U.S. Department of Transportation
Federal Aviation Administration

FAA World

August 1989
Volume 19 Number 8

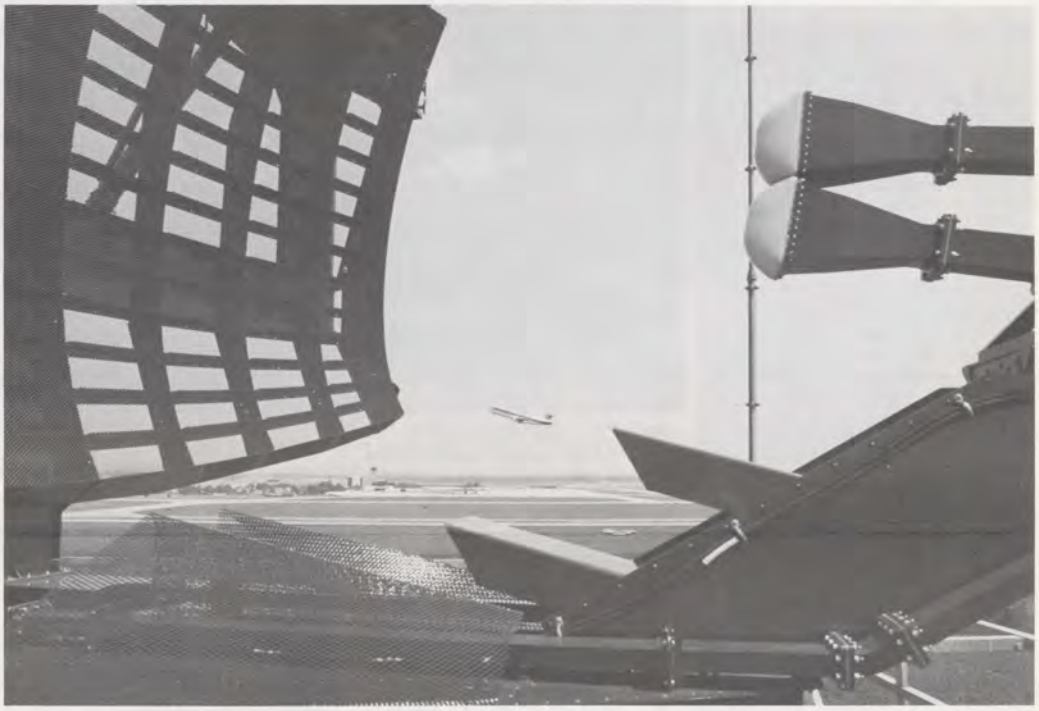
Busey Comes On Board

Talk about favorable omens: On the 11th day of the seventh month, the 11th FAA Administrator, James B. Busey IV, publicly took his oath of office from Transportation Secretary Samuel Skinner in a Washington ceremony.

The retired four-star Navy Admiral pledged to provide the kind of leadership that would keep FAA moving forward and ensure fair and equitable treatment of agency employees.

Skinner cited Busey's proven record of achievement over a 37-year Navy career and said, "I know from my conversations with him that he is dedicated not only to advancing aviation safety but also to motivating, promoting and understanding the people of FAA." ■

In This Issue



FIRST

ASR-9 Dedicated at Huntsville

By John G. Leyden

In a way, the bad weather for the dedication of the first field installation of the ASR–9 at the Huntsville, AL, airport was particularly appropriate.

After all, bad weather is a lot of what the ASR–9 is all about. One of its major selling points is its ability to present weather information directly on the controllers' radar displays without obscuring aircraft targets.

Nor did the rain that fell on the June 22 dedication dampen the enthusiasm of the participants who included FAA Administrator James B. Busey; Richard Linder, president of Westinghouse Electronic Systems Group; and FAA Southern Region Administrator Garland Castleberry. They simply moved indoors (Plan "B"), and the ceremony went off without a hitch.

The recently appointed Busey, who was representing FAA for the first time

(Continued on page 2)

A 25-year FAA veteran, Mr. Leyden is manager of the Public & Employee Communications Division, Office of Public Affairs.

FAA World
August 1989

Secretary of Transportation
Samuel K. Skinner
FAA Administrator
James B. Busey
Assistant Administrator—Public Affairs
Robert Buckhorn, acting
Manager—Public & Employee Communications Div.
John G. Leyden
Editor
Vacant
Art Director
Eleanor M. Maginnis

FAA WORLD is published monthly for the employees of the Department of Transportation/Federal Aviation Administration and is the official FAA employee publication. It is prepared by the Public and Employee Communications Division, Office of Public Affairs, FAA, 800 Independence Ave., S.W., Washington, D.C. 20591. Articles and photos for FAA WORLD should be submitted directly to regional FAA public affairs officers.

John Clabes—Aeronautical Center
Paul Steucke, Sr.—Alaskan Region
Robert Raynesford—Central Region
Kathleen B. Bergen—Eastern Region
Morton Edelstein—Great Lakes Region
Mike Ciccarelli—New England Region
Richard Meyer—Northwest Mountain Region
Jack Barker—Southern Region
Geraldine Cook—Southwest Region
Holly Baker, acting—Technical Center
Barbara Abels—Western-Pacific Region

FIRST ASR-9

continued from page 1

at a public function, called the ASR–9 "a quantum leap forward in radar capacity." He said it will mean "greater safety for everyone who flies."

"For the first time, our controllers will be able to see aircraft and weather conditions on the same radar scope, something that was impossible with the old radar," he added. "They'll be able to direct aircraft around dangerous weather with far greater precision than they can today."

He also took note of the "incredible accuracy" of the new radar. "It can detect and track small aircraft that often can't been seen on today's scopes," he continued. "And with two operating channels—one of which will be on standby ready to take over if the other fails—it will be a lot more reliable, too."

As a result, the Administrator concluded, "this radar will reduce the risk of midair collisions and weather-related accidents, and I think that's a bottom-line payoff that's well worth the investment."

Actually, the dedication of the ASR–9 at Huntsville recognized a fait accompli at the airport. The new radar has been operational since May 2, earning across-the-board praise from both controllers and technicians.

"The controllers are super pleased with it," said tower manager Lloyd Alley. "You get the weather and the radar data on two different channels. That lets you select the weather for the intensities you want to see. And yet you can still see the airplane inside the weather, and that's something we have not had in the past.

"Another thing about the radar is the lack of ground clutter," he added. "We don't have nearly as much clutter as there is on the older systems."

Moreover, he continued, the ASR–9 lets controllers see the targets better. He pointed out that the old radar (an ASR–7) gave controllers a small target for a small airplane and a large target for a large airplane.

Administrator Busey (second from right) exchanges congratulations with Richard A. Linder, president of Westinghouse Electronic Systems Group, at the dedication of the ASR–9 at Huntsville, AL. Looking on are Southern Region Administrator Garland Castleberry (far right) and Westinghouse official Milton F. Borkowski (far left).

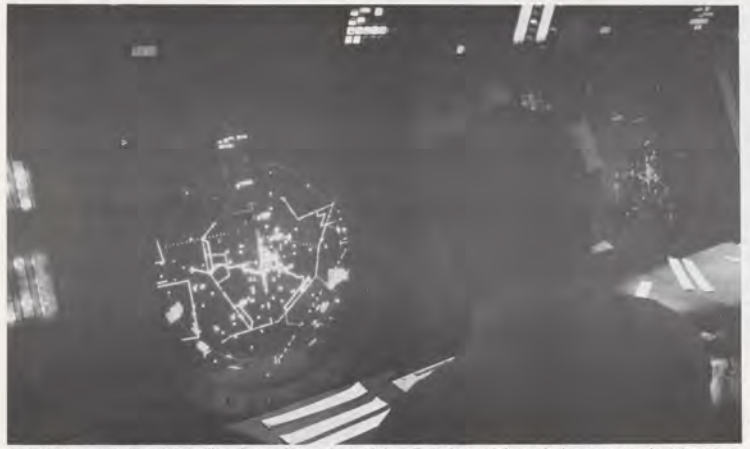
"For the first time, our controllers will be able to see aircraft and weather conditions on the same radar scope, something that was impossible with the old radar."

