

World

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U.S. Department
of Transportation

**Federal Aviation
Administration**



Motivating
America's
Youth



O'Hare Facelift Gets Green Light

A \$1 billion program to revamp O'Hare International Airport was approved with the signing of the final Environmental Impact Statement (EIS) for Phase II development by William Shea, Associate Administrator for Airports.

The 700-page document encompassed 92 individual projects to be built between 1984 and 1995, although most of the construction is expected to be completed by 1990.

The Phase II plan includes a new passenger terminal for United Airlines; a new international, commuter and general aviation complex; a new cargo area; minor runway extensions to help aircraft get higher faster; and roadway improvements. The changes are expected to provide 36 additional air carrier gate positions, but with a slight noise-impact reduction.

As part of the EIS, a noise mitigation program is required, along with school soundproofing and voluntary land acquisition for severely impacted areas.

Phase II followed upon a \$150 million project for Delta Air Lines, which provided a new terminal and concourse.

While the airport is operated by the Chicago Department of Aviation, the cost of its operations and development is financed by the airlines.

City aviation officials predict that for every dollar invested by the airlines in the development program, the airport will return \$10 to the region's economy. The program is expected to create 9,200 construction jobs and 100,000 permanent jobs in the Chicago metropolitan area. ■

Back cover: *Looking for all the world like the real thing, this is actually an artist's rendering of the proposed Downtown Manhattan Heliport near New York's Wall Street, selected under FAA's Rotorcraft Master Plan. A concrete replacement for Pier 6, with a terminal building and a railway float for additional tie-down area, the \$6 million project is expected to be commissioned in 1986.*

Art by Aviation Planning Div., Port Authority of NY/NJ

Front cover: *Students at George Washington Junior High School in Arlington, Va., preview FAA's computer software program, "Principles of Flight," under the guidance of John Hanks. See story on aviation education, page 4.*

"People fly because they believe it is safe to fly. And they believe that because decades ago the airline industry and the government convinced them of that fact by the way they set tough safety standards. In effect, safety became the industry's 'strong heart.'

"Nothing has changed that philosophy—we simply are not going to permit a degradation of air safety. We have not in the past, and we won't today or tomorrow.

"We—the government and the industry—must do what we have always done. We must stay alert to safety threats . . . we must search for the dangerous trends . . . we must educate our flight crews . . . and in doing so we will keep what we have now: the safest aviation system in the world."
—Donald D. Engen



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Motivating America's Youth

Young people can be stimulated to a higher level of technological literacy to help America meet world competition through the cooperation of the nation's school systems, aviation business and local governments and FAA's Aviation Education Program as a catalyst.

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A Hand in the Future

Controllers and station specialists have a stake in tomorrow's automated air traffic system and their work stations. ATCSs from all over the country are getting a crack at helping to design the sector suites.

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FAAer Inputs Make a Difference

The National Air Traffic Supervisors Committee has been meeting since the controllers strike to improve the quality of their work environment. Air Traffic management carefully reviews their recommendation.

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Motivating America's Youth

FAA's Aviation Education Program Seeks New Technical Literacy

By John D. Hanks

A Special Assistant to the Assistant Administrator for Public Affairs, he is a former congressional press secretary and television reporter.



The regional aviation education coordinators met in Houston, Texas, last April to plan for the coming year. Clockwise from education specialist Mary Jo Knouff (standing) are Director of Special Programs Don Clausen; John Hanks, special assistant; Jack Barker, Southern Region; Don Heiman, Central Region, winner of the Crown Circle Award from the

National Congress on Aerospace Education; Hector Colon, Great Lakes; facilitator Ike Brown (far left), Southern; Stan McDonough, Southwest; Jim Mills, Western-Pacific; Vince Visaya, Northwest Mountain; and Paul Steucke, Alaskan, substituting for coordinator Ivy Moore. Not shown are George Briskey, Eastern; and Delores Thomas, New England.

"I take school a lot more seriously now than I did before, especially my science and math."

Speaking was a student who had participated in the Judson High School High-Technology Internship Program in Converse, Texas, near San Antonio. The program was giving him real-world experience where, for three hours, four days a week, he could work and train alongside engineers and other professionals in private industry and FAA, learning about all facets of aviation.

Said one FAA supervisor, "These

students learn that there really is a reason for learning the square root of X. That doesn't make sense to most high school students."

This is a prime example of what is being achieved through FAA's Aviation Education Program and the "Partnership-in-Education" concept. These are a means to increasing the science, mathematics and technology literacy of America's youth by involving the school system, the aviation

business community and the government, all working together.

In a recent speech, Administrator Donald Engen said, "We are aware that American education must be invigorated if we are to meet the increasing competitive challenge from other countries of the world. We believe a national sense of urgency exists and are moving to upgrade dramatically the quality of education and training in our work force."

As a result of the information and technology revolution underway, there is now an education revolution to meet the challenge. The Federal Aviation Administration is on the leading edge of that revolution with its Aviation Education Program and an emphasis on this "Partnership-In-Education."

It has been demonstrated that aviation and space are exciting subjects, that aviation and space are motivating for youth and that early exposure to aviation and space can be used to enhance the study of more conventional school subjects.

For example, how aircraft fly is *science* (physics and meteorology), how they are built is *industrial arts*, where they fly is *geography*, where they land is *social studies*, what they cost is *economics*, who made them fly is *history*, who controls them is *government*.

Support for FAA's Aviation Education Program essentially is in the hands of regional Aviation Education Coordinators and hundreds of Aviation Education Facilitators, who in their communities become the voice of FAA. Their numbers are expected to swell to nearly 3,000 by the end of 1984.



Hine Junior High School students monitor controllers at work in the Washington ARTCC, Leesburg, Va.



Mary Jo Knouff explains the use of a bilingual pamphlet on airports that was presented to Hine Junior High School for its Aviation Education Resource Center.

tion of the 200th anniversary of the flight of Edward Warren, the first American to go aloft in a balloon. The contest was open to all primary and secondary students in the United States.

The students were asked to write an essay on "The Importance of Aviation in Our Society." More than 10,000 students entered the contest. Winners were chosen on state, regional and national levels. The national high school winner, Sandra Shoaf, a senior from Alamogordo,



"Hands on" is always appealing, and here Hine Junior High School students get the feel of flying on FAA's simulators at Washington National Airport.

They speak to students and community groups, conduct tours of FAA facilities and generally share their expertise with schools, teachers and more than 300,000 students each year. They reach the teachers at teacher workshops, conferences, career days and aviation education seminars.

Through this medium, FAA is doing its part to inform America's teachers about a tremendous resource that can extend the classroom far beyond the current financial and physical capabilities of a school system.

As an aviation consciousness-raising tool that would help launch an era of high-technology literacy, last year FAA sponsored an Aviation Education Writing Contest in celebra-

A memorable occasion for third-grader David "Skeeter" Houk, North Mercer, Mo., school district, was the chance to play pilot in a Citabria.



