three weeks in advance of the event.



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

Headquarters Intercom

Unlocking Mysteries

Dr. Clyde Snow, a retired FAAer and forensic anthropologist, put his skills to work solving the mysteries of the "disappeared ones" by uncovering the identities of victims of the now deposed Argentine military junta of the 1970s and 80s.

But Argentine military bureaucrats failed to cover their tracks in many cases, Snow says.

They dumped large numbers of victims in countryside cemeteries in unidentified graves.

Snow estimates there were 12,000 to 15,000 victims - half of them students.

During his 19 years as an FAA scientist, Snow's duties included identifying air crash victims.

Find out more about his work in Argentina in the November issue of FAA World.



Chris' Hope: Home for the Holidays

FAAer's Son Optimistic After Bone Marrow Transplant

Chris Roberts is optimistic about his struggle to conquer leukemia after a bone marrow transplant shows early signs of success.

Confined to Georgetown University Medical Center, Washington, DC, after a November 13 transplant operation, Chris - with his usual high spirited outlook on life - aims to be home in enough time to shop for Christmas presents.

Early results point to a successful operation. As of November 27, Chris was doing well. The bone marrow had engrafted and was producing blood cells.

However, Chris is considered medically critical - in danger of not staying in remission - for the first 100 days after the operation.

Chris and his family had been searching for a compatible marrow donor after he was diagnosed with a rare form of acute lymphatic leukemia last February. He became so seriously ill, he was forced to quit his job.

Chris is the son of Scott Roberts who works in the Office of Labor and Employee Relations at Washington Headquarters.

After a nationwide search, a donor
turn to Chris on page 2

Non-Alcoholic Cheer. See Healthbeat on page 4 for a few snazzy holiday drinks *sans* alcohol.

New AFS-1, AFS-2. Dan Beaudette has been named director of the Flight Standards Service following the November 1 retirement of Robert L. Goodrich from the Headquarters post.

Beaudette had served as deputy director. Prior to that, Beaudette was manager of the Flight Standards Air Transportation Division in Headquarters. In addition, he had field and

Highlights

regional Flight Standards experience in the Eastern and European Regions. An active U.S. Air Force Reserve senior command pilot, he is a graduate of the University of Montana.

Thomas Accardi has been selected for the deputy position. Prior to joining the FAA in September 1977 as an air traffic control specialist, Accardi was employed as a first officer and captain for several commuter airlines.

Accardi previously held positions in Eastern Region Flight Standards, including manager of the Flight Standards Division.

He attended Middle Tennessee State University and Upper Iowa University, where he was a "distinguished" graduate, and graduate programs at the University of Pittsburgh and Long Island University.

Goodrich, the former Flight Standards chief, plans to live in Mesa, AZ.

'TransExpo' Soon. DOT will hold a four-day international transportation
turn to Highlights on page 2

Chris *from page 1*

was found, but a transplant operation—originally scheduled for this September—was postponed after Chris suffered a relapse.

The donor is an anonymous Vermont woman. Although Chris doesn't know her name, he received an unsigned letter from her, and, for now, they can correspond anonymously through the medical system. The two plan to meet next year.

Chris' father, Scott, says he was touched by the "tremendous outpouring" by FAAers across the country who have contributed funds to help pay the high medical bills and offered to be tested as potential marrow donors.

Highlights *from page 1*

exposition—*TransExpo*—in January to showcase innovative transportation design and technological advances.

To be held January 7-10 at the Sheraton Washington Hotel, Washington, DC, *TransExpo* coincides with the 69th annual convention of the Transportation Research Board, which will meet January 7-12 at the same location.

TransExpo will feature new developments in all transportation modes.

Government and industry will identify, demonstrate and display various applications of technology to prepare the transportation industry for the 21st century.

DOT Secretary Sam Skinner will deliver the keynote luncheon address at the board's meeting on January 10.

747 Anniversary. The Boeing 747 turns 20 on December 30.

The first of the jumbo jets, the aircraft was certificated by the FAA on that date in 1969. It went into regular passenger service on January 22, 1970.

Aging Aircraft Update. Another in a series of conferences focusing on aging aircraft was held in San Francisco November 18-20.

A special government-industry group was chaired and organized by former FAA Administrator John L. McLucas following discussions with Administrator James Busey.

The two dozen attendees at the meeting included top ranking aviation industry executives as well as officials from FAA, NASA, the Air Force and the Navy.

The meeting's agenda included a visit to the United Airlines maintenance facility at San Francisco International Airport, the largest of its kind in the world, and briefings by UAL technical personnel on corrosion, cold bonding, non-destructive testing and compliance with FAA airworthiness directives.

Follow-on sessions featured presentations on FAA's and NASA's aircraft research and development programs as well as the work of the industry task force, led by the Air Transport Association, that has been developing recommendations for better ensuring the safety of commercial jets.

Members of the working group from industry included:

T. Wilson, board chairman emeritus of the Boeing Company; Willis Hawkins, retired senior vice president of the Lockheed Corporation; and Roger Belette, retired president of Airbus Industrie.

Also, Don Hettermann, retired sen-

ior vice president of Delta Air Lines; Richard Tabery, retired senior vice president of United Airlines; and James Guyette, executive vice president of United Airlines.

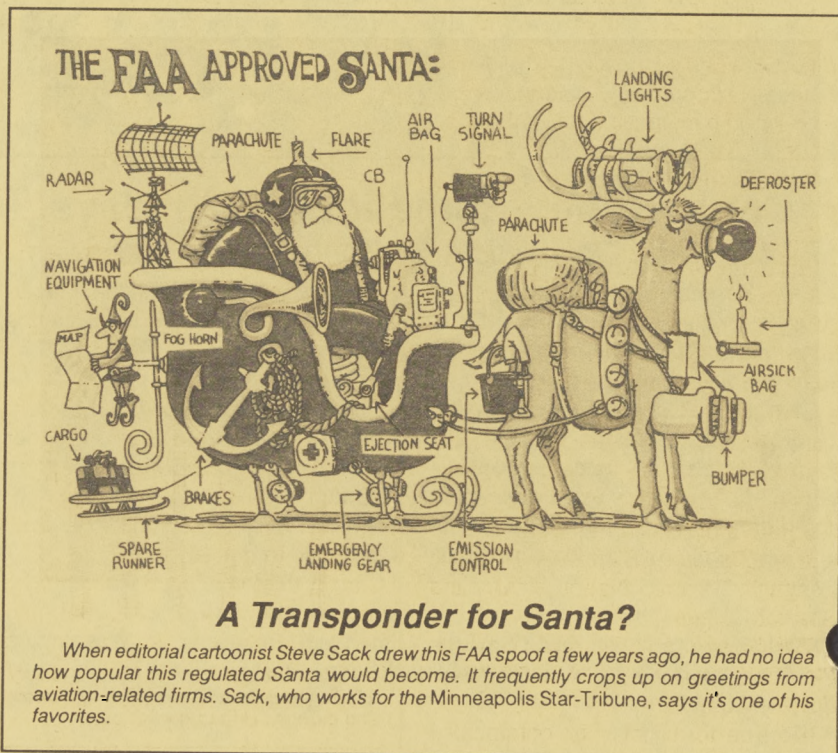
New Rates. The FICA rate and the limitation on FICA/Medicare earnings, subject to withholding, will increase in 1990.

Effective for the pay period ending December 30 to be paid January 9, 1990, the FICA rate will increase from 7.51% to 7.65%.

The Medicare rate will remain at 1.45%. The FICA or Medicare rate will be charged up to \$50,400 of payments made during the year, an increase from the \$48,000 base of 1989.

The increase in the FICA withholding rate will be offset by an equivalent decrease in withholding rates for government retirement for employees subject to FICA, generally employees under the Federal Employees Retirement System.