ASR–9 Delivery Schedule

1989
Huntsville
FAA Academy
Tech Center
OKC Test Facility
Newburgh-Stewart
Rio Grande Valley
Orlando
Salt Lake City
DC-Dulles
Pasco
Moses Lake
Los Angeles (2)
Sacramento-McClellan
Sacramento-Beale
Wichita
Tulsa
Charleston
Syracuse
Coventry
Raleigh
Rochester
Toledo
Baltimore
Charlotte

1990
Birmingham
Omaha-Offutt
Dallas-Addison
Ft. Lauderdale
Madison
Chicago-O'Hare
Chicago-Tenley
Atlanta
Pittsburgh
Oakland
San Jose-Moffett
Norfolk
Richmond
DC-National
Boston
Miami
Philadelphia
Indianapolis
Harrisburg
St. Louis
Denver
Cleveland
Seattle
Minneapolis
Dallas-Colleyville
Austin
Atlantic City
Phoenix
Houston-I'Continental
Houston-Hobby
DC-Andrews
Kansas City
Detroit
Sarasota
Portland
Columbus

1991
New Orleans
San Antonio
Long Beach
Santa Ana-El Toro
Buffalo
Daytona Beach
Tampa
Milwaukee
Newark
Dayton
Las Vegas
Nashville
Ontario
Louisville
Windsor Locks
Jacksonville
Hillsboro
OKC-Will Rogers
White Plains
Albuquerque
Greensboro
Knoxville
Burbank
New York-JFK
Des Moines
Montgomery-Maxwell
Albany
El Paso-Biggs
Lubbock-Reese
Shreveport
Tucson
Grand Rapids
Ft. Wayne
Islip
Covington
Asheville
Cedar Rapids
Memphis
Honolulu
San Diego-Miramar



The ASR–9 gives controllers at Huntsville a clearer, sharper picture of air traffic in the terminal area. It also presents weather information in a format that does not interfere with the traffic presentation. Approximately 100 airports will be getting this equipment in the next two and one-half years.

Despite the bad weather, there were smiles all around at the Huntsville ASR–9 dedication. Here Administrator Busey (second from right) shares some observations on the new equipment with (left to right) Eugene B. Conrad, executive director of the local airport authority, Richard A. Linder, president of Westinghouse Electronic Systems and Lloyd Alley, Huntsville tower manager.

"On the ASR–9, if it paints, it's going to paint the same size target for a small aircraft as it does for a large aircraft," he said. "I have some gliders that fly here that are all fiberglass. Before, I think all we painted was the gold in the pilots' teeth. I have purposefully followed some of them with the new radar, and detection has improved considerably for this kind of aircraft."

Joe Davis, the Airway Facilities Field Office manager, agrees that the ASR–9 is a "hot radar" and added: "It does things our old radars could not do... So we naturally feel like we are doing a better job of providing service to the flying public."

In time, Davis also sees the radar reducing the technicians' workload because of such features as solid state construction, integrated circuitry and remote maintenance monitoring.

"We're positive on it," he said. "But, once again, anytime you bring a new system in—from a maintenance point of view—you tend to babysit it for awhile... And, of course, we're still in the learning stage on it, you know. It takes a long time for everyone to get settled in with a new system, especially a major complex system like this one."

FAA awarded the ASR–9 contract to Westinghouse in September 1983, calling for delivery of 109 systems. Valued at over $400 million, it was the largest radar contract in FAA's history.

Of the 109 radar systems, seven will be delivered to military facilities, two will go to the Aeronautical Center and one to the Technical Center. The remainder—with the exception of one mobile unit—will go to civil or joint-use airports. Every major airport in the country will receive an ASR–9.

Huntsville was picked as the site for installation of the first system because of the range of severe weather that characterizes that area of the country. Another important consideration was the surrounding terrain, which offered a good test of the radar's ability to detect small, low-flying aircraft over ground clutter. The equipment was delivered in December 1987 to begin an extended period of test and evaluation.

With the Huntsville ASR–9 now up and running, deliveries to other locations are proceeding at a rate of three a month. That schedule will put all units on site in early 1992. Most units are expected to be operational three months after delivery.

Another 56 airports also will benefit indirectly from the ASR–9 program as a result of an associated "leap frog" effort. These sites will get the "previously owned" ASR–7s and ASR–8s from the new ASR–9 airports and use them to replace ASR–4s and ASR–5s that are nearing the end of their useful lives.

Clearly, then, the ASR–9 commissioning/dedication at Huntsville was a major milestone in the implementation of FAA's National Airspace System (NAS) Plan. Moreover, since it is designed for 20 years of continuous service, it will remain a major NAS component well into the next century.

As Administrator Busey emphasized in his dedication speech, the ASR–9 "marks a major advance in the FAA's multi-faceted effort to ensure that America continues to enjoy the world's safest, most efficient air transport system." ■

Photos by Westinghouse

From Our Readers

Aircraft Certification Offices. Some of our readers point out that the June issue of *FAA World* left the wrong impression about the status of Aircraft Certification Offices. A map in the center of the issue pinpointed the location of numerous FAA field offices including Flight Standards District Offices and Aircraft Certification Offices. However, the map's headline—"Flight Standards Field Offices"—gave a mistaken impression. Flight Standards and Aircraft Certification are two separate services, although both come under the jurisdiction of the Associate Administrator for Regulation and Certification.

Civilian Pilot Training Program. A photograph on page 5 showed Army Maj. Richard Bong, one of the notable graduates of the Civilian Pilot Training Program. Bong was responsible for downing 40 Japanese aircraft in World War II. Another famous CPTP graduate was Governor Joe Foss. Foss was Governor of South Dakota.

William B. Hartsfield International Airport in Atlanta, GA.

O'Hare International Airport, Chicago, IL.

Lambert-St. Louis International Airport, St. Louis, MO.

An Airport by any Other Name...

By Kristy Wooley

Everyone knows how New York's John F. Kennedy International Airport got its name. And the nationally known former New York mayor Fiorello LaGuardia not only left his name on the other New York airport but was even the subject of a highly successful Broadway musical.

Still, the names attached to most major airfields are a source of mystery to the average air traveler. However, if the name is unfamiliar, a good rule of thumb is that it probably derives from a local military hero or a political figure—perhaps one who had a role in the airport's development.

FAA has no direct involvement in naming airports because these facilities generally are locally owned and operated. The agency does assign the three-letter identifiers used by airports—DCA for Washington National, ORD for Chicago O'Hare, etc.—but that's another story.

Darlene Hickox of FAA's Office of Airport Standards says "the only criteria we have for naming an airport is that we recommend that they not call it 'international,' unless they do provide customs service."

Moreover, changing an airport's name can prove expensive if the airport operators also want to change the airport identifier because that affects everything from published airline schedules to baggage tags.

That's why when changes are made they are usually minor, Hickox says. "Most of the time it's to tag a person's name to the airport name in honor of his contributions to aviation."

Chicago's O'Hare International Airport is an example of a case where the name changed but not the "ORD" identifier. That's a holdover from the days when O'Hare was known as Orchard Field.