N.M., (see essay on page 7), received a \$5,000 scholarship provided by the Ladd Corporation, makers of the film "The Right Stuff." Other national winners were Jamie Martin of Fairbanks, Alaska—junior high school category—and Karen Hyde of Minneapolis, Kan.—elementary school category.

The results of this foray into increased aviation awareness were varied and beneficial. Iowa State science consultant Jack Gerlovich said the contest "did more to create an interest in aviation among our students and teachers than any other FAA activity I know."

Judith Taylor, junior high school English teacher in the Mercer, Missouri, School District, said, "As a result of this [contest], my English students have begun developing more factual research techniques and information in their writing projects."

Dennis Mewshaw, Colorado's aeronautics director, noted that the contest opened up new lines of communication and cooperation with the education community. "During a recent review of FAA's regional Weather System Plan, we were able to call on the Aerospace Science Department at Metropolitan State College for expert assistance. We had worked with them on the Aviation Education Writing Contest. Without the contest, we would not have had their [subsequent] help."

The schools, state and local governments and the FAA, who jointly

administered the contest, are pleased enough with its success that a second contest is being prepared for the 1984-1985 school year.

A part of FAA's Aviation Education Program, the "Adopt a School" plan received a boost and an expansion of the concept when Secretary of Transportation Elizabeth Dole early this year asked all DOT modal agencies to join in "adopting" Hine Junior High School in southeast Washington, D.C.

FAA readily took its two-week turn in establishing a long-term relationship with the school. The FAA Headquarters Aviation Education Management Team, consisting of Don Clausen, Director of Special Programs, Mary Jo Knouff, Aviation Education Specialist; and John Hanks, Special Assistant to the Assistant Administrator for Public Affairs, held a teachers workshop at the school.

There, the team presented the faculty with agency aviation education material and advice on how best to use it and established a permanent Aviation Education Resource Center, stocked with career-guidance material, curriculum guides and technical aviation pamphlets.

The team offered the film "Looking Up to Your Aviation Career" to a student assembly, with FAA pilot Bob Barton and audiovisual specialist

Tina Mallory discussing careers in aviation and FAA.

In the succeeding days, dozens of students were taken on tours of local airport facilities, a tower and the Washington ARTCC. They got a chance to sit in a cockpit and an airplane simulator, as well as see a radar training scope in action at the center.

In addition, the aviation education team made speakers from FAA available on a long-term basis. Among such speakers are individuals who can set role models for the youth.

Current aviation heroes like Neil Armstrong, the first man to set foot on the moon; Chuck Yeager, the first man to break the sound barrier; Sally

(Continued on page 8)



FAA pilot Bob Barton explains his job to an assembly of Hine Junior High School students, as FAAers Don Clausen, Tina Mallory, John Hanks (partially hidden) and Mary Jo Knouff look on.



The winning high school essay in FAA's first Aviation Writing Contest was that of twelfth-grader Sandra Shoaf of Alamogordo (N.M.) Senior High School. The following are excerpts from her essay.

"How I yearn to throw myself into endless space and float above the awful abyss." With these words the German poet Goethe expressed the dream of men since the beginning of time. Man, the most advanced of creatures, has only to watch the flight of birds to feel the weight of his earthly imprisonment. The desire to fly has long been present in the mind of man, but the reality was long in coming.

True flight with power and control is only a product of the Twentieth Century. Man has advanced faster and farther in the realm of flight than in any other comparable enterprise in his history. Of course his preoccupation with the subject goes back through all the ages when he dreamed and schemed about ways to conquer the sky. He actually got himself into the air at the end of the Eighteenth Century when two Frenchmen sailed over Paris in a balloon. However, the real story of manned flight began in 1903 when the Wright Brothers made their first flight in a powered, heavier-than-air craft. . . .

"Our sight has been sharpened," wrote the French pilot and author Antoine de Saint-Exupery in *Wind, Sand and Stars*. "The airplane has revealed to us the true face of the earth." From the middle of the Nineteenth Century, when photographers first ascended in balloons to capture panoramic views of cities, to the space age, when whole continents are

scanned by satellites, man's view of his planet has sharpened. . . .

The development of aviation ranks with the invention of gunpowder in military importance. Airplanes have laid open entire countries to attack and destruction. . . .

The airplane has made the world seem smaller. It is no longer customary to think of great distances in terms of miles alone. To people who fly, New York is approximately [five] hours from Los Angeles. Regular airline flights link all the major cities of the world; moreover, almost every settlement in the United States and Europe has an airfield of some kind. Villages in remote jungles of Africa and South America are in regular contact with the outside world by airplane. Economic activity has been quickened all over the world. . . .

There are some [215,000] civilian aircraft registered in the United States alone. Besides carrying passengers and freight, some of these planes are used for rescue work, photography, surveying, patrolling, prospecting, and for sport. . . .

Aviation has greatly affected both the production and marketing of farm crops. . . .

Aviation has also created hundreds of new jobs employing thousands of workers. The aircraft plants need aeronautical engineers, designers, draftsmen, test pilots, and production engineers as well as skilled factory labor of all kinds. Airports offer dozens of different types of jobs. . . .

Aviation was one of the earliest of the technologies of this century to require the intimate partnership of scientists, engineers and industrialists of many skills. . . . No single human mind could comprehend all the

Award Winning Essay

National first prize winner in the high school category in the Aviation Education Writing Contest was Sandra Shoaf, Alamogordo, N.M. With her are Jerry Graham (left), FAA local coordinator; Governor Toney Anaya; and Bob White (right), state director of aviation.



Karyn Hyde of the Minneapolis (Kan.) Center School took top honors in the essay contest at the elementary school level. She received the award from Central Region Director Murray Smith (right), as Kansas Gov. John Carlin looked on.

knowledge embodied in the design, construction and operation of a jet transport. Today we have many such difficult and complex technological developments, including nuclear energy, high speed electronic computers and space vehicles. Aviation was one of the earliest to move from the individual creation of the pioneer inventor to the product of a new social invention, the design team of specialists working in harmony like the members of a symphony orchestra to produce a result far beyond the capability of any individual.

The airplane has created a vast and growing industry. It has revolutionized warfare and travel; furthermore, it has brought about tremendous changes in commerce, science, international politics, and the world's standard of living. Within six decades man has flown from the sands of Kitty Hawk to the edges of space. ■



Don Clausen chats with faculty members at Hine Junior High School during an aviation education workshop.

The Roots of Aviation Education

FAA's aviation education effort has its foundation in Public Law 94-353, Section 21. As quoted in FAA Order 1200.24, Appendix 1, the law states, in part:

"The Secretary of Transportation, acting through the Administrator of the Federal Aviation Administration, shall establish a Civil Aviation Information Distribution Program within each region of the Federal Aviation Administration. Such program shall be designed so as to provide state and local school administrators, college and university officials, and officers of civil and other interest organi-

zations . . . with informational materials and expertise on various aspects of civil aviation."