Withholding rates for employees under the Civil Service Retirement System who are subject to Medicare only will not be changed.



A Transponder for Santa?

When editorial cartoonist Steve Sack drew this FAA spoof a few years ago, he had no idea how popular this regulated Santa would become. It frequently crops up on greetings from aviation-related firms. Sack, who works for the Minneapolis Star-Tribune, says it's one of his favorites.

People

Quality Stickler. As an examiner – judge – for the Malcolm Baldrige National Quality Award, *Bill Cotliar*, ALG-400's "contribution" to the Commerce Department's program, was an invited guest at the 1989 awards presentations made by President Bush.

This year's winners were the Xerox Corporation and Milliken and Company. To prove he was really there, Bill brought back a copy of the luncheon menu.

He is also involved in bringing back some of the applicable methodology to the Logistics Service Industrial Division at FAA.

Flightplan

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Thrift savings. The Thrift Savings Plan open season runs through *Monday, January 31*.

Election forms may be obtained in

'Tis the Season' To Watch Out for Thieves

During the holiday season, the possibility of theft of personal and government property increases. So, check this list twice for tips from the DOT Office of Security on how to safeguard possessions.

→ Notify the guard office immediately of suspicious persons or activities anywhere in the buildings. Call these numbers: FAA Headquarters, x78829; Nassif Building, x62816; Coast Guard Headquarters, x72426; and DOT Office of Security, x64677.

→ If you bring recent purchases to the office, protect them the same way you protect personal property.

→ At the end of the day, secure all easily concealed items of government property, particularly desk calculators and small dictating recorders.

→ Keep your purse or wallet with you or locked up at all times. Do not leave them unattended even for brief periods.

→ Remove wallets, keys and other valuable items from coats hanging on coatracks or the backs of doors.

→ Ask the identity of strangers who appear in your office.

→ Lock packages in the trunk of your car or in other places that are out of sight.

AHR-140, room 514.

For additional information, please call Ida Mack or Barbara Claytor, x78916.

Three weeks, please. Submit items for the *Flightplan* section at least three weeks in advance of the event to room 908, or call x78521.

Feedback

Distribution problems? At FAA Headquarters, Management Systems administers the distribution of the *Intercom* on an "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 number of other mailings.

Contact Bernida Williams in Management Systems, x78735, or the distribution representative for your office or service to update your organization's distribution.

Headquarters

Intercom

December 5, 1989
No. 89-48

Pat Cariseo
Pat Tomasetti
Associate Editors

Published weekly by
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Washington, DC 20591
(202) 267-8521

**DRIVE DRUNK
AND VISIT A FEW
MORE BARS**



This message from the National Safety Council is a graphic reminder that drunk and drugged driving doesn't pay.

Healthbeat

Drive safely. In 1988, alcohol was a factor in at least 22,000 fatal motor vehicle crashes, 350,000 injury accidents and 1.4 million property damage accidents.

That translates to one fatal alcohol-related crash every 24 minutes and a total cost of \$16 billion.

That grim message is being emphasized during National Drunk & Drugged Driving Awareness Week, December 10-16.

But there's good news, too. Public opinion has been turning against drunk and drugged drivers, and alcohol manufacturers are conducting media campaigns for moderation in drinking.

For a safer holiday, the National Safety Council suggests these recipes, below, that add cheer without alcohol.

QUICK ORANGE EGG NOG

4 cans (6 oz. each) frozen orange juice concentrate, thawed
2 qts. milk
2 qts. bottled egg nog

Pour orange juice concentrate into punch bowl, add milk and beat with rotary beater until blended. Stir in egg nog. Yields about 40 1/2 cup servings.

CAFE AU LAIT SHAKE

1 tbsp. instant coffee
2 c. cold milk
6 ice cubes
1 tsp. sugar
3/4 tsp. vanilla

Combine all ingredients in a blender (approved for ice cubes). Blend until smooth. Pour into tall glasses. Yields 2 servings.

Health benefits. The Federal Employees Health Benefits Open Season runs through *Friday, December 8.*

FAAers wishing to enroll or change enrollments must complete a Health Benefits Registration Form (SF 2809). The forms are available in AHR-140, room 514, and must be returned on or before Friday, December 8.

For more information, call Ida Mack or Barbara Claytor, x78916.

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Dr. George Thomas challenged junior high school students to aim high, reach for aviation careers.

Photo by Lance Strozler

'Believe in Yourself, Set Future Goals'

Youngsters Urged To Aim High for Aviation Careers

Believe in yourself, set high goals and stay away from "mind blowing" drugs.

That's the message the FAA recently brought to Hine Junior High School in southeast Washington.

Dr. George Thomas, manager of FAA's Historically Black Colleges and Universities Program, challenged a group of young astronaut club members and science students to stay in school.

It's not too early to prepare for the future and be ready for the leadership, scientific and technological job opportunities in the 1990s and beyond, Thomas said.

He spoke to students as part of the FAA Volunteer Committee's sponsorship of the second in a series of DOT lectures scheduled for Hine, the Department's adopted school.

Thomas' topic: "Challenges of the 90s: Careers in Aviation."

He emphasized that education is the key to many exciting and well paying aviation careers; the importance of mastering the basic skills of reading, writing and language arts; and doing well in academic courses such as the sciences and mathematics.

Thomas highlighted aviation opportunities and talked about numerous aerospace careers including air traffic control specialist, pilot, astronaut, mechanical and electrical engineer, computer specialist, scientist and clerical and secretarial entry-level support positions.

But to have a long life and be successful in any career field, Thomas urged students to:

→ Avoid the use of drugs and other substances that "blow your minds" and destroy your bodies.

→ Believe in yourself - that you are somebody.

→ Begin now to set high goals for yourselves, and let nothing stop you from achieving them.

Give blood. The next FAA blood-mobile is scheduled for *Wednesday, December 27*, in conference rooms 9AB&C from 9:30 a.m. to 2:30 p.m.

No fun? Too much stress? Personal problems? Help yourself feel better by contacting FAA's Employee Assistance Program (EAP).

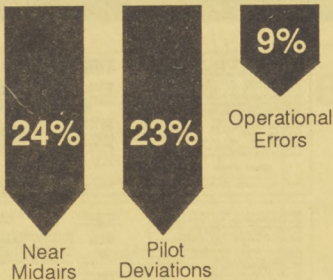
It's easy. Call Jerry Meade, FAA's

EAP manager, x73945, or Montgomery General Hospital Employee Counseling Service Program, 774-8898, for assistance 24 hours a day, seven days a week.

Appointments can also be made by stopping by the FAA health unit, room 327, and asking for the EAP counselor.

All services are confidential.

Safer Skies



Safety statistics point to safer skies as near midair collision reports (NMACs), operational errors by air traffic controllers and pilot deviations continued their downward trend in 1989.

For the first 10 months of 1989, near midair collision reports by airline crews were down 24% compared to the same period in 1988, from 621 to 474.

Controller operational errors were also off by 9%. There were 802 operational errors in the first 10 months of 1989 compared to 878 for the same period in 1988.

Preliminary reports on pilot deviations for the 10-month period also show a significant decline, down 23%. Preliminary data show 1,982 pilot deviations from January through October 1989 compared to 2,573 for the same 10 months in 1988.

December 12, 1989



U.S. Department of Transportation
Federal Aviation Administration

Headquarters Intercom

Women Win Honors Aviation Groups Laud FAA's Sexton and Barnett

Lauded for their "distinguished accomplishments," two FAA women — Irene Barnett and Joyce Sexton — have won awards from aviation groups.

Barnett, FAA's director of the Office of Program and Resource Management, has been honored by the Air Force Association.

Wrong Side of the Lens?

They look at ease on the other side of a camera lens, don't they? And two of them are smiling without any taunts to say "cheese."

Who are they? None other than the OST photography team.