The airport was named for Navy Commander Edward H. (Butch) O'Hare, who shot down five Japanese aircraft in one engagement and was the first American in World War II to be awarded the Medal of Honor. Asked why a Chicago airport was named for the St. Louis-born O'Hare, Cynthia Bell-Jones, former public relations director for Chicago's Department of Aviation, said: "We're big on heroes in Chicago."

The man whose name is attached to J.M. Cox-Dayton International Airport was a former governor of Ohio, unsuccessful presidential candidate in 1920, and the scion of a prominent Dayton family that still owns the *Dayton Daily News* as well as the Cox newspaper chain.

According to Sharon Caudill, marketing and public relations manager for the Dayton Department of Aviation, Cox played an important role in "saving" the airport some 50 years ago.

"In 1936, the bank repossessed the airport from its previous owner," she said. "It was Governor Cox who raised $65,000 to buy it back for the city." Today the airport is owned and operated by the Dayton City Commission.

Washington's Dulles International Airport bears the name of John Foster Dulles, who was Dwight Eisenhower's globe-trotting Secretary of State. Dulles died in May 1959, when the airport was under construction, and President Eisenhower decided it would be a fitting memorial to a man who logged more hours in the air than any of his predecessors at State. Eisenhower signed an executive order to that effect on July 15, 1959.

The airport's name has caused some problems, however, because of its similarity to Dallas, so it's now referred to as Washington Dulles. Also, its DIA identifier was frequently confused with National's DCA so that was subsequently changed to IDA.

Boston's Logan International Airport honors another military man—Lt. General Edward Lawrence Logan. But unlike Butch O'Hare who performed a spectacular deed of heroism in the early days of WWII, Logan was chosen because of his "meritorious" record of achievement during his entire military career.

Another airport that memorializes a person's career is Theodore F. Green State Airport in Providence, RI. Senator Green's tenure in the U.S. Senate was one of the longest on record (1936–61), and he also holds the distinction of being the oldest man to sit in that august body, remaining on the job until the age of 98. The airport was given his name "in special recognition for his support of aviation at the state and national level," according to officials at the airport.

Lambert-St. Louis International Airport is the namesake of Major Albert Lambert, a local businessman, who bought the land in 1919 for $68,000, cleared it at his own expense and eight years later, leased it to the city for $1. He eventually sold the airport to the city for $15.

Atlanta's William B. Hartsfield International Airport is named for the man who was the city's mayor from the late 1930's until 1960. The airport, which is centered on the site of an old racetrack, is indeed his monument.

"In the early days he pushed the city of Atlanta to operate an airfield," says John Braden, director of marketing and public relations for the Airport Commissioner's Office in Atlanta. "It was always his favorite thing to do. He made sure we got our share.

"When the airmail routes were in the planning stage," Braden continued, "he found out that they were going through Birmingham. He went to Washington, and when he came back the routes were going through Atlanta. He was actively involved in all phases of the airport."

No sponsor has ever chosen to name his airport for an FAA employee, as far as FAA historian Nick Komons can determine. However, there is a partial exception to this in John L. Baker Field in O'Neill, NE. Baker, who is now president of the Aircraft Owners and Pilots Association, was FAA's Assistant Administrator for General Aviation from 1970 to 1973.

The city of O'Neill honored its former resident by renaming the airport for him in 1987. We would like to think his FAA service had something to do with it. ■

A journalism major at the University of Maryland, Miss Wooley is a summer intern in the FAA Public Affairs Office in Washington, DC.

FAA Aids Japanese Seat Tests

By James Johnson

The acceleration test sled came to an instant, arm-flailing stop, throwing the occupants of the airliner seats into their lap restraint belts with a force 16 times that of gravity.

Then the test dummies lay doubled over against the seatbelts as if knocked breathless by the violent stop. The Japanese-made airliner seats had undergone a successful test in the biodynamics laboratories of FAA's Civil Aeromedical Institute (CAMI) at the Mike Monroney Aeronautical Center in Oklahoma City. The test determined how well the seats could withstand a crash.

Three airline seat experts from Japan were the first to examine the seats after the experiment, paying particular attention to the underpinnings in the slotted rails set into the 747 floor, which was mounted on the test sled.

For this test, the floor was turned to the right and tilted so the bank of seats was higher on the left. Aircraft accidents don't always happen while things are tidy, plumb and level.

The Japanese are the latest foreign group to use the specialized aircraft test equipment at CAMI.

Van Gowdy, supervisor of the biodynamics laboratory, said that about 20 percent of the tests in the past year have been performed for foreign nationals. "We've also had the Germans, Italians and French, and this is the first time for the Japanese," he said. "We've had the English in the past."

The FAA doesn't charge foreign governments or firms for the use of the laboratory, he said. "This is a cooperative effort. The FAA has an obligation to monitor advances in technology. And then, too, Americans will be flying in these seats sometimes."

FAA test facilities in Oklahoma City are attractive to the Japanese, whose own seat test laboratories are directed more toward automotive seats, he said.

Shigeru Kiguchi, of the Koito Industries Ltd. seat design section in Yokohoma, said the fact that the FAA will be certifying the seats also was considered when the Oklahoma City tests were planned.

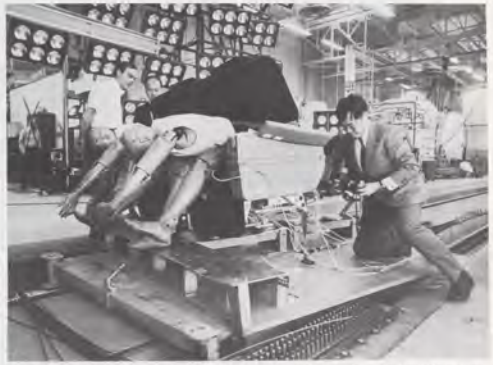
Kiguchi, Katsuhiko Shimada, manager of the Koito Industries seat design section, and Yoshihisa Shimizu, manager of the Japan Air Lines engineering development department in Tokyo, brought both economy class seats and the latest in luxury airliner seats for testing.

FAA laboratory technicians were fascinated with an experimental, comfortably wide seat designed for first-class ticket holders. Electric motors raise the footrest at the touch of a button and also can adjust the head and neck rest for sitting upright or reclining in sleep.

"The main thing," Gowdy said, "is for everyone to meet the new 16-G rule, one in which the airliner seat must be designed to withstand that much force in an accident. This has been a very busy year for this type of work."

You might note, he said, that a fighter pilot punches out of a disabled plane at 16 Gs. But the sled test can be put in more understandable perspective—"The sled moves at 30 mph and comes to a stop in two-tenths of a second over a space of four feet," Gowdy said. "It's like a car hitting a wall at 30 mph." ■

A staff writer for The Daily Oklahoman, *Mr. Johnson's stories about the Mike Monroney Aeronautical Center have appeared in* FAA World *a number of times.*



Van Gowdy (left), supervisor of CAMI's Biodynamics Section, explains the facility's testing procedure to Katsuhiko Shimada of Koito Industries, as Yoshihisa Shimizu of Japan Air Lines makes photographs during airliner seat testing. Photo by Steve Sisney

Copyright 1989, The Oklahoma Publishing Company, from the April 2, 1989, issue of The Sunday Oklahoman.

Washington-Dulles International Airport, Leesburg, VA.

The Future Was *Now* for Controllers

Getting Ready for the High-Tech Revolution

Bob "Rocky" Lane stepped into the future and liked what he saw.

"I was thoroughly impressed. It's a neat system," says the controller from the Houston enroute center.

Rocky was one of more than 180 controllers from across the nation who toured and practiced on a true-to-life mock-up of what the 20 enroute centers will look like in the next decade when the initial sector suite system of the Advanced Automation System (AAS) begins to go on line.