The clarifying Conference Report No. 94-1292 adds:

"The program [is] . . . one means of promoting broader understanding of aviation as a transportation mode of growing importance in our total integrated transportation system.

"Every effort must be made to acquaint the young people with the full potential of finding careers in air transportation systems and general aviation." ■

In another city, a junior high school student sat at a computer terminal, enthralled as its display screen showed fire-fighting aircraft dropping several smoke-jumpers on a burning mountain, who then electronically doused the fire. She and those around her spontaneously broke into applause as the smoke dissipated and disappeared from the screen.

She was watching one of several programs designed to illustrate the applications of aviation to the workaday world and of the principles of navigation and flight to the studies of mathematics, science and geography. FAA has developed a three-program prototype software package for use in home and school computers called the "Aviation Science Instruction Pro-

gram." This courseware, initially designed for the sixth, seventh and eighth grades, can be expanded to encompass kindergarten through the twelfth grade.

The response in the education community, including teachers, administrators and students, has been extremely positive.

The secret to the success of the Aviation Education Program is and always will be its ability to bridge the information gap between the supplier and the user, according to Don Clausen—between FAA, industry and aviation educators and the recipient teachers, students, school systems, community organizations, etc.

The bridge that the Aviation Education Program is building is the Civil Aviation Information Distribution Clearinghouse, ultimately to be computerized, which will provide a listing of aviation education materials available throughout the country.

With this clearinghouse system in place, it will simply be a matter of identifying the need and making the request.

Says Clausen, "As each of these facets of the Aviation Education Program is adopted around the country and reproduced again and again, we will generate a new interest among students in aviation technology and thereby foster a new attitude toward their study of science, mathematics and the basics of education." ■

Q&A

I'm planning to retire as an air traffic controller when I have completed 25 years. During that time, I served as an EPDS (evaluation proficiency development specialist) for 16 months. I am told that the 16 months cannot be counted toward my 25 years, even though I was required to stay active and proficient as an ATCS. What regulations or orders state that I can't count it? My age will be 47 when I have my 25 years in.

Public Law 92-297 provides early retirement benefits to career air traffic controllers who are actively engaged in the separation and control of air traffic or who are the immediate supervisors of employees actively engaged in the separation and control of air traffic.

FAA's implementing order 3410.11A, "ATC Second Career Program," Section 5, paragraph C, precludes the crediting of controller work performance for early retirement purposes when such work is "primarily for the purpose of maintaining proficiency in order to aid in the performance of their other regularly assigned duties," as in the case of an EPDS, "or primarily for research, development or evaluation purposes."

Section 6, paragraph i of the order states that creditable service time for early retirement purposes is ". . . based upon the position to which an employee is officially assigned and occupies by SF-50 action. The time spent by a career controller who is temporarily promoted (i.e., officially assigned) to

a noncovered position (such as an EPDS position) is not counted as creditable service under this order."

Additional guidance to the personnel offices was provided through interoffice Supplemental Instruction No. 2, dated October 6, 1972, and Supplemental Instruction No. 11, dated July 12, 1974, which reaffirmed these points.

You should note that with less than 25 years of creditable service as a controller, you must be 50 years of age to retire under PL 92-297.

I have a number of questions relating to on-the-job training for local control. What type of training counts toward the 180 hours of OJT allotted? Does all time signed on local control, speaking to live traffic, with a journeyman controller count toward that 180 hours, or is there such a thing as "quality time" and "too light for evaluation time"? Once a trainee has completed 75 percent of the 180 hours, can those hours be cut in half and the trainee start over in training? When the trainee works two hours on position, with only one being very busy traffic, do one or both hours count toward the 180 hours? Finally, are Orders 3120.4F and 3120.18 and Terminal Instruction Program Guide TP-12-01A binding on management?

All training conducted in an operational environment on positions of operation under direct supervision

You've tried the normal channels—your supervisor, the personnel management specialist, the regional office—and can't resolve a problem or understand the answers you've gotten. Then ask FAA WORLD's Q&A column. We don't want your name unless you want to give it or it's needed for a personal problem, but we do need to know your region. All will be answered here and/or by mail if you provide a name and address, which will be kept confidential.

counts toward the 180 hours of OJT allotted for local control. This prepares the specialist to demonstrate the ability to perform independently under general supervision and attain certification on local control positions of operation. Specific tasks are contained on page 61 of the Terminal Instruction Program Guide.

Revision 1 to the guide, page IX, "Glossary," dated Aug. 28, 1980, states: Creditable OJT Hours: Time on positions of operations is counted as total clock time while in OJT. There is no distinction in times. If traffic is too light to provide meaningful training, then developmental training should be terminated.

Your query on starting over in training could only be applied as the informal resolution of a grievance or complaint. If this were not the case, the procedures on page 62 of the guide would apply, which are: When the specialist reaches about 70 percent of the maximum position training OJT time, the facility manager shall make one of the following determinations—(a) If the performance is satisfactory, the training will be continued. (b) If the performance is less than satisfactory, the specialist shall be processed in accordance with Order 3330.30, unless unusual or extenuating circumstances have occurred for which the facility manager may grant the continuance of training, not to exceed the national standard for each position.

In your example on busyess, both hours count as creditable time.

The policies transmitted by the directives mentioned above are binding on management and other employees as well.

(Continued from page 6)

Ride, the first woman astronaut; and Scott Crossfield, a designer and the first pilot of the X-15, spend many hours at seminars, teachers' workshops and conventions, too.

Others can be suggested as role models, like Amelia Earhart and the many women who belong to the 99s—which she organized—and Gen. Daniel "Chappie" James, who left their mark on aviation.

In a letter to President Reagan, Hine Principal Princess Whitfield said, "Years from now, our students shall remember this time of enrichment in their lives."

The Manufacturing Inspector's Varied Diet



Al Pereira (left), manager of the Windsor Locks, Conn., Manufacturing Inspection District Office, reviews assembly techniques for a P&W 2037 engine's low-pressure turbine vane with Fred Polodori of Pratt & Whitney.



Checking a part of a Benson Gyrocopter before issuing a special airworthiness certificate is inspector Walter Weymouth (right).



Pioneer International makes ultralight aircraft kits, for which inspector Ken Ness pays a visit to inspect parts assembly.



Inspector Weymouth issued a ferry permit for this North American AJ2 Savage so it could be flown to the Pensacola, Fla., Naval Air Museum. The plane had been the first carrier-based aircraft to carry an atomic bomb.



Joe Rap, quality assurance manager at the Mite Corp., demonstrates landing gear valve operation to MIDO manager Al Pereira (right).