They posed recently after receiving FAA "On the Spot" cash awards from the Paperwork Management Branch, AMS-410. They were recognized for their many contributions to FAA's Washington Headquarters over the years.

This quartet of shutterbugs regularly covers award ceremonies and special events, in addition to providing passport and studio photographic support. In case you don't know them, they are, left to right, Dennis Hughes, Bob Laughlin, Lance Strozier and Jay Carroll.

By the way, this photo was taken by their branch chief, Dave Sargent, with lots of help and coaching from the posing photographers.



Irene Barnett



Joyce Sexton

The group's Thomas W. Anthony Chapter at Andrews Air Force Base selected Barnett as one of five winners of its "Women of Distinction" award.

Barnett, the only FAAer to receive the award at a November 16 banquet, was praised as an "unsung hero."

"We are dedicated to amending a few of the oversights in this community," said chapter president Sam O'Dennis.

"We certainly want to convey to the members of the aerospace world and to the community in general that these women have sacrificed much from their personal lives to attain their positions and have unselfishly dedicated themselves to their purposes in many different fields."

Sexton, manager of the air traffic control center in Leesburg, VA, was one of 10 women — and again the only

turn to Sexton on page 3

FAA's Annual General Aviation Report Flying Time Up, Aircraft Numbers Down, Survey Shows

General aviation operators flew over 33 million hours in some 210,000 aircraft during 1988, according to a new FAA survey.

In a report entitled "General Aviation Activity and Avionics Survey," FAA said the number of active aircraft in the general aviation fleet decreased by 3% in 1988 from 1987.

However, total flying time increased by .04%, and the average hours flown per aircraft was up 3.5% when compared with the previous year.

The survey also showed that the single-engine, piston-powered airplane continued to be the most popular aircraft in the general aviation fleet with

turn to Aviation on page 3

Highlights

Smokeless Flights. A new law banning smoking on almost all airline flights within the United States goes into effect in late February.

Congress approved an amendment, attached to the 1990 DOT appropriations bill, that prohibits smoking on all flights of six hours or less.

Under the law, which was signed by President Bush on November 21 and officially goes into effect 96 days later,



smoking would only be allowed on a handful of six-hour-plus flights to and from the continental United States on the Hawaii and Alaska routes.

The ban also applies to foreign carriers operating domestically.

This is an expanded version of a 1988 regulation that prohibits smoking on domestic flights of two hours or less.

Flight times are determined by schedules published in the Official Airline Guide.

'TransExpo' in January. DOT's four-day international transportation exposition - *TransExpo* - starts January 7 and runs through the 10th at the Sheraton Washington Hotel, Washington, DC.

New W-2 Form. A new laser-printed 1989 W-2 form will be distributed to all DOT employees in January. The print on the new form is darker and more legible than the previously issued four-part carbon set. Now, there are no more messy carbons.

The form's format has been improved to provide additional state tax and social security information.

Employees will receive four copies

of the W-2 form in a single sheet of standard letter-size paper -- 8 1/2" x 11". The perforated paper makes it easy to separate the four copies.

To comply with IRS size requirements, the right-hand margin is also perforated. Remove the right-hand perforation before attaching the W-2 to IRS forms 1040 or 1040 (X).

1989 NAS Plan Edition. The FAA has published its eighth and final edition of the National Airspace System (NAS) Plan in its present format.

First issued in December 1981, the NAS Plan is the agency's blueprint for upgrading the nation's air traffic control and air navigation services nationwide through the year 2000.

Beginning in 1990, it will be incorporated into a more comprehensive document that better describes total capital investment requirements and clearly distinguishes between near-term and longer-range planning.

FAA Administrator James B. Busey said the new capital investment planning document will include both NAS Plan programs and post-NAS Plan programs. There also will be a section on entirely new facilities and equipment requirements, including projects needed to increase system capacity and accommodate emerging technologies. Still another section will focus on infrastructure improvements.

"In short," he added, "it will be a more flexible document that can be

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| EMPLOYEE'S NAME, ADDRESS AND ZIP CODE U.S. DEPARTMENT OF TRANSPORTATION MEMORANDUM AERONAUTICAL CENTER P.O. BOX 21000 OKLAHOMA CITY, OK 73151-4964 | | STATE AND LOCAL WAGE AND TAX INFORMATION STATE: OK CITY: OKLAHOMA | |
| EMPLOYEE'S SOCIAL SECURITY NUMBER 123-45-6789 | | EMPLOYEE'S SIGNATURE [Signature] | |
| EMPLOYEE'S SOCIAL SECURITY NUMBER WITHHOLDING 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE ONE 123-45-6789 | |
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| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY OKLAHOMA CITY, OK 73151 | |
| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY-ONE OKLAHOMA CITY, OK 73151 | |
| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY-TWO OKLAHOMA CITY, OK 73151 | |
| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY-THREE OKLAHOMA CITY, OK 73151 | |
| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY-FOUR OKLAHOMA CITY, OK 73151 | |
| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY-FIVE OKLAHOMA CITY, OK 73151 | |
| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY-SIX OKLAHOMA CITY, OK 73151 | |
| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY-SEVEN OKLAHOMA CITY, OK 73151 | |
| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE THIRTY-EIGHT OKLAHOMA CITY, OK 73151 | |
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| MEDICAL TAX WITHHELD 222-222-888 | | EMPLOYEE'S HOME ADDRESS LINE FIFTY OKLAHOMA CITY, OK 73151 | |

This is a miniature version of how the new W-2 form will look. The actual size will be 8 1/2 x 11 inches.

more easily modified as progress, time and technology sharpen our understanding of future needs."

The recently published 1989 NAS Plan lists the advances made since the last plan was issued in the spring of 1988.

The 450-page volume also contains a new chapter that recognizes the significant role that the Department of Defense plays in air traffic control as both a user and provider. Projects also have been added to this year's plan to meet growing operational needs in the Chicago area, increase capacity at locations with closely spaced parallel and/or converging runways, improve logistics and upgrade communications and surveillance performance.

FAAers Help. A special relief fund to help FAA employees and their families who suffered severe personal and financial loss from Hurricane Hugo had raised \$26,600 by the end of November.

Contributions may be sent to:
FAA Southern Region Headquarters
ASO-52-C
PO Box 20636
Atlanta, GA 30320

Checks should be made payable to "Southern Region Hurricane Relief Fund."

Headquarters
Intercom
December 12, 1989
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Pat Tomasetti
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Non-alcoholic Cheer. For a safer holiday, the National Safety Council has a few recipes, below, that add cheer without the alcohol.

HOT CRAN-APPLE CIDER

2 qts. apple cider
1/2 c. brown sugar
1 1/2 tsp. whole cloves

1 1/2 qts. cranberry cocktail
3 cinnamon sticks (4" each)

Heat entire mixture to boiling; reduce heat and simmer 15-20 minutes. Strain. Yields 25 1/2 cup servings.

GRAPEFRUIT BLUSH

1 can (6 oz.) frozen concentrated grapefruit juice, thawed
1 bottle (28 oz.) club soda, chilled

2 tsp. grenadine syrup
1 tbsp. honey
fresh mint

In large pitcher combine grapefruit juice concentrate, grenadine and honey; mix well. Just before serving, stir in club soda; add ice. Garnish with fresh mint. Yields 4 servings.

Sexton *continued from page 1*

FAAer -- honored recently by the National Aviation Club.

During its annual "Women in Aviation" luncheon, guest speaker Sen. Nancy Kassebaum praised Sexton and other honorees for their "distinguished accomplishments."

"All of us have witnessed in our lifetimes the dramatic change in the roles of women, which could not be exemplified more clearly than by the outstanding achievements and careers of our honorees. All of you serve as role models for the growing number of women entering the aviation field," Kassebaum said.

Aviation *continued from page 1*

over 200,000 registered with FAA. That figure includes both active and non-active aircraft.