Special teams of controllers have been looking at the design of sector suites with their multi-colored monitors for several years, but this event was different. It was the first time all nine controller teams, plus an Airway Facilities team, involved in evaluating the numerous components of AAS have been in the same place at the same time.

Air Traffic officials called it "Teamfest '89" and said it was so successful that plans are in the works for a similar event next year.

Teamfest's highlight was the future enroute center mock-up, but also included nine days of meetings, seminars and demonstrations earlier this year.

It all happened in a suburb of the nation's capital near IBM Systems Integration Division's offices. IBM is the main contractor for the AAS.

Terry Bass, who coordinated Teamfest activities, said, "The enthusiasm of the team members was rewarding for those of us in Air Traffic. The AAS program office and IBM made Teamfest such a success. The tour of the initial sector suite system (ISSS) was the first opportunity for many to view the ISSS and use the common consoles. Our thanks to all the facilities who released their employees for Teamfest."

Bass is an air traffic control specialist assigned to Headquarters ATR-150. He is chairman of the sector suite requirements validation team. ATR-150 is responsible for air traffic requirements for the AAS and has eight other teams involved in its acquisition.

Four of the high-tech consoles were in operation with a program that generated air traffic, simulated aircraft conflicts and weather to give controllers an actual feel of what their jobs will be like in the next decade.

Glued to their screens, FAAers get a close look at the high-tech air traffic monitors of the future.

One of Teamfest's main goals is to improve the final product. In fact, many changes have also been made to the sector suite design—from modifying the keyboard design to moving the location of speakers on the console.

Controllers were joined by FAA engineers who also took a real-life tour through the mock-up.

An 11-minute video of the sector suite prototype and how it will work is being produced by FAA so other controllers nationwide will get their own look at the future.

The 20-by-20 inch controller screens will show data that is updated continuously—everything from aircraft position, speed, altitude and identification to electronic display of flight data to weather graphics.

The Tech Center in Atlantic City is scheduled to receive the initial sector suite system in early 1991. The Seattle enroute center is slated to have the sector suites installed in the summer of 1992 and to have the new equipment totally operational in January 1994. By fall 1995, sector suites should be up and running at all 20 centers. ■

Multi-colored monitors feed controllers continuously updated data—everything from aircraft position, speed, altitude and identification to electronic display of flight data and weather graphics.

'Teamfest '89' attracted more than 180 FAAers from across the country to several days of working sessions and a chance to see true-to-life demonstrations of the Advanced Automation System.

Help Is Just a Phone Call Away

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.

They said it wouldn't last—a flash in the pan. But five years later the Administrator's Hotline is going strong and continues to ease work-related hassles for FAAers across the nation.

While most employees try to resolve work problems before calling the Hotline, others need a little clout to rectify a wrong. It definitely helps when members of the employee advocate team, Joe Stevens, Mary Couch and Valerie Veney identify themselves as part of the Administrator's staff.

Since August 6, 1984, when Stevens and volunteers began answering phones, the service has fielded 7,000 calls—most promptly resolved by making additional phone calls. Other problems take more research, but the Hotline promises an answer in writing within 14 days.

Here's how the Administrator's Hotline works. When a call comes in, the caller is interviewed, and the inquiry is classified. In some cases the facts given by the caller are investigated before being entered into the response system to protect employees from unfounded allegations.

After these determinations, the Hotline staff routes the inquiry for the quickest response. The staff determines if the question should be answered or the problem should be resolved at Headquarters. If a regional office can handle the concern better, it is routed by electronic mail across the country.

All responses are reviewed and signed by a division manager or higher in the regions or office director or higher at Headquarters before they are sent to the caller, usually through the person's supervisor. This is done to keep managers "in the loop." FAA Administrators have signed many of the letters to callers.

All calls do not come from active employees—annuitants call for help when caught up in bureaucratic red tape. "Some of the horror stories about retirees waiting close to a year to receive their first annuity check are true," Stevens says. "And then there are the survivors of deceased FAA employees who ask for help in obtaining benefits."

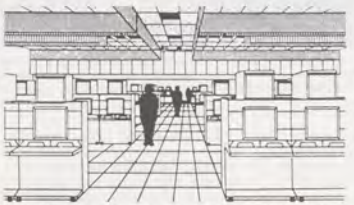
The attitude of the Hotline staff as they work just as hard for annuitants is, "Once a member of the FAA family, always a member."

Hotline staff members often receive calls from regional administrators; congressional offices; lawyers representing employees (these being promptly referred to FAA's legal counsel); and relatives of employees.

But the Hotline's responsiveness doesn't stop there. The Administrator and Deputy Administrator's offices routinely receive detailed reports on the Hotline to help pinpoint possible trouble spots or trends. ■

Five years of solving employee problems are crammed into file cabinets at the Hotline office at Washington Headquarters. The Hotline makes sure a written response gets to the employee within 14 days, but many problems are corrected quickly by a few phone calls. Left to right: Joe Stevens, Mary Couch and Valerie Veney.

Associate Administrator for Air Traffic William Pollard (seated, center) gets a hands-on demonstration of the electronic sector suite from Terry Bass. Bass heads up the sector suite evaluation team.



In the 1990s, the 20 enroute centers will begin to look like this artist's conception.

Milestones of 1989
—The Second Quarter

April

The major focus in April was on aviation security. On April 3, Secretary Skinner announced a series of FAA initiatives designed to enhance security further at airports served by U.S. carriers. These included increases in FAA security staffing, improvements in the agency's Security Bulletin System, and a departmental commitment to requiring explosives detection systems at major international airports. Later in the month, the Secretary traveled to Europe to discuss aviation security enhancements with transportation officials in half a dozen countries.

The agency also announced a new get tough policy with pilots who falsified applications for medical certificates by not reporting DWI or other traffic convictions as required. Approximately 1,000 pilots identified through computer matches have been targeted for enforcement action.

In other significant developments, the first FAA-funded Microwave Landing System (MLS) at an operational airport was commissioned at Lebanon, NH; the proposed sale of Eastern Air Lines to Peter Ueberroth collapsed; and the National Air Traffic Controllers Association (NATCA) announced that 83 percent of its voting members had approved a new labor agreement with FAA.

A historic moment in labor-management relations as Acting Administrator Robert Whittington signs a new three-year agreement with the National Air Traffic Controllers Association. Looking on is NATCA President Steve Bell.

May

May began with a historic event—the May 1 signing of the FAA–NATCA contract. It's the first labor agreement covering air traffic controllers since the 1981 strike.

On May 2, the National Airspace System Plan took another giant step forward with the commissioning of the first of a new generation of airport surveillance radars, known as the ASR–9. FAA has 100 of these on order for delivery over the next three years.

The question of what caused the April 1988 Aloha accident in which a high-time Boeing 737 lost 18 feet of fuselage was answered May 23 when the National Transportation Safety Board cited the airline for poor maintenance practices but also criticized FAA for lack of oversight. Meanwhile, FAA acted to prevent any recurrence of an Aloha-type accident by proposing airworthiness directives that would mandate major modifications to older Boeing 727s, 737s and 747s. They are the first in a series of ADs designed to ensure the continued airworthiness of older aircraft.

In other regulatory action, the agency issued a proposed rule that would link DWI convictions with issuances and retention of pilots licenses. It also denied a petition from a group of pilots for special exemptions from the age 60 mandatory retirement rule but promised to restudy the issue.

A key component in the Microwave Landing System (MLS) dedicated at Lebanon, NH, on April 6 is the "elevation station," which keeps pilots on the proper glide path to the runway.

Controllers at Chicago's O'Hare International Airport are among those participating in a pay incentive program designed to fill the rosters at hard-to-staff facilities and offices.