Following a static load test on a Pioneer ultralight, inspector Ness checks it over for deformation.



Parachute harnesses also come under the scrutiny of Ken Ness (right) and Pioneer Parachute's John Ricci.



Inspector Ness also evaluates the inspection method used by Pioneer Parachutes personnel in certifying canopy stitching. Quality assurance manager John Ricci (left) and inspector Angela Darling pass the canopy seams over a light table to view stitch patterns.



At the Kamtics Corp. division of Kaman Aircraft, inspector Ness (left) and Kamtic's Dick Croteau look over a Bell Helicopter shaft section.

Often obscured by the more glamorous professions in the FAA, the airworthiness aviation safety inspector in manufacturing wears many hats and must have a diversified knowledge of sophisticated, advanced technologies involved in the manufacture of today's complex aircraft and components.

The title "manufacturing inspector" seems misleading at times, since the responsibilities include type certification, production certification and original airworthiness certification.

In addition to visiting an array of clients, like an aircraft manufacturing plant, a ball bearing maker, a parachute factory, an aircraft seat manufacturer and an engine manufacturer, among others, to monitor their quality control systems, he or she will have to respond to jobs that involve aircraft imports or research and development special projects, for examples. ■

By Fred Farrar

A public information specialist in the Office of Public Affairs, he is a former Washington correspondent for the Chicago Tribune.



A Hand in the Future

Air Traffic Personnel Help Shape Tomorrow's Sector Suites



During a presentation by Mark Phillips of Computer Technology Associates (CTA) to the Sector Suite Requirements Validation Team, Val Hunt, director of the Advanced Automation Program Office, fields a question. Seated, clockwise from the left, are Katherine Smith, Mitre Corp.; Terry Schomburg; John Williams; Marvin Perkins; Ralph Cooper; Rod Bourne; Val Hunt; Dick Banks; Russ Church, CTA; Don Fowler; John White; Tom Lane; Richard Chavez; Ian Wolf; Ralph Procaccini; Hugh McConnell; and Gomer Jones, CTA consultant.

The exchanges are often peppery, if not downright heated, and the language ranges from high-tech to earthy. You don't put a premium on decorum when you are helping to design the future.

The future in this case is the sector suite—a major component of the Advanced Automation System from which air traffic controllers will direct

traffic when the \$10 billion National Airspace System Plan is completed.

The people involved in this free exchange are working controllers who are calling upon their experience and expertise to aid in the design of the sector suite so that it will best meet their needs. It's a case of human engineering—tailoring the machine to the needs of the user, rather than presenting the user with a machine and expecting the user to adjust to it.

The name of the group is the Sector Suite Requirements Validation Team, and it was created in April 1983 by a Memorandum of Understanding between the Air Traffic Service and the Advanced Automation Program Office. It began its work shortly thereafter, holding a series of meetings of up to two weeks each in various parts of the country to thrash out the configuration of the sector suite and what it will do.

The meeting sites were picked either because they were near existing

examples of state-of-the-art display technology or close to facilities of Computer Technology Associates—the team support contractor. They included FAA's Technical Center to examine the electronic tabular display subsystem (ETABS) and the consolidated cab display, the U.S. Navy's Fleet Area Control and Surveillance Facility in San Diego, Calif., to examine color displays and the U.S. Air Force's North American Defense Command in Colorado Springs, Colo., to see the use of various display devices.

At a recent meeting in Denver, one of the main subjects of discussion was the keyboard that will be used to enter or recall data. What should it look like? How should the keys be arranged? Should it be built in or moveable?

The team, drawn from all regions



Intent on the discussion are (from the left) Marty Lilly of the New York TRACON; Jim Sheely, Charlotte Tower; and Helen Hamilton, engineering research psychologist at the Technical Center.



Dr. Hamilton and Del Weathers of the Advanced Automation Program Office study a draft of the sector suite console specifications, as Dennis Powell, APM's ATC Automation Div., listens.

should they be angled to each other or moveable?

Should the displays be in color? Monochrome is cheaper but not as clear in discriminating among different types of data.

The team was treated to a briefing by a contractor representative on the process by which a design concept is turned into automated hardware. Prominent in the briefing was the term "functional decomposition," which refers not to biodegradability but to how jobs are broken down so that a computer can do them one by one in the proper order.

Valerio R. Hunt, director of the Advanced Automation Program

Office, gave the team members an update on the status of the advanced automation program. His office is scheduled to award design competition contracts to two firms in August to come up with designs for the sector suite.

For the time being, however, all these deliberations were taking place in the absence of any sector suite mockups or other tangibles. Down the road, the team will be actively involved in determining which of the designs best meets its and the agency's requirements—both in configuration and in how well and reliably it will do the job for air traffic control into the next century. ■

and including five enroute controllers, five terminal controllers, two regional office representatives, two air traffic managers and a Supcom representative, was forthright in its comments.

"I don't want it," said one of a shift key. "All I want is what I use. I don't want all that other garbage."

Another invoked what he called the "Don't give the controller fits" law, which, he explained, is "Don't allow the machine to slow down the human."

Another subject of intense discussion was whether the keyboard should be a separate plug-in unit, which led to consideration of how many controllers would work at a sector suite with plug-in input devices.

Another topic was how high the work shelf should be or if it should be adjustable. Should the chair be adjustable? What about leg room under the shelf? Should the sector suite modules be a flat bank of displays or

The Sector Suite Team

Lawrence Fortier, manager of headquarters' Air Traffic System Plans and Programs Div., chairman; Ralph Cooper, manager of the AT Plans Branch, vice chairman; Rod Bourne, a former controller, assigned to the Advanced Automation Program Office, secretary.

Dick Banks, data systems specialist, Denver Tower; Richard Chavez, quality assurance specialist, Albuquerque ARTCC; Carlisle Cook, manager of the Miami ARTCC; Allan Cunningham, controller, System Implementation Program in the ATC Automation Div., Program Engineering and Maintenance Service; Donald Fowler, manager of the Ontario, Calif., TRACON; Max Hall, SATCS, Salt Lake City ARTCC.

Tom Lane, controller, Anchorage ARTCC; Marty Lilly, SATCS, New York TRACON; Hugh McConnell, electronics engineer, System Branch, System Development Div., Advanced

Automation; Marvin Perkins, controller, Jacksonville ARTCC; Dennis Powell, manager of the System Implementation Program, ATC Automation Div., Program Engineering and Maintenance Service; Ralph Procaccini, controller, Kansas City ARTCC; Terry Schomburg, controller, Miramar TRACON, San Diego.