Other categories include executive flying, aerial application, commuters and air taxis.

Other findings were that 79% of the general aviation fleet carried VHF communications equipment, and 57% were transponder equipped. Also, 75% had some form of navigation equip-

ment such as VOR or LORAN.

FAA uses the survey data to monitor general aviation activity to anticipate and meet the demand for services, assess the impact of regulatory changes and implement measures to assure con-

tinued 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, agricultural and air taxi.

Boosting Aviation Safety and Efficiency

Air Traffic Control Association Honors FAAers

FAAers from across the country who work in air traffic control were honored by the Air Traffic Control Association with 1989 merit awards.

At the association's annual meeting in Arlington, VA, in late October, the winners were cited for outstanding achievements and accomplishments and adding to the quality, safety and efficiency of the air traffic control system. The award winners:

General E. R. Quesada Award

For outstanding air traffic control management

Henry A. Elias, manager

Air Traffic Division, Alaskan Region

George W. Kriske Memorial Award

For outstanding career contributions in air traffic control

Leland F. Page, former director (retired)

Automation Service

Washington Headquarters

John R. Ryan, former director (retired)

Air Traffic Operations Service

Washington Headquarters

Earl F. Ward Memorial Award

For outstanding group achievement in air traffic control

Personnel of the Oakland-Pontiac, MI, Airport Control Tower

Great Lakes Region

Air Traffic Control Association Special Medallion Award

For outstanding air traffic control achievement

Paul K. Bohr, Regional Administrator

Central Region

Medallion Technical Writing Award

First Place

Thomas J. Brown

Washington ARTCC, Leesburg, VA

Eastern Region

Chairman's Citation of Merit Award

Kyle D. Kiefling, manager

Oakland-Pontiac, MI, Airport Control Tower

Great Lakes Region

Technical Writing Award

Second Place

Edwin E. Ray, former manager (retired)

Gillespie Field Control Tower, El Cajon, CA

Western-Pacific Region

FAA Remembers

Joseph Trippe Nall. Joseph Trippe Nall, a member of the National Transportation Safety Board, died November 27 from injuries sustained in a charter airplane crash near Caracas, Venezuela.

Nall, 47, was remembered by his colleagues who said they were "deeply saddened" by his death.

"We will remember Joe not only for his work and dedication to transportation safety, but even more, we will remember him for his warmth, sensitivity and caring, which endeared him to all of us at the Safety Board. We extend deepest sympathy to his family and friends and mourn his loss with them," Board members said.



Joseph T. Nall

Nall, an attorney and a general aviation pilot, became an NTSB board member in April 1986, following his appointment by President Reagan.

Nall chaired several accident investigation hearings including the recent NTSB hearing in Sioux City into the crash of United flight 232.

A native of Atlanta, Nall was active in numerous civil and social services organizations including Washington's Riverside Baptist Church's Tuesday Night Tutoring program (TNT).

Contributions to commemorate Nall's life and work may be made to "TNT," Riverside Baptist Church, Seventh Street and Maine Avenue, SW, Washington, DC 20024.

As a pilot, Nall held commercial, instrument and ground instructor ratings and had operated Nall Aviation Enterprises, a ground school. He has authored aviation and legal articles.

In 1964, he earned a BA in history from Furman University, Greenville, SC, and was awarded a master of divinity degree in 1968 from Southeastern Baptist Theological Seminary, Wake Forest, NC.

Nall served in Baptist churches in Halifax and Smithfield, VA.

He graduated with a Juris Doctor degree from Wake Forest University School of Law, Winston-Salem, NC, in 1973.

He is survived by two teenage daughters, Molly Elizabeth and Anna Kate.

Healthbeat

Give blood. The next FAA blood-mobile is scheduled for *Wednesday, December 27*, in conference rooms 9AB&C from 9:30 a.m. to 2:30 p.m.

Stressed out? Not having fun? Personal problems? Help yourself feel better by contacting FAA's Employee Assistance Program (EAP).

It's easy. Just call Jerry Meade, FAA's EAP manager, x73945, or Montgomery General Hospital Employee Counseling Service Program, 774-8898, for assistance 24 hours a day, seven days a week.

Appointments can also be made by stopping by the FAA health unit, room 327, and asking for the EAP counselor.

All services are completely confidential and are also available to immediate family members of FAAers.

Flightplan

Thrift savings. The Thrift Savings Plan open season runs through *Monday, January 31*.

Election forms may be obtained in AHR-140, room 514. For additional information, please call Ida Mack or Barbara Claytor, x78916.

Use or Lose Leave?

Consider Giving Extra Time to FAAers in Need

With the end of the leave year fast approaching - January 13 - you may be wondering what to do with "use or lose" annual leave.

An option is to donate it to a deserving FAA employee faced with a personal or family medical emergency.

Once you decide, contact AHR-150 as soon as possible. By waiting until the end of the leave year to donate, you may be restricted as to the amount of use or lose leave you can actually give.

For more information about the voluntary leave transfer program and approved leave recipients, contact Elmer Frasure, AHR-150, x78328.

Feedback

Watch out for thieves. During the holiday season, the possibility of theft of personal and government property increases. So, check this list twice for tips from the DOT Office of Security on how to safeguard possessions.

→ Notify the guard office immediately of suspicious persons or activities anywhere in the buildings. Call these numbers: FAA Headquarters, x78829; Nassif Building, x62816; Coast Guard Headquarters, x72426; and DOT Office of Security, x64677.

→ If you bring recent purchases to the office, protect them the same way you protect personal property.

→ At the end of the work day, secure all easily concealed items of government property, particularly desk calculators and small dictating recorders.

→ Keep your purse or wallet with you or locked up at all times. Do not leave them unattended even for brief periods.

→ Remove wallets, keys and other valuable items from coats hanging on coat racks or the backs of doors.

→ Ask the identity of strangers who appear in your office.

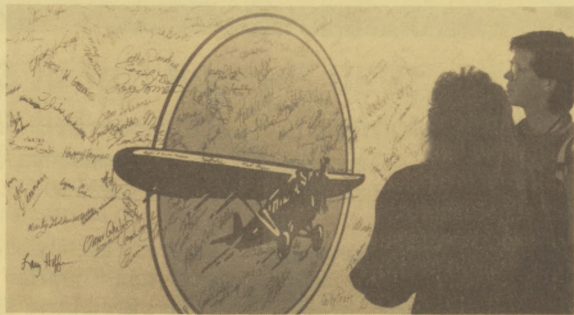
→ Lock packages in the trunk of your car or in other places that are out of sight.



Thousands 'Sign Up' For New Denver Airport

Thousands of people played John Hancock as they scrawled their signatures along a 32-foot-long billboard to kickoff construction of the new Denver International Airport. A couple, right, gets ready to add their names to the giant scrapbook.

A beaming DOT Secretary Sam Skinner, left, praised Denver's decision to build the new airport during recent ceremonies at the future site, a rural area northeast of the current Stapleton Airport. More photos and story inside.



December 19, 1989



U.S. Department of Transportation
Federal Aviation Administration

Headquarters Intercom

Handicapped Employee of the Year

Cerebral Palsy Doesn't Get in the Way for Val Hale

Coval "Val" Hale doesn't let his handicap get in the way of productivity. He has a string of outstanding performance awards to prove it.

And this is the second time Hale -- an FAAer since 1970 -- has won the Outstanding Handicapped Employee of the Year Award for the entire agency. In addition to the 1989 honor, he was also the 1976 recipient.

Cynthia A. Cunningham of the Aeronautical Center in Oklahoma City was selected as this year's runner up.

Hale, 38, is the lead graphics technician in the Facilities and Equipment Branch of Airway Facilities at New England Region Headquarters outside of Boston. His drafting work now also includes computer mapping and modeling.