On the aviation security front, the agency directed U.S. airlines serving Europe and the Mideast to implement stringent pre-boarding checks for explosives that might be hidden in portable electronic devices. The action was yet another response to the in-flight bombing that brought down Pan American Flight 103 in December 1988. In that case, the bomb was hidden in a radio/tape recorder.

FAA also implemented a pay demonstration program on June 18 at 11 designated hard-to-staff facilities and offices in the New York, Chicago, Los Angeles and Oakland areas. In an effort to achieve full staffing, FAA will give employees at these locations an additional allowance of up to 20 percent of their base pay.

At the end of the month, Secretary Skinner, Administrator-designate Busey and other top-ranking DOT/FAA officials broke ground for the new Gen. Thomas E. Stafford NAS Training Center at the FAA Academy in Oklahoma City. ■

June

Admiral Busey moved closer to taking over as FAA Administrator in June winning Senate confirmation on the 23rd. The vote followed a quick and cordial confirmation hearing before the Senate Commerce Committee on the 12th.

The First Step Is the Hardest

By Dorothy Hartigan

So somebody wanted to know what it's like for the first-time skydiver! Well, here's one little trooper's story. . .

Today is the day: Jump day, and I have made up my mind to go ahead and do it!

I file into a classroom at a jump school at Pepperell Airport (MA) with my husband and twelve other folks for a briefing. My husband, Coleman, is a controller at Boston's Logan Airport, and we are in this thing together.

We spend the first part of the morning discussing all the things that could go wrong when hurling oneself out of an airplane. This is where the straight thinkers take their leave. The rest of us stay on and discuss the equipment, general procedures and some "what to do if's. . ." We take a test at the end, and everyone passes with flying colors (excuse the pun).

Next we move to the hangar and get our jumpsuits. (Mine was meant for somebody six feet tall.) Then, we head out to the mock aircraft that's been set up on the field for some hands-on practice.

I spend some time hanging around in a harness like the one I will use for the jump and practice arching my body and counting out loud. (Believe me, hanging in a harness is about as comfy as straddling a two-by-four.) We also practice locating and pulling the "red reserve handle" on the harness to prepare us for the possibility that the main chute might fail. (I make sure I have this procedure down pat.)

The parachutes of today are large, rectangular devices that are steerable and virtually stoppable. They afford jumpers the opportunity to touch down smoothly—much different from the drop and roll landings of the past. But parachute landing falls (PLF's) are still practiced, as the reserve chutes for the most part still are the traditional round kind and require the use of a PLF. So, we practice and practice—jumping off a four-foot platform and rolling around on the ground. When all of us are uniformly black and blue, we are deemed ready for the "Big Jump."

"We're herded back to the hangar again, where we receive a helmet, altimeter, and a radio guaranteed not to work when you need it. Then the instructors strap 35 pounds of parachutes onto our backs. We are now ready to board the aircraft.

On first glance, it appears to be your average C172 without the seats. Upon closer inspection, I notice some rust and a few rivets that look loose and imagine the worst. To top it off, I'm climbing into this soup can with my husband and three other guys who are at least 6 feet tall and 200 pounds each.

I pat my parachute like the back of an old friend. I'm first in which means—thank goodness!—I'll be last out. There are countless attempts to hand prop the aircraft and, then, the engine coughs and sputters to life.

As we taxi, I look at all of us, pondering our reasons for doing this. Briefly I consider hurling myself out the door while we are still on the ground. My thoughts are suddenly interrupted by the roar of the engine as we leave the runway and climb (barely) above the trees at the end of the 1,800-foot runway.

A down-to-earth Dorothy Hartigan on the job at the Bedford, MA, Airport control tower.

I watch out the window as the first guy jumps, somehow comforted by the fact that I really don't know him that well. There's still a slight chance this really isn't happening.

When it's my husband's turn, we look at each other for a second, and he's gone—falling into a mass of color as his chute opens around him. I watch him float until my jumpmaster gets my attention.

"Ready?" he asks. "Yes," I lie.

"Feet in the door," he says. I put my feet out and think my sneakers are going to blow off.

"Climb out," he says. I climb out onto the step, holding on for dear life to the wing strut, feeling like a leaf in a hurricane.

"Go!" he yells.

I arch my body and let go and watch the aircraft disappear above me. I reflect briefly on what a jerk I am for going through with this. Then I feel my body tugged and jerked around and look up to see billowing yards of red, white, and blue nylon—forming the most perfect parachute I have ever seen. It quickly becomes my closest friend and, right at this moment, I am actually in love with it. I look down and realize what this skydiving is all about:

My feet stand on 2,000 feet of air, and I kick them to make sure they're mine. There is no sound except the wind, and I let out a yell just to hear how it sounds so far above the earth. I can see for an infinite number of miles, and I ride on a cushion of air, turning right and left, suspended in a state of euphoria.

Before I know it, the ground is coming up, fast! I go through my mental landing checklist and flare and touch down in the grass, glad to be on the ground and yet sorry the ride is already over. As I walk back to the group of friends who are watching, I realize I could have been just a spectator today. But I wasn't. I had just done something I've always wanted to do but never dreamed I would. I couldn't wipe the smile off my face.

I know, I know, it's the old question: "Why jump out of a perfectly good airplane?" That I can't put into words, try as I might. You'll have to find out for yourself! ■

Dorothy Hartigan has been a controller at the Bedford, MA, Airport control tower. Her previous writing has been aimed at children's audiences.

People

Aeronautical Center

■ **Barbara E. Bennett,** supervisor, Cashier Control Section, Aircraft Registration Branch, Airmen and Aircraft Registry Div.

■ **Jimmie D. Biggs,** section supervisor, Contracting Branch, Procurement Div., promotion made permanent.

■ **Harry R. Colfax, Jr.,** manager, Logistics and Inventory System Program Staff, FAA Depot.

■ **James G. Duea,** asst. manager, Flight Procedures and Inspection Div.

■ **Larry C. Gautsman,** supervisor, Inventory Systems Section, Logistics and Inventory System Program Staff, FAA Depot.

■ **Ricki E. Gracia,** unit supervisor, Receipt and Packing Section, Storage and Transportation Branch, FAA Depot, promotion made permanent.

■ **Wilburn K. Heflin,** unit supervisor, Electronic Production Section, Engineering and Production Branch, FAA Depot, promotion made permanent.

■ **Freddie R. Laird,** manager, Fleet Management Branch, Aircraft and Fiscal Programs Div.

■ **Durwood K. Schnell,** unit supervisor, Air Carrier Operations Section, Aviation Standards Branch, FAA Academy, promotion made permanent.

■ **Willie H. Sydnor,** unit supervisor, Electronic Production Section, Engineering and Production Branch, FAA Depot.

■ **Dennis P. Ware,** unit supervisor, Airworthiness Section, Aviation Standards Branch, FAA Academy, promotion made permanent.

Alaskan Region

■ **Robert E. Fairchild,** unit supervisor, Kenai SFO, South Alaska AFS.

■ **Ray E. Marley,** asst. manager, Airway Facilities Div., from North Alaska AFS, Fairbanks.

■ **Warner J. Rhodes,** manager, Investigations and Internal Security Branch, Civil Aviation Security Div.

Central Region

■ **James L. Besel,** supervisor, Maintenance Engineering Environmental Section, Maintenance Engineering Branch, Airway Facilities Div.

■ **Jon W. Croft,** asst. manager, programs, Des Moines, IA, ATCT.

■ **Raymond L. Fox,** manager, Olathe, KS, AFS, from Airway Facilities Div.