Jim Sheely, controller, Charlotte N.C. Tower; Del Weathers, computer specialist in the System Engineering Div., Advanced Automation; John Williams, controller, Portland, Maine, Tower; Dick Wheaton, controller, Plans and Programs Branch, Great Lakes Air Traffic Div.; John White, evaluation proficiency and development specialist, Indianapolis ARTCC; Ian Wolf, section manager, Systems Branch, Eastern Region Air Traffic Div.; Dres Zellweger, manager of the System Engineering Div., Advanced Automation.

Aeronautical Center

■ **J. W. Byrd**, Supervisor of the Aviation, Medical & Training Management Section, Contract Management Branch, Procurement Division.

■ **Nelda M. Conway**, supervisor of the Item Identification & Entry Control Section, Cataloging Branch, FAA Depot, promotion made permanent.

■ **Betty J. Jones**, supervisor of the Electronic Section, Procurement and Systems Branch, Procurement Division.

■ **Jimmy D. King**, unit supervisor in the Technical Support/Production Control Section, Line Maintenance Branch, Aircraft Maintenance & Engineering Div., Aviation Standards National Field Office.

■ **Bruce F. McGahee**, group supervisor in the Line Maintenance Section, Atlanta, Ga., Flight Inspection Field Office.

■ **Claude L. Morrison**, group supervisor in the Aircraft Maintenance Section, Aircraft & Aviation Maintenance Branch and Div., Aviation Standards National Field Office, promotion made permanent.

■ **Dustin L. Sloan**, manager of the Sacramento, Calif., Flight Inspection Field Office at McClellan Air Force Base.

Alaskan Region

■ **Forest Barber**, assistant manager for technical support at the Fairbanks Airway Facilities Sector.

■ **Roger A. Barr**, manager of the Bettles Flight Service Station, from the Sitka FSS.

■ **Joel L. Collins**, manager of the King Salmon FSS.

■ **Carroll J. Tamplin**, manager of the Juneau Flight Standards District Office, from the Sacramento, Calif., GADO.

■ **Michael A. Tarr**, manager of the Yakutat FSS, from the Anchorage FSS/IFSS.

Central Region

■ **Jose R. Diaz**, supervisor of the Data Acquisition Staff, National Communications Center.

■ **Norbert A. Duello**, manager of the Kansas City, Mo., Airway Facilities Sector Field Office, St. Louis AF Sector, promotion made permanent.

■ **Ned S. Reese III**, area manager at the Kansas City ARTCC.

■ **Charles J. Richardson**, area manager at the Kansas City International Airport Tower.

Eastern Region

■ **David C. Bobbitt**, manager of the Roanoke, Va., Tower, from the Norfolk, Va., Tower.

■ **William T. Dixon**, unit supervisor in the Baltimore, Md., Airway Facilities Sector Field Office, Capital AF Sector, from the Electronic Engineering Branch, AF Division.

■ **Edward C. Eidman, Jr.**, manager of the Niagara Falls, N.Y., Tower, from the Systems Branch, Air Traffic Division.

■ **David B. Hill, Jr.**, manager of the Farmingdale, N.Y., General Aviation District Office.

■ **Jamison Hurst, Jr.**, manager of the Philadelphia, Pa., Tower, from the Buffalo, N.Y., Tower.

■ **Gilbert R. Jackson**, unit supervisor in the Washington National AF Sector Field Office, Capital AF Sector, promotion made permanent.

■ **Vincent A. Laurentino**, manager of the New York TRACON AF Sector Field Office, Metropolitan New York AF Sector, promotion made permanent.

■ **Gene J. Marciano**, manager of the Program and Planning Branch, AF Division, from the Newark, N.J., AF Sector.

■ **Frank C. Mascari**, manager of the Construction Engineering Branch, AF Div.

■ **Louis G. Moore**, manager of the Bedford, Va., AF Sector Field Office, Charleston, W.Va., AF Sector, from the Albany, N.Y., AF Sector.

■ **Sankey E. Parsons**, assistant manager for technical support in the Charleston AF Sector.

■ **Robert C. Rothdeutsch**, area manager at the Greater Pittsburgh, Pa., Tower.

■ **Robert C. Ruch**, assistant manager for program support in the Harrisburg, Pa., AF Sector, from the Program and Planning Branch, AF Division.

■ **Joseph E. Talley**, unit supervisor in the Lynchburg, Va., AF Sector Field Office, Norfolk AF Sector.

■ **Gregory Wicker**, area supervisor at the Erie, Pa., Flight Service Station, from the Millville, N.J., FSS.

Great Lakes Region

■ **Timothy L. Bailey**, area supervisor at the Saginaw, Mich., Flight Service Station.

■ **Linda S. Baker**, area supervisor at the Fort Wayne, Ind., FSS.



Chicago O'Hare tower controller Ronald Wegryn (left) received FAA's Outstanding Flight Assist of the Year Award for 1983 in the terminal category from Administrator Engen. Wegryn directed rescue efforts for several hours for six persons down in a helicopter in Lake Michigan, while continuing to provide IFR service for 17 departures.

■ **David H. Banham**, manager of the Minneapolis/St. Paul, Minn., Air Carrier District Office, from the Flight Standards Division.

■ **Raymond F. Bean, Jr.**, area supervisor at the Flint, Mich., Tower, from the Muncie, Ind., Tower.

■ **Charles A. Cole**, manager of the Bismarck, N.D., Tower, from the Alton, Ill., Tower.

■ **Dennis M. Gillespie**, area supervisor at the Minneapolis ARTCC.

■ **Lawrence J. Huck**, area supervisor at the Cleveland, Ohio, ARTCC.

■ **Alaric Hudson**, environmental support engineering technician in the Chicago Airway Facilities Sector.

■ **Donald L. McCracken**, area manager at the Port Columbus, Ohio, Tower.

■ **Theodore F. Moran**, area supervisor at the Mitchell Field Tower, Milwaukee, Wis., from the Indianapolis, Ind., Tower.

■ **Gary J. O'Neill**, area supervisor at the Mansfield, Ohio, Tower, from the FAA Academy.

■ **Ralph L. Rumsey**, area supervisor at the Cleveland ARTCC.

■ **John B. Thomas**, unit supervisor in the Minneapolis/St. Paul ACDO.

■ **Donald L. Thuman**, watch supervisor in the Ohio AF Sector.

New England Region

■ **Richard S. Decola**, assistant manager, traffic management at the Boston ARTCC.

■ **Donald L. Lombard**, unit supervisor in the Electronic Engineering & Installation Section, Facilities Establishment Branch, Airway Facilities Division.

■ **Steve C. Y. Ng**, systems engineer in the Boston ARTCC AF Sector, from the AF Div.

■ **Raymond R. Pinault**, supervisory air traffic assistant in teletype at the Boston ARTCC.

■ **Paul A. St. Cyr**, systems engineer in the Boston ARTCC AF Sector.

Northwest Mountain Region

■ **Daniel E. Austin**, manager of the Denver ARTCC, from the Air Traffic Division.