Hale was praised by his supervisors and fellow workers for promoting a positive attitude toward the handicapped and his outstanding job performance, achievements, relationships with his peers and

supervisors and contributions of new ideas and work methods.

During the past four years, the drafting unit has undergone major technological changes with the debut of computer-aided engineering graphics (CAEG) equipment.

When the New England Region was picked as the primary pilot site to test the innovative equipment, Hale became the new system's champion.

His supervisors lauded Hale for his

turn to Hale on page 3

Drug Testing Update. DOT has issued a final rule for drug testing procedures covering workers in six regulated transportation industries, including aviation.

The procedures are designed to ensure the accuracy, integrity and effectiveness of testing and to protect the privacy of employees.

Drug testing began in December for many covered industry employees.

The rule, issued November 28, requires the use of laboratories certified to meet stringent Department of Health and Human Services standards.

To check laboratory accuracy, employers must also send three "blind samples" for every 100 employee speci-

Highlights

mens submitted. A blind sample is a known "blank" or "spiked" urine specimen that is submitted to a laboratory to make sure testing is accurate.

Certain precautions are included to avoid "false positive" readings:

➔ There is both an initial screening test and a confirmation test.

➔ A physician, the medical review officer, must determine whether there is a legitimate medical explanation for a positive test result.

➔ As a further safeguard, an employer may choose to use a "split sample" approach, in which part of an employee's urine sample is kept for subsequent testing in case of a positive test.

The rule revises a November 1988 interim final rule on which the DOT received more than 80 comments.

more Highlights on page 2



DOT's four-day international transportation exposition, TransExpo, kicks off Sunday, January 7, and runs through Wednesday, January 10. The showcase of the latest in aviation and other transportation technology will be held at the Sheraton Washington Hotel.

FAA's 1990 Budget Set at \$7.14 Billion

More Money than Last Year, but Shy of Request

After months of Congressional action, a Presidential okay and a final trimming by a deficit-cutting law, FAA's budget for the 1990 fiscal year is pegged at \$7.14 billion.

That's an 11.7% increase over last year's agency budget of \$6.39 billion, but shy of what FAA originally requested from Congress almost a year ago.

FAA had asked the nation's lawmakers to approve \$7.393 billion for the 1990 fiscal year, which began October 1.

The request was cut to \$7.169 billion as part of Public Law 101-164, which President Bush signed on November 21. It was further reduced by \$29 million to meet the financial requirements of the Gramm-Rudman-Hollings deficit reduction legislation.

Here are highlights of the 1990 funding distribution for major FAA appropriations:

- ➔ Operations funding is \$3.824 billion, an 11% increase over last year's \$3.445 billion.
- ➔ The facilities and equipment level is up substantially to \$1.721 billion from \$1.384 billion in fiscal 1989, a 24.3% increase.
- ➔ The obligation limitation for grants is \$1.425 billion, 1.8% higher than the \$1.4 billion for 1989.
- ➔ The research, engineering and development level for 1990 is \$170 million, 6.3% more than the \$160 million for 1989.

Highlights *continued from page 1*

New Norfolk Tower. A new \$3.8 million air traffic control tower is expected to begin operation in 1991 at Norfolk International Airport, Norfolk, VA.

FAA and Norfolk Airport Authority officials recently broke ground for the 130-foot tall tower.

Construction also includes a 500-square-foot tower cab and 14,500-square-foot base building which will be the new quarters for 83 controllers and airway facilities technicians.

Airport Grants. The FAA approved \$572.4 million in allocations under the Airport Improvement Program (AIP) during the fourth quarter of the 1989 fiscal year.

The money went for 437 planning and development projects and three state block grants in 47 states, the District of Columbia and five territories.

A \$1.4 billion level was available for the 1989 fiscal year Airport Improvement Program. Funds were drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with

Congress approving annual funding levels.

Of the \$572 million allocated in the fourth quarter, \$405 million went for 176 projects at primary airports. This includes multiyear projects in which sponsors commit future year entitlements over two or more fiscal years. Another \$54 million was allocated for 134 projects at general aviation airports, and \$49.9 million was approved for 65 projects at reliever airports to help keep traffic away from the busier primary airports.

Small commercial service airports received allocations of \$17.5 million for 30 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 32 airport system plan studies totalling \$4.4 million.

The States of Illinois, Missouri and North Carolina were selected to participate in the State Block Pilot Program authorized by the 1987 amendments to the Airport and Airway Improvement Act.

Under this program, the individual states selected will administer funding



New Denver Int'l
the billboard to

'You Made it Happen' Everyone Gets Into the Act To Kickoff Denver International

Just about everyone got into the act when Denver officially kicked off construction of its new airport on November 22.

A crowd estimated at between 3,000 and 4,000 gathered under blue skies in a chilling breeze at the airport site about 25 miles northeast of downtown Denver.

To mark the occasion, a giant billboard emblazoned with "You Made It Happen" became a huge greeting card when thousands added their names to the placard. These names included those of DOT Secretary Sam Skinner, FAA Administrator James Busey and other federal, state and local officials.

Denver International will be the first new major airport build since Dallas-Ft. Worth International opened in 1974.

Although the November 22 ceremony gave people a chance to envision the future and pat others on the back for this massive undertaking, bulldozers and dump trucks actually started site preparation September 28.

Top soil has been moved aside and will be used later to help in airport landscaping.

By the time Denver International opens, about 120 million cubic yards of earth will have been moved.

That's about half of the dirt moved in the building of the Panama Canal or enough material to fill a string of dump trucks that could circle the earth one and a half times.



Denver International Airport well wishers crowd in front of board to add their names.



The new airport will not only cut delays at Denver, but also throughout the nation, FAA Administrator James Busey tells the estimated 3,000 to 4,000 who attended airport kickoff ceremonies.

The \$1.7 billion facility is being built on 53 square miles just eight miles northeast of the current Stapleton Airport.

FAA airport facilities and equipment are expected to cost another \$190 million.

FAA has already awarded a \$60 million Airport Improvement Program grant for the project, and more funds are on the way.

Interested in obtaining additional information? Contact Peter Challan, program manager, New Denver Airport, ANS-300, x77335, or FTS 267-7335.



Denver Mayor Federico Peña hands a pen to DOT Secretary Sam Skinner who immediately added his name on the "You Made It Happen" billboard.

Looking on are Colorado Governor Roy Romer, Congressman David Skaggs, FAA Administrator James Busey and Senator Tim Wirth.

of non-primary commercial service, reliever and general aviation airports for the 1990 and 1991 fiscal years. They will be responsible for determining which locations will receive funds within their state for the categories of airports included in the program. Collectively, the three states were given a tentative level of \$41.4 million to administer during the 1990 fiscal year.

'Lump Sum' Update. FAAers and other federal employees retiring from now on who choose the lump sum option will receive the payment under a new 50-50 arrangement.

Under a budget reconciliation, approved by Congress and signed by the President, those retiring through next September 30 will receive half of the amount upon retirement and the other half a year later, rather than the former 60-40 payout.

'Use or Lose' Leave. With the end of the leave year fast approaching - Saturday, January 13 - you may be wondering what to do with "use or lose" annual leave.

An option is to donate it to a deserving FAA employee faced with a personal or family medical emergency.

Decide soon. By waiting until the end of the leave year to donate, there may be restrictions on the amount of use or lose leave you can actually give.

For more information and approved leave recipients, Headquarters FAAers should contact Elmer Frasure, AHR-150, x78328.