■ **Donald F. Hensley,** manager, Kansas City, MO, International ATCT, from Quality Assurance Staff.

■ **William L. Hoppe,** area supervisor, Sioux City, IA, ATCT, from Lincoln, NE, ATCT.

■ **Warren H. Livingston,** supervisor, Cost and Property Accounting Section, Financial and Cost Accounting Branch, Accounting Div.

■ **Mary Z. McBurney,** area supervisor, Olathe, KS, ARTCC.

■ **Galen J. Payne,** area supervisor, Olathe, KS, ARTCC, promotion made permanent.

■ **Harold D. Scott,** unit supervisor, Regional Operations Center, promotion made permanent.

■ **David L. Stock,** area supervisor, Columbia, MO, ATCT.

■ **Utah Watkins, Jr.,** area supervisor, Olathe, KS, ARTCC, from FAA Academy.

Eastern Region

■ **Harry V. Bergmann,** area supervisor, Dulles ATCT, Leesburg, from New York TRACON.

■ **Heather J. Bibbow,** area supervisor, Washington ARTCC, Leesburg, VA, from Air Traffic Division.

■ **Jeffrey J. Brooks,** area supervisor, LaGuardia ATCT, Queens, from New York TRACON.

■ **Thomas M. Cassidy,** area manager, Washington ARTCC, Leesburg, VA.

■ **Richard E. Coughlin,** asst. manager, programs, Millville, NJ, AFSS, promotion made permanent.

■ **Melvin L. Danner,** unit supervisor, Washington AFS #34, Leesburg, VA, promotion made permanent.

■ **Roy Downs,** unit supervisor, Richmond FSDO, Sandston, VA.

■ **Martin N. Finkelstein,** asst. manager, Accounting Division.

■ **Martin J. Ingram,** section supervisor, Safety Analysis and Management Branch, Flight Standards Div., promotion made permanent.

■ **Kenneth L. Johnson,** manager, Buffalo, NY, FSS.

■ **Stuart R. Jones,** area supervisor, New York ARTCC, Islip.

■ **Michael W. Kiser,** area supervisor, Norfolk, VA, ATCT, promotion made permanent.

■ **Michael J. Kolysko,** asst. manager for technical support, Empire AFS, Syracuse, NY, promotion made permanent.

■ **Daniel E. Kremnitzer,** area supervisor, Leesburg AFSS, promotion made permanent.

■ **Edward J. Kucharski,** area supervisor, Elmira, NY, ATCT, from Buffalo ATCT.

■ **Tonjia L. Lambert,** area supervisor, Morgantown, WV, FSS.

■ **Edward G. Manges,** manager, DuBois, PA, AFSFO, Pittsburgh AFS, from Allegheny AFSFO.

■ **Kenneth B. Mans,** area supervisor, Harrisburg ATCT, from Newark, NJ, ATCT.

■ **Reece H. Mitchell, Jr.,** unit supervisor, Richmond FSDO, Sandston, VA.

■ **John A. Moeller,** area supervisor, Lancaster, PA, ATCT, promotion made permanent.

■ **Robert C. Mosca,** principal maintenance inspector, New York FSDO, Valley Stream, NY.

■ **Peter Pellicani,** area supervisor, New York TRACON, Garden City, NY, promotion made permanent.

■ **Ernest T. Vargas,** unit supervisor, LaGuardia AFSFO, Metro NY AFS, promotion made permanent.

■ **Mary L. Wolf,** area supervisor, Williamsport, PA, AFSS, from Salisbury, MD, FSS.

Great Lakes Region

■ **Wayne H. Anderson,** asst. manager, Indianapolis, IN, ATCT.

■ **David M. Boone,** area supervisor, ZID ARTCC, Indianapolis, IN.

■ **Howard A. Brady,** unit supervisor, Minneapolis-St. Paul Air Carrier District Office (ACDO), from Frankfurt, Germany.

■ **James A. Bryan,** unit supervisor, Installation Field Group, Installation Section, Establishment Engineering Branch, Airway Facilities Div.

■ **Craig E. Buma,** area supervisor, ZID ARTCC, Indianapolis, IN.

■ **Ronald D. Crabill,** asst. manager, Grand Rapids, MI, ATCT, from Headquarters Air Traffic Operations Service.

■ **Patrick Dempsey,** asst. manager, Mitchell Field ATCT, Milwaukee, WI, from Air Traffic Division.

■ **David D. Dougherty,** area supervisor, Peoria, IL, ATCT from Chicago O'Hare ATCT.

■ **Kenneth E. Legan,** area supervisor, Chicago ZAU ARTCC, promotion made permanent.

■ **Dennis L. Reading,** supervisory security specialist, Minneapolis, MN, Civil Aviation Security Field Office (CASFO), promotion made permanent.

■ **Ella R. Roberts,** area supervisor, Cleveland, OH, AFSS, promotion made permanent.

■ **Peter H. Salmon,** asst. manager, plans & procedures, Chicago O'Hare ATCT, from Air Traffic Div.

■ **Larry J. Schneider,** area supervisor, Indianapolis, IN, ATCT, from Fort Wayne, IN ATCT.

■ **David A. Senechal,** area supervisor, Capital Airport, Springfield, IL, ATCT, from Bismarck, ND, ATCT.

■ **Paul A. Stendahl,** Central Computer Complex supervisor, ZMP AFS, Farmington, MN.

■ **Stephen J. Walsh,** manager, St. Louis Regional Airport ATCT, East Alton, IL, from Minneapolis, MN, Wold Chamberlain ATCT.

■ **Steven H. Woolheater,** asst. sector manager, Illinois AFS, Springfield, IL, from Wisconsin AFS.

New England Region

■ **Bonny L. Arbuckle,** area supervisor, Manchester, NH, ATCT, from Boston ARTCC.

■ **Michael C. Foley,** asst. manager, traffic management, Boston ARTCC, Nashua, NH.

■ **John R. Foster,** asst. manager, military operations/plans and program, Boston ARTCC, Nashua, NH.

■ **Mark C. Fulmer,** chief, Engine and Propeller Standards Staff, Aircraft Certification Div., promotion made permanent.

■ **John J. Gilliland, Jr.,** unit supervisor, AFS 810, Bangor, ME.

■ **Layne Labaume,** area supervisor, Boston ARTCC, Nashua, NH, promotion made permanent.

■ **Eugene Lamos,** area supervisor, Manchester, NH, ATCT, promotion made permanent.

■ **Arthur E. Lustenberger, Jr.,** area supervisor, Westfield, MA, ATCT, promotion made permanent.

■ **Joseph F. Mauser,** asst. manager, plans and procedures, Logan ATCT, Boston.

■ **Barry E. Morgan,** area supervisor, Groton, CT, ATCT, from Providence ATCT.

■ **Gerald A. Morong,** manager, St. Albans, VT, AFSFO, AFS 817, from Burlington, VT.

■ **Christopher J. O'Meara,** unit supervisor, Portland, ME, AFSFO, Bangor AFS 810.

■ **Louis Paskevicz,** unit supervisor, Windsor Locks, CT, FSDO-63, promotion made permanent.

■ **Timothy N. Woodward,** area supervisor, Burlington, VT, AFSS, promotion made permanent.

Northwest Mountain Region

■ **Samuel A. Aaron,** manager, Operations Branch, Flight Standards Div.

■ **Paul D. Brophy,** area manager, Salt Lake City ARTCC, from Salt Lake City ATCT.

■ **James E. Collins,** asst. manager, military operations, Seattle ARTCC, Auburn.

■ **Milton R. Cooper,** manager, Helena, MT, ATCT, promotion made permanent.

■ **Gordon D. Dunn,** manager, Worland, WY, AFSFO, Billings, MT, AFS, from Casper, WY.