■ **John K. Hoffman**, area supervisor at the Casper, Wyo., Tower, promotion made permanent.

■ **Garold M. Hurley**, assistant manager of the Salt Lake City, Utah, ARTCC Airway Facilities Sector.

■ **Ralph L. Hushbeck**, assistant manager of the Seattle, Wash., ARTCC AF Sector, from the Billings, Mont., AF Sector.

The information in this feature is extracted from the Personnel Management Information System (PMIS) computer. Space permitting, all actions of a change of position and/or facility at the first supervisory level and branch managers in offices are published. Other changes cannot be accommodated because there are thousands each month.

■ **Ralph P. Kiss**, manager of the Salt Lake City Tower, from the Denver ARTCC.

■ **Herman E. Martell**, manager of the Van Nuys, Calif., Manufacturing Inspection District Office.

■ **Stanley M. Pierce**, manager of the Bellingham, Wash., Flight Service Station, from the Boise, Idaho, FSS.

■ **Donald L. Riggan**, assistant manager of the Seattle Aircraft Certification Office.

■ **Daniel J. Siczkowski**, assistant manager of the Denver ARTCC AF Sector.

■ **Peter C. Sweets**, assistant manager of the Denver ARTCC, from the Central Region Air Traffic Division.

■ **Blaine G. Tempest**, assistant manager, airspace and procedures, at the Denver ARTCC.

■ **Angelo E. Viselli**, section supervisor in the Operations Branch, AT Division, from the Washington ARTCC.

■ **Robert A. Williams**, manager of the Bozeman, Mont., AF Sector Field Office, Billings, Mont., AF Sector.

Southern Region

■ **Jerry C. Baker**, unit supervisor in the Fayetteville, N.C., Airway Facilities Sector Field Office, Raleigh, N.C., AF Sector.

■ **Charles F. Criswell**, manager of the Macon, Ga., Tower, from the Orlando, Fla., Tower.

■ **Stephen J. Dobso, Jr.**, area manager at the Miami, Fla., ARTCC.

■ **David K. Dye**, area supervisor at the Pensacola, Fla., Tower.



Proudly exhibiting the 1984 Gold Screen Award for videotape are Tina Mallory (center) and Gerald Lavey, acting manager, both of the Plans & Audio-Visuals Div., Office of Public Affairs, FAA's videotape "A View of Tomorrow—The FAA Rotorcraft Master Plan" was selected as best by the National Association of Government Communicators from among 91 entries. NAGC judge Catherine Zimmerman is at the left.

■ **William G. Finch**, crew chief in the Memphis, Tenn., ARTCC AF Sector.

■ **Vicky R. Galloway**, area supervisor at the Albany, Ga., Tower, from the Greer, S.C., Tower.

■ **James L. Garringer**, assistant manager, quality assurance, at the Miami ARTCC.

■ **Robert E. Harrison**, unit supervisor in the Mississippi Valley Flight Standards District Office, Memphis.

■ **Christopher J. Hayes**, manager of the Jackson, Miss., Tower, from the Standiford Field Tower, Louisville, Ky.

■ **Geraldine A. Jackson**, supervisor of the Supply Procurement Section, Procurement Branch, Logistics Division.

■ **Vincent L. Preston**, manager of the Jacksonville, Fla., Hub AF Sector, from the AF Division.

■ **Elwyn A. Rodgers**, area supervisor at the Atlanta, Ga., ARTCC.

■ **Carl J. Rubino**, unit supervisor in the Miami Hub AF Sector.

■ **Buel E. Townsend**, area supervisor at the Atlanta ARTCC.

■ **James R. Tucker**, area supervisor at the San Juan, Puerto Rico, Center/RAPCON, promotion made permanent.

Southwest Region

■ **Ronald P. Aikens**, programs officer in the Oklahoma City Tower, from the Brownsville, Texas, Tower.

■ **Carl E. Cowgill**, manager of the Okla-

homa City Tower, from the Austin, Texas, Tower.

■ **Luther W. Cox**, assistant manager of the Little Rock, Ark., Airway Facilities Sector.

■ **Garvis L. Davis**, manager of the Laredo, Texas, AF Sector Field Office, San Antonio, Texas, AF Sector, from the El Paso, Texas, AF Sector.

■ **Harry D. Earl**, manager of the Shreveport, La., AF Sector Field Office, Little Rock AF Sector.

■ **Raymond J. Friesen**, supervisor of the Communication & Surveillance Section, Maintenance Operations Branch, AF Div., from the Houston, Texas, AF Sector.

■ **Walter L. Jones**, manager of the Amarillo, Texas, AF Sector Field Office, Albuquerque, N.M., AF Sector.

■ **Thomas R. Martin**, area supervisor at the Shreveport Tower, from the Waco, Texas, Tower.

■ **Harold W. McGilvray**, assistant manager for program support in the Austin AF Sector.

■ **Leanne M. Robbins**, unit supervisor in the El Paso AF Sector, from the Dallas-Fort Worth Airport AF Sector.

■ **William H. Rupert**, area supervisor at the El Dorado, Ark., Flight Service Station, from the Shreveport FSS.

■ **Norman H. Scroggins**, manager of the Dallas-Fort Worth Tower, from the Oklahoma City Tower.

■ **George A. Seyfang**, area supervisor at the Houston, Tex., ARTCC.

■ **James F. Smith**, area supervisor at the Houston ARTCC.

■ **Charles L. Turner**, unit supervisor in the New Orleans, La., AF Sector.

Technical Center

■ **Luther C. McClellan**, section supervisor in the ATC Systems Branch, Engineering Division.

■ **Thomas J. Owen**, resident engineer of the Technical Support Facility, Facilities Division.

Washington Headquarters

■ **Richard W. Barker**, manager of the Terminal Procedures Branch, Procedures Division, Air Traffic Service, from the Las Vegas, Nev., Tower.

■ **Millard F. Bohler, Jr.**, manager of the Management Information Systems Branch, Data Systems Management Division, Office of Management Systems.

■ **James M. Faber**, supervisor of the Applications Development Section, Data Processing Center, Data Systems Management Div.

■ **Lawrence R. Kelly**, manager of the Management Standards & Statistics Div., Office of Management Systems.

■ **Hubert E. Lacroix**, manager of the Paperwork Management Branch, Management Standards & Statistics Division.

■ **Nicholas L. Soldo**, manager of the Statistical Analysis Branch, Management Standards & Statistics Division.

■ **Ralph N. Straley II**, manager of the ADP Facilities Management Branch, Data Systems Management Division.

■ **Thad T. Uehling**, chief of the Administrative and Information Systems Staff, Office of Management Systems.

Western-Pacific Region

■ **Nelson D. Ames**, area manager at the Los Angeles ARTCC, from the Oakland ARTCC.

■ **Ralph J. Beard**, manager of the Riverside, Calif., Tower, from the Training Branch, Personnel Management Division.