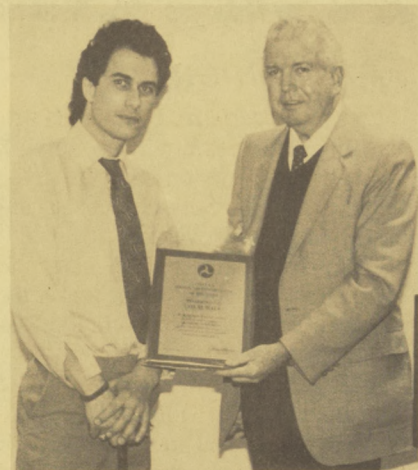
Hale *continued from page 1*

independent research on the equipment and for spending hours of his own time figuring out different ways it would best serve the FAA.

Cunningham, the 1989 runner-up, was praised for a sense of commitment and self-discipline that helped her to move to a computer programmer from her initial job as a "ghost pilot" in the Air Traffic Branch.

Having muscular dystrophy, she is wheelchair-bound.

Cunningham has a BS degree in accounting, graduating magna cum



Val Hale, left, receives 1989 Handicapped Employee of the Year Award from Ed Kelly, Deputy Associate Administrator for Airway Facilities.

laude with a 3.8 grade point average.

Other handicapped finalists, who received Certificates of Appreciation, were:

Jesus J. Aguilera
Southwest Region

Deborah L. Close
Central Region

Susan M. Coleman
Technical Center

Georgia M. Forehand
Aeronautical Center

James W. Quakenbush
Western-Pacific Region

Gary J. Spaeth
Aeronautical Center

James Paul Strite
Western-Pacific Region

Michael D. Tener
Southwest Region

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FAA Remembers

Lorraine Harrison. Lorraine Harrison, an aviation safety inspector with the Air Transportation Division in the Flight Standards Service, met an untimely death on November 20.

Lorraine began her FAA career in 1980 as an operations inspector at the Norwood, MA, General Aviation District Office.

She subsequently went to the Jacksonville, FL, Flight Standards District Office and in 1985 came to FAA Headquarters where she worked as a specialist in Aircraft Minimum Equipment Lists and training matters.

She also worked in career development programs, human relations workgroups and facilitator activities.

Before joining the FAA, she worked as a flight instructor at several flight schools and then as a pilot for a commuter airline.

Lorraine was an active participant in the Womens Transportation Seminar and the Ninety-Nines, Inc., an international organization of women pilots.

In October 1989 she was elected president of the newly formed Professional Safety Inspector Organization of which she was a founding member.

She is survived by her husband, Jonathan Harrison of Centreville, VA, a daughter Swansea Benham of New York City and a mother Bernice Labots of Rockville, CT.

Lorraine was an avid hiker and outdoors person.

Contributions in her name may be made to the Appalachian Mountain Club, 5 Joy Street, Boston, MA 02108.

Flightplan

Better communications. The Federal Aviation Club of International Training in Communication (ITC) meets every Wednesday from 12 noon to 1 p.m. at FAA Headquarters.

For more information on the club and the specific location of the next meeting, contact Len Baker, 479-6884, or Sylvine Blackwell, 732-2395.

People **Brown-Shoed Santa.** Seymour Horowitz had his Santa impersonation down pat, he thought.

After all, the actor and FAA economist in AMC-100 had played jolly St. Nick many times before.

But he was tripped up this holiday season by a youngster when he donned a Santa outfit at an event to raise money for Children's Hospital.

The youngster noticed Seymour's brown shoes and quizzed his dad asking, "Doesn't Santa wear black boots?"

The dad brought his son's concern to Seymour wanting to know -- and spelling out parts of his question -- if Seymour was the R-E-A-L Santa because of his S-H-O-E-S.

With his face turning as red as Rudolph's nose, Seymour did the rest of his Santa routine in his socks. They, at least, were black.

It wasn't the best of days for FAA's Santa. Another youngster gleefully said his name was Barry.

Santa answered, "My name is Seymour." Oops number two!



All Smiles. Why are these folks, Jerry Lavey and Aretha Carr, left, all smiles as they near the finish line?

They were part of a winning team in a Combined Federal Campaign event.

Watch for the next issue of *Intercom* for

photos and results from the Nightmare Games and run and walk-a-thon around Hains Point.

Jerry and Aretha work in the FAA Office of Public Affairs.

Double Takes. FAAers in Aviation Medicine did double takes when they opened the November 28 issue of *Intercom* and spied the familiar face of a co-worker.

Ellen Tucker smiled when she saw a photo of herself in a unique getup to help celebrate the FAA's Annual Fun Run.

Then she saw the caption, which misidentified her as Ginny Hoover.

Both Ginny and Ellen helped sell food and collect money for the Combined Federal Campaign. Ginny is a management analyst in AAM-120 and Ellen is AAM-200 division secretary to Dr. William Hark.

Ellen Tucker was one of scores of FAAers who dressed in crazy costumes and helped raise funds for the annual CFC.

Quipped Ginny, "I'm telling people they didn't recognize me in the photo because I had one heck of a disguise."

Zany item? Has something strange, wonderful, wacky or amusing happened to you or an FAA co-worker? Let *Intercom* know and we'll tell others through this People section.



U.S. Department of Transportation
Federal Aviation Administration

Headquarters Intercom

Globe Girdling First. For the first time, a team of government and industry engineers, including FAAers, monitored and tracked the location of an aircraft traveling around the world while maintaining continuous digital communications -- updated every 15 seconds -- with the plane.

The flight demonstrated satellite communication and position reporting technologies by tracking an Air Force C-135C aircraft.

The plane departed Andrews Air

Highlights

Force Base, near the nation's capital, and completed its global flight on December 3.

Find out more about this glimpse into the future of air traffic control in the next *Intercom*.

Toasty Job. Temperatures soared to 140 degrees. Goggles were issued to protect bleary eyes from stinging, blowing sand.

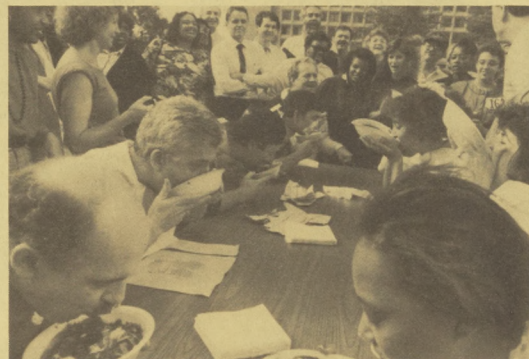
It was quite a job for two Headquarters FAAers -- air safety inspector Rick Martz and security specialist Walt Korsgaard.

The duo journeyed to a remote desert in Africa. For two weeks they helped a Franco-American team investigate the September 19 crash of a DC-10 belonging to the French airline UTA.

The crash, blamed on an explosive device, killed all 171 passengers and crewmembers.

Find out in the December *FAA World* how they weathered the environment to help piece together the disaster.

more Highlights on page 4



Tuggin' and Slurpin'

It's amazing what some folks will do to raise money for a worthy cause.

Check out these FAAers, left, who wolfed down bowls of chocolate pudding topped with whipped cream to see who was the agency's slurping champion. Others pulled and tugged, top photo,

trying to make co-workers bite the dust. The events were part of the Nightmare Games, one of several Combined Federal Campaign fundraisers at FAA Headquarters. For winners and photos of the Nightmare Games and another CFC event, a three-mile walk and run around Hains Point, turn to pages 2, 3 and 5.

A Good Cost-Cutting Idea Pays Off

FAA 'Suggester of the Year' Tom Krause Wins \$3,700

Tom Krause had no trouble spending the \$3,700 he received from FAA for coming up with a way to slice more than \$100,000 annually from the agency's flight inspection costs.

After taxes, paying off bills and a trip to England, the rest went into a savings account.

Krause, an FAAer since 1977, started working on his cost-cutting idea in 1986 while he was with the agency in Frankfurt, Germany.

After analyzing the amount of time spent on inspecting instrument landing systems (ILS), he came up with a change
turn to Good Idea on page 4



Speedy Flight Standards Flyers took the first-place running prize.