■ **Terry D. Falkner,** manager, Resource Management Branch, Air Traffic Div.

■ **Charles S. Frankenfield,** manager, Cheyenne, WY, ATCT, from Denver Stapleton ATCT.

■ **Tommy R. Gilbert,** asst. manager for training, Salt Lake City AFS (ARTCC), promotion made permanent.

■ **Edward D. Henderson,** area manager, Seattle ARTCC, Auburn, WA.

■ **Arthur C. Jones,** group supervisor, Field Support Office, Seattle, WA, from FSDO 61, Seattle.

■ **William T. Keenan,** area supervisor, Stapleton ATCT, Denver, from FAA Academy.

■ **Gene LeRose,** supervisor, NAV/COM Construction Engineering Section, Establishment Branch, Airway Facilities Div., promotion made permanent.

■ **Gary H. Mattson,** supervisor, NAV/COMM Engineering Section, Maintenance Branch, Airway Facilities Div., promotion made permanent.

■ **Loren F. Nakayama,** unit supervisor, Denver AFS (ARTCC), Longmont, CO.

■ **Hiroshi Oishi,** manager, Ft. Lawton, WA, AFSFO, Seattle Hub AFS, from the Airway Facilities Div.

■ **Louis W. Ott,** unit supervisor, Portland, OR, AFS.

■ **Alan C. Strickfaden,** manager, Anchorage Aircraft Certification Field Office, promotion made permanent.

Southern Region

■ **Eugene B. Barnett,** manager, Page ATCT, Ft. Myers, FL, from West Palm Beach ATCT.

■ **Ronnie H. Benford,** area supervisor, Hilliard, Fl., ARTCC, promotion made permanent.

■ **Joseph Bialek,** manager, St. Thomas, VI, ATCT, from Flint, MI, ATCT.

■ **Richard A. Birdsall,** area supervisor, Hilliard ARTCC, promotion made permanent.

■ **David E. Bray,** area supervisor, Hilliard ARTCC, promotion made permanent.

■ **James W. Bullock,** systems engineer, Jacksonville AFS (ARTCC), Hilliard, FL.

■ **Carlos E. Diaz,** principal maintenance inspector, Miami FSDO.

■ **Ronald E. Ferguson,** supervisory aviation safety inspector, North Florida FSDO, Orlando, promotion made permanent.

■ **John W. Hayhurst,** asst. manager for training, Nashville, TN, AFSS.

■ **Allen S. Henninger,** area supervisor, Memphis, TN, ARTCC, promotion made permanent.

■ **Charlie M. Hicks,** area supervisor, Louisville, AFSS, promotion made permanent.

■ **John Humfleet, Jr.,** manager, Kentucky FSDO, Louisville.

■ **Geraldine A. Jackson,** manager, Procurement Branch, Logistics Div.

■ **William D. Kenna,** area supervisor, Orlando, FL, International Airport ATCT.

■ **Philip A. Knapp,** area supervisor, Memphis, TN, ARTCC, promotion made permanent.

■ **Jack A. Moore,** unit supervisor, Jacksonville, FL, ARTCC, promotion made permanent.

■ **Edward O. Nalley,** manager, Meridian, MS, AFSFO, Jackson, MS, AFS.

■ **David R. Riggins,** area supervisor, Memphis ARTCC, promotion made permanent.

■ **Wayne R. Rives,** asst. manager for program support, Atlanta AFS (ARTCC), Hampton, GA.

■ **Harry P. Roberts,** maintenance mechanic foreman, Miami AFS (Hub), promotion made permanent.

■ **William E. Schieder, Jr.,** traffic management unit supervisor, Miami ARTCC.

■ **Cheryl L. Soucy,** area supervisor, Memphis ARTCC, promotion made permanent.

■ **John W. Walker,** unit supervisor, Alabama FSDO, Birmingham.

■ **William D. Washington,** area supervisor, Atlanta FSS, promotion made permanent.

Southwest Region

■ **Earl H. Bean,** area supervisor, Will Rogers Airport ATCT, Oklahoma City, from Amarillo, TX.

■ **Anthony Brescia III,** area manager, Ft. Worth, TX, ARTCC.

■ **Robert W. Corporon,** area supervisor, Tulsa, OK, International Airport ATCT.

■ **Jim N. Etheridge,** manager, Lake Charles AFSFO, New Orleans AFS, from Slidell, LA, AFSFO.

■ **Alan K. Gabbert,** manager, New Orleans AFSFO, New Orleans AFS, from St. Rose, LA, AFSFO.

■ **David Gonzalez,** manager, Will Rogers Airport ATCT, Oklahoma City, from Houston Intercontinental Airport ATCT.

■ **Ross L. Skiles,** asst. manager for automation, Ft. Worth, TX, AFSS, from Technical Center.

■ **Clayton E. Smith,** area supervisor, Albuquerque ARTCC, from Washington Headquarters.

■ **David D. Smith,** area supervisor, Austin, TX, FSS, promotion made permanent.

■ **Winfred R. Tilger,** asst. systems engineer, Houston ARTCC (AFS), promotion made permanent.

■ **Carroll D. Wesson,** team supervisor, Dallas/Ft. Worth FSDO.

■ **Luther B. White,** unit supervisor, San Antonio AFS, from FAA Academy.

Technical Center

■ **James L. McMillen,** technical program manager, Navigation, Communication and Spectrum Branch, Communication/Navigation/Surveillance Div.

■ **Chris C. Seher,** technical program manager, Aviation Security Branch, Airports Div.

■ **Richard B. Shinpaugh,** manager, National Automation Flight Services Branch, Automation Software Div., promotion made permanent.

■ **Meinard W. Simons,** supervisor, EARTS Section, National Terminal Field Support/Maint. Branch, Automation Software Div.

■ **Thomas H. Whaley,** unit supervisor, Engineering and Modification Section, Airborne Ground Based Facilities Branch, Technical Facilities Div., promotion made permanent.

Washington Headquarters

■ **Richard A. Birnbach,** manager, Air Carrier Training Branch, Air Transportation Div., Flight Standards, promotion made permanent.

■ **Nancy A. Greenfelder,** section supervisor, Communications/Navaids Branch, Contracts Div., Logistics Service.

■ **Algie W. Guy,** section supervisor, Communications/Navaids Branch, Contracts Div., Logistics Service.

■ **JoAnn Kansier,** team supervisor, Systems Operations Branch, Contracts Div., Logistics Service.

■ **Robert L. Kupp,** section supervisor, Communications/Navaids Branch, Contracts Div., Logistics Service.

■ **Stanley Lou,** manager, Programming Branch, Grants-in-Aid Div., Airport Planning and Programming, from Houston ADO.

■ **JoAnne C. Russell,** team supervisor, Advance Automation Branch, Contracts Div., Logistics Service.

■ **John A. Sekman,** deputy manager, Grants-in-Aid Div., Office of Airport Planning & Programming.

■ **Glenda J. Whiting,** manager, Operations Branch, Human Resource Management Div., Associate Administrator for Human Resource Management.

■ **Sonja M. Whitson,** team supervisor, ATC Automation/Flight Information Branch, Contracts Div., Logistics Service.

■ **Deborah A. Wilson,** manager, Systems Operations Branch, Contracts Div., Logistics Service.

Western-Pacific Region

■ **Ronald L. Anderson,** area supervisor, Honolulu, HI, ATCT.

■ **Salvatore R. Arcado,** area supervisor, Maui, HI, ATCT, Kahului, from McClellan AFB TRACON, Sacramento, CA.

■ **Sheryl D. Avery,** asst. manager, Burbank, CA, TRACON.