■ **Frederick D. Cooley**, area supervisor at the Los Angeles Flight Service Station.

■ **Charles E. Custer**, assistant manager, airspace and procedures, at the Los Angeles ARTCC.

■ **Armon T. Dewberry**, aviation safety inspector at the Oakland, Calif., Flight Standards District Office.

■ **Jerome R. Egan**, area supervisor at the

Oakland Tower, from the San Francisco Tower.

■ **Bonnie J. Embry**, supervisor of the Materiel Management Section, Materiel Management Branch, Logistics Division.

■ **Homer R. King**, manager of the Sacramento, Calif., Executive Airports Airway Facilities Sector Field Office, from the Fresno, Calif., AF Sector.

■ **Kathryn E. Kuhlmann**, manager of the Fullerton, Calif., Tower, from the Air Traffic Division.

■ **James R. Lane**, unit supervisor in the Fresno AF Sector, from the Sacramento Airport AFSFO.

■ **Jerry Z. Long**, manager of the Oakland ARTCC AF Sector, from the Oakland AF Sector.

■ **Mark S. Loudon**, area supervisor at the Los Angeles ARTCC.

■ **Jack E. Meade**, assistant manager of the Ontario, Calif., TRACON, from the Air Traffic Division.

■ **John C. Olson**, manager of the

Bucholz Tower on Kwajalein, Marshall Islands, from the Honolulu, Hawaii, Tower.

■ **Lewis Perry, Jr.**, section supervisor in the Air Traffic Operations Branch, Air Traffic Division.

■ **Kenneth R. Pirl**, assistant manager of the Oakland AF Sector, from the San Francisco AF Sector.

■ **Thomas A. Pizza**, unit supervisor in the Navigation/Landing Program Section, Establishment Engineering Branch, AF Division.

■ **Lawrence B. Renslow**, area supervisor at the Oakland ARTCC.

■ **Ronald V. Rudolph**, unit supervisor in the San Diego, Calif., AF Sector, from the Mt. Laguna, Calif., AFSFO.

■ **John A. Scott, Jr.**, unit supervisor in the Mt. Laguna, Calif., AF Sector Field Office, San Diego, Calif., AF Sector.

■ **Leon C. Warner**, assistant manager, traffic management, at the Los Angeles ARTCC.

Retirees

CADOGAN, LEWIS D.—AC
CHADWICK, ROBERT H.—AC
COOPER, JESSE—AC
DAVIS, DANIEL W.—AC
IUNG, ROBERT L.—AC
LONG, JUDGE B., JR.—AC
MELTON, CARLTON E., JR.—AC
SCHUEN LEE, G.—AC
WATSON, CHARLEY R.—AC

DAVIES, DANIEL E.—CE
KAISER, CLARENCE W.—CE
OLMSTED, MARION R.—CE
PUTZIER, VALDEAN J.—CE
THOMAS, BETTY B.—CE
VALLEE, EDWARD J.—CE
WALDEN, JACK L.—CF

BISHOP, LAVINIA J.—CT
DIEKS, LOUISE—CT

BAILEY, JOHN E.—EA
CUSSON, LIONEL J.—EA
DOYLE, JOSEPH E.—EA
IOPPIE, JEROY E.—EA
KRESS, OPAL V.—EA
NONNENMACHER, ANDREW T.—EA
STEFFEN, HENRY W., JR.—EA
TOMPKINS, LAWRENCE—EA

WILKES, BOBBY J.—EA
WORTH, ARTHUR T.—EA

BEYVAR, LAVERNE F.—GL
BISKUP, THOMAS R.—GL
HENDERSON, WILLIAM R.—GL
MAY, MARGARET M.—GL
OTT, CARL G.—GL
RUCINSKI, EDWARD J.—GL
SCHROEDER, ERWIN H.—GL
SHELTON, THOMAS—GL
SMELKO, JOHN P.—GL
STEVENS, EDWARD M.—GL
THOMPSON, WALTER W.—GL
THORNTON, WAYNE C.—GL
TRIMBLE, BYRON R.—GL
TUTTWOHL, ELIZABETH J.—GL
ZELIGA, JOHN, JR.—GL

ENTWISLE, WILLIAM J., JR.—MA

LIGON, MARY E.—NE
LUCIER, LYLE N.—NE
OLSEN, GORDON M., JR.—NE
TIMBERLAKE, GORDON H.—NE
WARD, CHARLES—NE

ALEXANDER, FREDRICK T.—NM
ALLEN, ROBERT D.—NM

ANGWIN, WARREN L.—NM
BERNSTEIN, RONALD F.—NM
GABEL, DAROLD W.—NM
HOOPER, ALBERT P.—NM
LEE, WAKREN L.—NM
MCKEEHAN, JAMES E.—NM
ROUNDTREE, VERN O.—NM
STIEHL, WILLIAM J.—NM
LINGER, CHARLES F.—NM

ANDERSON, JAMES H.—SO
BAILEY, JASPER N.—SO
BAILEY, TASE E.—SO
BLACKBURN, ROBERT A.—SO
BRAY, BOBBY J.—SO
BUCKLEY, GENE L.—SO
DOLGHERTY, JOHN T.—SO
FOWLER, REX—SO
GUENSCH, CHARLES P.—SO
HAYARD, CALVIN W.—SO
LANING, BENJAMIN A., JR.—SO
MARSHOCK, ROBERT—SO
MATTHEWS, HORACE L.—SO
MONDS, WILLIE I.—SO
MORRIS, RAYMOND L.—SO
SPEARS, DEWEY R.—SO
STEPHENS, GEORGE H.—SO
THURMOND, JOHNNY B.—SO

BROOKS, THEO—SW
CLINKS ALES, MAY P.—SW
DANKS, RUSSELL—SW
MADDREN, HAROLD D., JR.—SW
MAJORS, DONALD L.—SW
MCCOY, CARROLL C.—SW
MITCHELL, GILBERT D.—SW
MOBLEY, FRANK O.—SW
POITTS, WILLIAM J.—SW
WILSON, JESSIE M.—SW

HARROLD, ROBERT C.—WA
TURNER, CLINE E.—WA

BURNSIDE, JAMES D.—WP
COBB, MARGARET L.—WP
DUMICK, JACK L.—WP
DODDS, WILLIAM E.—WP
GARMAN, HAROLD D.—WP
GRAY, BOB L.—WP
JOHNSTON, ADALE L.—WP
LOYE, ROBERT N.—WP
MABEE, BYRON W.—WP
MCPIHEE, JEAN E.—WP
PANOFI, RUBEN S.—WP
ROSA, RIMMO J.—WP
SEYBOLD, GEORGE R.—WP
SKIDMORE, DEAN R.—WP

FAAer Inputs Make a Difference

Supervisors Seek To Fine Tune Air Traffic Work Environment

“The Supcom program does make a difference,” stated Max Hall, outgoing national chairperson and an area supervisor from the Salt Lake City ARTCC. “Now, after three years, we know that, and we appreciate the support we are getting from headquarters.”