Second place in the three-mile run went to AHR/NTSB Runners.



Smiling Faces. There's nothing like winning a trophy and raising money for a worthy cause, the Combined Federal Campaign.

And that's exactly what scores of FAAers did recently during a three-mile race and walk-a-thon around Hains Point.

These photos show the top three winning teams in the running and walking events. Checkout the scoreboard on page 3 for a complete list of who won what.



Flight Standards Bullets won the third-place running trophy.



Policy Plodders came out on top as the quickest walking team.



Brisk walkers from the Salt & Peppers team took second place.



Walt's Raiders received the third-place trophy in the walking contest.

Hains Point Run & Walk Winners

3 Mile Race

All times are total team times

Fastest Teams

1st Place

Flight Standards Flyers

Flight Standards Service

*Chuck Friesenhahn, Howard Hess, Marlene Livack
and Gary Martindell*

1 hour, 33 minutes, 57 seconds

2nd Place

AHR/NTSB Runners

Associate Administrator for Human Resource Management
Malachy Coghlan, Al Dickinson, Jack Drake and Rosalie Manley

1 hour, 38 minutes, 32 seconds

3rd Place

Flight Standards Bullets

Flight Standards Service

Terri Bradshaw, Jim Enias, Berry Gamblin and Harvey Kaplan

1 hour, 51 minutes, 53 seconds

Runner Up

Air Traffic

Neil Planzer, Debra Plymate, Lawrence Reed and Dan Walczak

1 hour, 53 minutes, 23 seconds

Fastest Runner

Chuck Friesenhahn, AFS

21 minutes, 32 seconds

3 Mile Walk-a-thon

1st Place

Policy Plodders

Office of Aviation Policy and Plans

Kenneth Harris, Janet MacNab, John Rogers and John Smith

2 hours, 40 minutes, 32 seconds

2nd Place

Salt & Peppers

Office of Public Affairs

Aretha Carr, Josie Clark, Jerry Lavey and Gladys Stewart

2 hours, 48 minutes, 6 seconds

3rd Place

Walt's Raiders

Program Engineering Service

Walter Kwiatek, Randy Morton, Valerie Murray and Bessie Sherrod

2 hours, 49 minutes, 34 seconds

Walk-a-thon Runners Up

4th **Thomas' Clowns, APS**

2 hours, 50 minutes, 16 seconds

5th **Air Heads, AIR**

2 hours, 51 minutes, 41 seconds

6th **The 'A' Team, AAD**

2 hours, 54 minutes, 28 seconds

7th **Jet Setters, APS**

2 hours, 55 minutes, 10 seconds

8th **Worldly Wonders, AIA**

2 hours, 55 minutes, 25 seconds

9th **Men-ites, AAM**

2 hours, 57 minutes, 6 seconds

10th **UpHill, ABU**

3 hours, 6 seconds

11th **Gabe's Babes, ATO**

3 hours, 2 minutes, 15 seconds

12th **DownHill, ABU**

3 hours, 3 minutes, 9 seconds

13th **The Slow Pokes, APS**

3 hours, 5 minutes, 7 seconds

14th **E-Z Striders, AMS**

3 hours, 6 minutes, 1 second

15th **Auto Walkers, AHR**

3 hours, 7 minutes, 38 seconds

16th **Etta's Hoppers, AFS**

3 hours, 10 minutes, 46 seconds

17th **The ASE Express, ASE**

3 hours, 11 minutes, 14 seconds

18th **Sarah's Plodders, AFS**

3 hours, 12 minutes, 58 seconds

19th **Moochie's Poochies, ATO**

3 hours, 15 minutes, 27 seconds

20th **Misfits, ASE**

3 hours, 16 minutes, 25 seconds

Fastest Walker

Dennis McEachen, AAM

34 minutes, 9 seconds

Slowest Walker

Sarah McCray, AFS

1 hour, 3 minutes, 45 seconds

Most Money Raised for CFC

Gabe's Babes

Air Traffic Operations Service

Gabe Bruno, Janice Gibson, Carlene Grant and Etelle Jackson

\$79.50 (the day of the race)

Auto Walkers

Associate Administrator for Human Resource Management

John Dean, Peggy Keenan, Priscilla Rick and Nancy Sealy

\$103.29 (money raised after the race)

FAA Hats Awarded to:

Eric Wunderlich, AIA, 17th finisher

Brooks Goldman, AAD, 34th finisher

Ron Gordon, AMS, 57th finisher

Good Idea *from page 1*

in the inspection cycle that reduced costs.

He received a \$3,700 cash award and was recently named the FAA's 1988 Suggester of the Year.

Krause, an airspace system inspection pilot, received a special plaque while at the Aviation Standards National Field Office in Oklahoma City. In December he moved to the Sacramento field office.

The second place honor went to James Pellechi, a controller at the New York Air Route Traffic Control Center.

Pellechi's suggestion earmarked ways to improve safety and save time in control procedures in New York's oceanic airspace.

Highlights *from page 1*

Focus on Capacity. To meet one of FAA's top priorities, a new agency organization -- the System Capacity Office (SCO) -- is being set up to work on ways to boost airspace capacity.

SCO replaces the old Airport Capacity Program Office, which previously was under the Associate Administrator for Airports, and has significant added responsibilities.

Now, SCO reports directly to Joseph Del Balzo, Executive Director for System Development, to provide centralized authority for FAA's program to improve airspace capacity.

The new office's acting director is James R. Smith, who was previously director of the Airport Capacity Program Office.

At the first meeting of the Aviation System Capacity Task Force in mid-October, a private sector group that includes the FAA, DOT Secretary Sam Skinner remarked that it was "time for action on the crucial task of modernizing and expanding our aviation system capacity."

Skinner praised FAA Administrator James Busey's decision to create the new System Capacity Office.

Skinner said SCO will help expedite construction of proposed runway and airport expansion; develop new airspace procedures; produce new sys-

tems, technology and equipment; and disseminate high-technology airspace designs and planning programs.

SCO, which began operating on an interim basis in October, is located in Headquarters room 1021A and can be reached on x78789, FTS 267-8789.

'Healthy' Relationship. The FAA and the Office of the Secretary of Transportation (OST) cooperate much better these days.

That's the message of DOT Secretary Sam Skinner.

During a December 4 discussion with reporters, Skinner was quizzed about DOT and OST contributions since he took the Department helm in early 1989.

"We have developed what I think is a very healthy relationship with the workforce," Skinner said, labeling it the "biggest single contribution" of his time in office.

Here's more of what Skinner told reporters:

"I have met thousands of FAA employees all over the country. I think those employees, in many cases, have never seen a Secretary. They have things on their minds that we're able to talk to them about, and it makes me a better informed Secretary....

"Jim Busey's been traveling a lot with the same message in mind.

"I think we have developed and gone from a point where, as many of you know, it was an adversarial relationship between some of the agencies and the Secretary's office to basically a cooperative working effort.

"That's especially true at the FAA where I think we have a very healthy

working relationship....

"I think we have an outstanding workforce ... a lot of very good people who are motivated and need to be brought in as part of the decision process," Skinner said.

Partners in Education. To encourage a cooperative approach to aviation education, Administrator James Busey and Michael D. Ferguson, president-elect of the National Association of State Aviation Officials, recently signed a proclamation giving support for "increasing the public awareness and enhancement of the role of aviation in America, and for providing aviation education programs for all levels of America's educational system."

During the same ceremony, Busey, executive director of the American Helicopter Society John F. Zugschwert and president of the Helicopter Association International Frank L. Jensen, Jr., pledged "to develop, implement and support a cooperative national Public Awareness and Aviation Education program" for vertical take off and landing aircraft and facilities.

This partnership will provide literature, video tapes, speakers and other informational materials and programs to interested organizations.

Aviation education programs are being geared to have a wide appeal and to include all levels of the educational community, which represent 25% of the U.S. population and 100% of its future workforce.