The National Air Traffic Supervisors Committee, composed of first- and second-level supervisors from the three options, met in early June in Washington to consider common issues, to brief and be briefed and to make recommendations to the Associate Administrator for Air Traffic.

The first order of business was to receive briefings on national plans and programs that will influence the Air Traffic supervisors' work environment. Among them were Area Control Facility (ACF), the sector suite, human relations, quality assurance, the Air Traffic Management Plan, automated flight services, the second-generation VORTAC monitor and the Supervisory Identification & Development Program.

In all, 56 items were discussed by the group. Among those that resulted in Supcom recommendations to the Air Traffic Service were:

- Eliminate the requirement for over-the-shoulder evaluations of controllers.

- Establish a special assistant position for Air Traffic Division managers that would coordinate and direct employee participation group activities, such as supcoms and human relations committees.

- Establish a meteorological officer position in each automated flight service station as it is commissioned.



- Return control of automated FSS software programming to the Air Traffic facility manager from Airway Facilities.

- Change the requirement so as to broadcast ATIS messages on clearance delivery and/or ground control frequencies only.

- Cancel the requirement to advise VFR aircraft when they are departing a TCA or TRSA.

- Develop a computer program to measure and predict earlier the loss of separation between aircraft in center airspace.

At the end of the week, the supervisors briefed Associate Administrator Raymond Van Vuren on these issues. These recommendations, along

with others, will be carefully reviewed and evaluated by Air Traffic management. Administrator Engen applauded Supcom's work and dedication toward system improvements in his speech to the 32 national representatives at a Supcom banquet. He also re-emphasized human relations, employee participation in agency work groups and the service role of FAA to the aviation community and air commerce. ■



Associate Administrator for Air Traffic Raymond Von Vuren (right) presents a plaque to outgoing chairperson Max Hall for his outstanding work.



Don Saballus, Great Lakes Region human relations specialist, talks on human relations and supervisor responsibilities.



Administrator Donald Engen (right) chats with new Supcom chairperson Wayne Reynolds at an evening banquet.



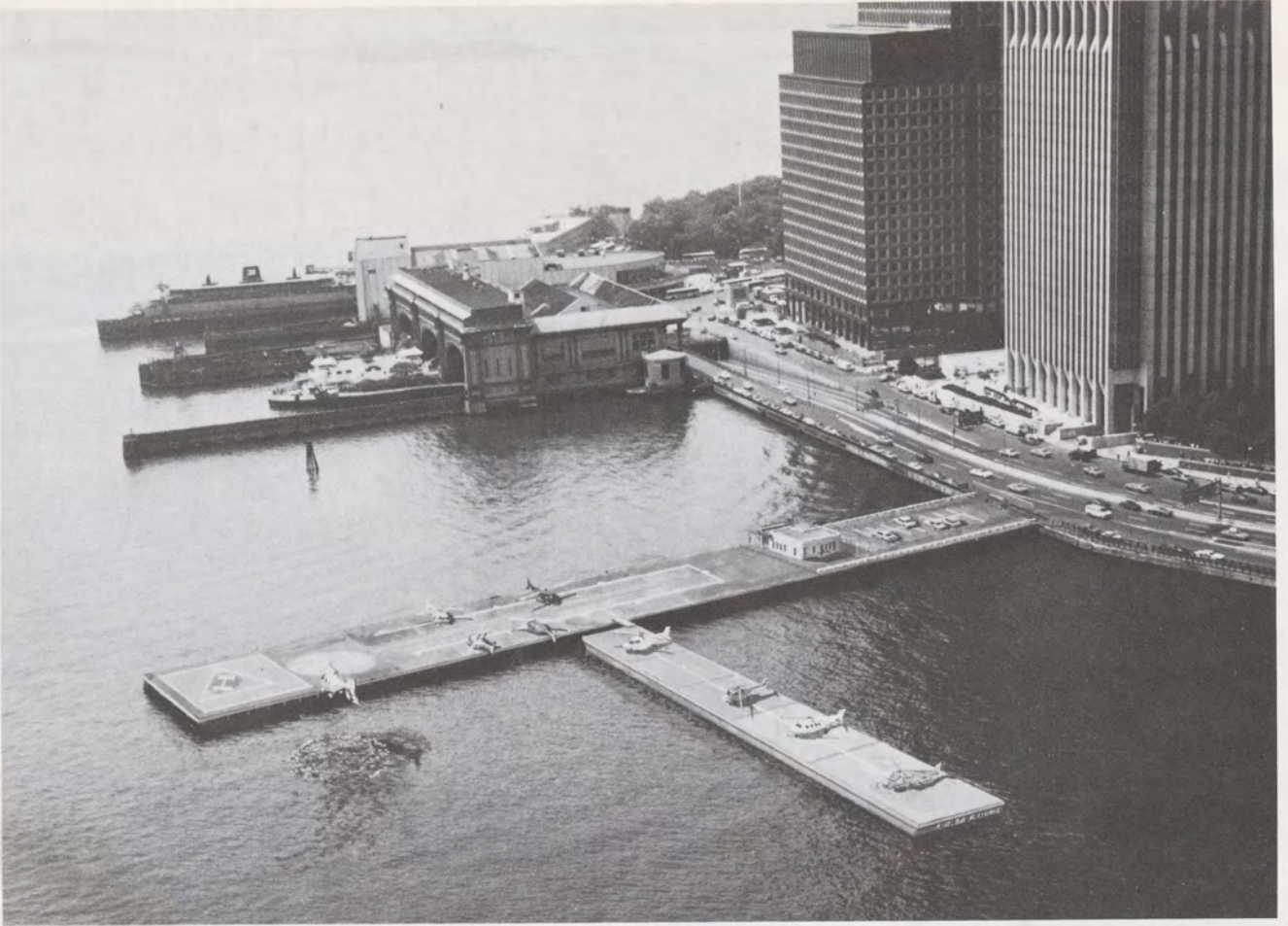
Stan Zylowski of the Miami, Fla., International Airport Tower discusses one of 56 issues raised at the meeting.



The week-long meeting wrapup was a briefing of the associate administrator on Supcom's recommendations. From the left are Vic Beatty, Albuquerque FSS; Ray Van Vuren; Wayne Reynolds; Warren Meehan, New York TRACON; and Stan Stoll, Las Vegas, Nev., FSS. In the rear are Lane Speck and Harry McIntyre, manager and assistant manager of the headquarters Air Traffic Resource Management Division.



The operational requirements of the automated Flight Service Station was the subject of a talk by Paul Rosenwald of the Air Traffic System Plans and Programs Division.



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