Protect Your Eyes. January is National Eye Health Care Month and a good time to check your sight.

During January, FAA Headquarters will offer a simple, painless glaucoma screening test, called tonometry.

Please call the clinic to make an appointment for screenings scheduled from January 3 through January 22. Any questions? Call Sam Hart, x77964.

Glaucoma strikes an estimated two million people yearly without pain or other obvious symptoms.

It is the second major cause of blindness and attacks people in the prime of their life, often hitting those 35 years old and older.

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Nightmare Games Winners

The four highest scoring teams vied in tugs-of-war to determine the overall winners.

1st Place -- Tug-of-War Champion

AMS Megahertz

Management Systems

Mark Bruno, Ellen Cook, Mike Evans, Ted Garner, Steve Hopkins, Christine Kenan, Jeff Lane, Deborah Mose, Rhoda Nicholson, Anne Smith, Jackie Thompson and Wes Toler

2nd Place

Cain's Mutineers

Automation Service

Robert Anderson, Mary Barbola, Frank Bassett, Veronica Bland, Jody Carter, Doris Davis, Rich Fleagle, Dick Marer, Rose Marra, Don Mulliken, Gene Peele and Darlene Weimer

3rd Place

Salts & Peppers

Office of Public Affairs

Marcia Adams, Steve Albersheim, John Blasic, Pat Cariseo, Aretha Carr, Josie Clark, John Hanks, Rocky Kuonen, Jerry Lavey, Nancy Montgomery and Gladys Stewart

4th Place -- Most Points Award

Policy Dream Machine, 350 Points

Associate Administrator for Policy Planning and International Aviation

Joan Bauerlein, Patricia Cline, Chuck Dennis, Sylvia Douglas, Laurie Fisher, David Fortescue, Mary Alice Locke, Dale McDaniel, Marv Olson, Jake Plante, Jack Smith and Nancy Uhlman

5th Place

Lean Mean Money Machine, ABU

6th Place

'TNT' 12 Neryv Teammembers, AHR

7th Place

AFS Stars, AFS

8th Place

Mixed Nuts, ASA

9th Place

FAA Runaways, AAT

Best Team Name

Lean Mean Money Machine

Office of Budget

Best Team T-Shirt

Cain's Mutineers

Automation Service



A Crazy Way To Help Others

FAA's Nightmare Games to raise money for the Combined Federal Campaign had enough crazy events to embarrass everyone. This was the chocolate-pudding-and-whipped-cream eating contest for one member of each competing team. Ted Garner of Mangement Systems' Megahertz team, seated third from right, wolfed down his portion in 51 seconds flat - the fastest of them all.

The final team winners were determined by a tug-of-war playoff after teams scored points in a Kentucky Derby relay, beach bum relay and golf driving and putting contests.



AMS Megahertz took first place after pulling their way to the tug-of-war championship.



The Nightmare Games second-place trophy went to Cain's Mutineers. Acting Deputy Administrator Bob Whittington handed out the awards.



Salts & Peppers of FAA's Office of Public Affairs won third-place honors.

People

New FWPC officers. FAA's Federal Women's Program Committee has new officers for 1990.

They are: *Loretta McNeir*, president; *Deena Collier*, vice president; *Roxanne Jackson*, secretary; *Doretha Robinson*, treasurer; board members *Naomi Bryant*, *Sam Hart* and *Pat Haynes*. Alternate board members are *Lynda Griffin* and *Laura Waters*.

Flightplan

"TransExpo" coming. DOT's four-day international transportation exposition--*TransExpo*--kicks off *Sunday, January 7*, and runs through *Wednesday, January 10*.

The showcase of the latest in aviation and other transportation technology will be held at the Sheraton Washington Hotel, Washington, DC.

Exhibits are open to the public on the following days and times: *Monday, January 8*, 11 a.m.-4 p.m.; *Tuesday, January 9*, 11 a.m.-8 p.m.; and *Wednesday, January 10*, 11 a.m.-4 p.m.

FWPC meets. The next meeting of FAA's Federal Women's Program Committee will be on *Monday, January 8*, beginning at 11 a.m. in room 1030, the Civil Rights conference room. Contact *Marcia Adams*, x73488, for further information.

Facilitators wanted. The Human Resource Management Division, AHR-100, is recruiting new candidates for FAA's Facilitator Intern Training Program during January and February.

The next one-hour briefing on the program is scheduled for *Tuesday, January 23*, in room 8C.

For more information, contact *Joan Guarino*, AHR-104, x73884, FAA Headquarters, room 516.

Sam's goodbye. Co-workers are planning a retirement party for FAA's *Sam Rosenzweig* of Central Flow Control.

The event is scheduled for *Friday, January 19*, at the Holiday Inn, 8777 Georgia Avenue, Silver Spring (Beltway exit 31B). It kicks off at 7:30 p.m.

FAA Remembers

Ellmore A. Champie. Ellmore A. "Ed" Champie, a former FAA agency historian, died on November 28 in a Green Valley, AZ, nursing home after a long illness. He was 73.

Champie joined FAA in 1961 and soon found himself the sole historian on the premises when the then agency historian was called to active military duty at the outbreak of the Berlin crisis. During his 11 years with the agency, Ed saw the FAA history program grow from a one-man operation to its peak size of five individuals. He headed that staff himself from 1967 until his retirement in 1972.

Born in 1916, in Eden, TX, Champie left his home state after high school to do a stint with the U.S. Navy. He then enrolled at the University of Texas, only to have his education interrupted by service as a ground officer in the Army Air Forces during World War II.

The war over, he returned to the University of Texas where he was admitted to Phi Beta Kappa and graduated summa cum laude. After receiving his master's degree from Texas, he earned his PhD in history at Harvard.

Before coming to FAA, Champie was a historian with the Joint Chiefs of Staff. He collaborated with *Arnold E. Bridson* on the first edition of *The FAA Historical Fact Book*. His other works included *The Federal Turnaround on Aid to Airports*. In 1975, three years after his retirement, Ed returned to FAA to serve as a part-time consultant to the history staff during the launching of the multi-volume FAA narrative history series.

He was buried on December 8 at Arlington National Cemetery.

Make reservations by *Monday, January 8*, by calling *Katherine Spencer* or *Sandy Gaddy*, x78670, or *Kathryn Vernon*, x79397.

Fashion show. The National Black Coalition of Federal Aviation Employees (NBCFAE) presents a fashion show and dinner on *Sunday, January 14*, at the Andrews Air Force Base Officers' Club.

The event runs from 4 to 9 p.m. Coalition members are selling tickets.

For more information, contact *Marcia Adams*, x73488.

Like to ski? The Pentagon Ski Club, open to all federal employees in metro Washington, holds its next monthly meeting on *Tuesday, January 16*, at 7 p.m. in the Cameron Station Officers' Club, Alexandria.

For an info packet or meeting directions, call 587-2073.

Air war films. Two strategic aerial combat films will be shown on *Wednesday, January 17*, at the National Air

and Space Museum's Langley theater at 7:30 p.m.

→ *Fires Were Started* is a British film that documents the heroic work of the National Fire Service during the blitz of 1940-41, when the Germans sought to break English civilian morale through aerial bombardment.

→ *The Battle of Britain*, part of Frank Capra's "Why We Fight" series, contains excellent documentary footage of the air war over Britain in 1940.

Jet generation. Late in World War II, the first operational jet aircraft appeared in the squadrons of the Luftwaffe and the Royal Air Force, but they were few in number.

Join Air Vice Marshal *Ron Dick*, a member of the first jet generation, as he reviews the problems of converting an air force from piston engines to jets.

Dick, retired from the Royal Air Force, tells his story at the National Air and Space Museum's Langley theater on *Thursday, January 18*, at 7:30 p.m.