■ **John E. Brett,** area supervisor, Tucson, AZ, TRACON, from McClellan AFB TRACON, Sacramento, CA.

■ **Charles R. Burns,** area supervisor, Lindbergh International ATCT, San Diego, CA, from Miramar TRACON, San Diego.

■ **Geneson Coloma,** manager, Mt. Kaala, HI, AFSFO (Wahiawa), Hawaii-Pacific AFS, Honolulu, promotion made permanent.

■ **Carol A. De Felice,** area supervisor, Bryan Field ATCT, San Diego, from Lindbergh International ATCT, San Diego.

■ **Armin Dreier,** operations manager, San Diego, CA, AFS, from Los Angeles AFS (ARTCC), Palmdale, CA.

■ **Jeffrey W. Egerton,** area supervisor, Phoenix TRACON, from Tucson, AZ, TRACON.

■ **John D. Ennis,** unit supervisor, ENV AFSFO, Ontario, CA, San Diego AFS, promotion made permanent.

■ **Denise C. Hall,** area supervisor, Burbank, CA, ATCT.

■ **Mary L. Haynes,** area supervisor, Oakland, CA, ATCT, from San Jose International Airport ATCT.

■ **Willoughby E. Henshaw,** manager, Special Projects, Air Traffic Div.

■ **Richard H. Lewis,** area supervisor, Burbank, CA, ATCT.

■ **Dennis J. Livermore,** technician in charge, Nav/Landing Program Section, Establishment Engineering Branch, Airway Facilities Div., promotion made permanent.

■ **William M. Matson,** supervisory aviation safety inspector, San Diego FSDO, promotion made permanent.

■ **Gerald F. McQuilliams,** manager, Fresno, CA, AFSFO, Sacramento AFS, from Bakersfield, CA, Nav/Comm AFSFO.

■ **Charles C. Miller,** unit supervisor, Las Vegas, FSDO.

■ **Ronald J. Oberlercher,** unit supervisor, CSIF Program Section, Establishment Engineering Branch, Airway Facilities Div., promotion made permanent.

■ **Zenobia K. Oue,** manager, Civil Aviation Security Field Office, Honolulu.

■ **Thomas K. Petrakis,** area supervisor, Ontario, CA, TRACON, promotion made permanent.

■ **William N. Rodenhurst,** manager, Kwajalein, Marshall Islands, ATCT, from Honolulu ATCT.

■ **Benjamin San Miguel,** manager, Long Beach, CA, Rad/Comm AFSFO, from Airway Facilities Div.

■ **Cecil W. Short,** area supervisor, Los Angeles TRACON.

■ **Maurice D. Thompson,** area supervisor, Phoenix, AZ, ATCT, from Deer Valley Airport ATCT.

■ **Paulos A. Van Emmerik,** unit supervisor, Oakland, CA, FSDO.

■ **Richard A. Waites,** area supervisor, Scottsdale, AZ, ATCT, from Phoenix TRACON.

Retirees

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 to branch manager in offices are published. Other changes usually cannot be accommodated because there are thousands each month.

AERONAUTICAL CENTER
David F. Andrews
Russell J. Boudreau
Eldon W. Brown
Reba L. Cotton
Robert G. Difficil
Lorne Durant, Jr.
George Durning
Garth A. Goodman
Richard C. Hall
Mamie L. Hasty
John M. Herron
Chester W. Hubbard
Sylvia J. Jackson
John D. King
Curtis E. Kitchens
Larry V. Lamb
John P. Lebio
Elwood W. London
Dewey W. Martin
Kenneth G. Reneel
Peggy L. Rogers
Kermit M. Ross
John W. Sewell
Van E. Sims
Caledonia Solomon
Tommy L. Yeakley

ALASKAN REGION
John C. Arsenault, Jr.
Ronald B. Barnes
Earl S. Beavers
Robert E. Wilson

CENTRAL REGION
Doris A. Belcher
Cornelius Biemond
Buddie Carmack
Wilbur J. Edds
Keith D. Hampton
Joseph A. Hotze
Charles R. Noyes
Glen E. Rochholz
Charles R. Svoboda
Nicholas J. Xidis

EASTERN REGION
Thomas G. Alba
Donald A. Auker
Richard J. Bowles
Alfred L. Brooks
Kenneth O. Brown
Richard F. Dallam
Joseph Davide
Frank H. Foste
Eugene M. Flood
Louis J. Gunther
John W. Hanobeck
Garland R. Holloman
Albert C. Horvath
Graham G. Kelly
Robert W. Luecht
John T. Marks
Harry J. Miller
William O'Connor
Gerald J. Ofter
Joseph Opperman
Melvin D. Ralph
Theodore Samuels
Forrest W. Shoop
Robert C. Shroup
George F. Sirko
Karl D. Spunich
Donald W. Taylor
Kenneth J. Thomas
Frederick J. Vansickels
Louis J. Wunsch

GREAT LAKES REGION
Robert D. Dean
Carl L. Fields
Ronald E. Funk
Donald J. Gisselman
William A. Headley
Ronald D. Howard
Eugene S. James
Roger D. Johnson
Lester J. Jugenheimer, Jr.
Dale E. Kellerman
Edward J. Marx
Lloyd T. McGinnis
Bernie J. McRae, Jr.
Conrad L. Meeks
Gaetano Richichi
Robert W. Rigsby
Raymond J. Spisak
Paul G. Vogel

NEW ENGLAND REGION
Raleigh W. Beach
Anthony C. Cinquegrana
Cornelius H. Davison
Norman J. Glenn
Charles W. Lanphear
Lester Lipsius
John A. Lodge
Ludwig H. Loud
Morry Schoenberger
John F. Silveira
Donald I. Soloway
Ralph E. Williams

NORTHWEST MOUNTAIN REGION
Roy H. Bell
Keith E. Carter
Duane E. Cornell
Dallas R. Dixon
Francis G. Fleming, Jr.
Retha E. Gillett
William L. Jenkins
Kenneth L. Kerr
Steve Kuklish
Francis D. Leonard
Walter M. Stack
Bobby G. Stone
Richard D. White
James K. Wright

SOUTHERN REGION
Juan Aguiar
Jerry R. Bender
Millard R. Brown
Millard D. Buchanan
James F. Clayton
Buddy K. Cundall
Joyce A. Davis
Hiawellis C. Denby
John Diaz, Jr.
Len H. Franks
William C. Grissom
Earl T. Gross
Gerald W. Haynes
Bruce M. Herring
Margaret D. Hope
William C. Jenkins
Roger H. Johnson
Forest D. Keeler
Donald Krupski
Quincy Kirby
John A. Landress
John K. Lassiter
Jesus Malcus-Cecilio
Jimmy L. McCain
Jerry W. Miles
Louis P. Murphy
Robert E. Pierce, Jr.
Jack G. Poff
Edward D. Powell, Jr.
Clayton M. Pyle
Peyton P. Rolley, Jr.
James L. Ryan
A.V. Shaw, Jr.
William E. Smith, Jr.
Alfred L. Stanford
Herman D. Strohm
Jackson E. Vann
William O. Vickers
Franklin D. Webb
Robert Harold Wilson

SOUTHWEST REGION
Richard N. Aist
Donald W. Barzell
Donald F. Bourgeois
Jack J. Buchholz
Marvin L. Cartwright, Jr.
Richard B. Coder
Bernond E. Crocker
Osborne C. Davis, Jr.
Marshall E. Dickey
Patricia A. Didat
Frank H. Dixon
Ernest S. Dominguez
Clarence L. Drake
Robert S. Hulbert
John S. Meyer
Sanford S. Minchew
Louis E. Moss
Charles P. Nelson
Patsy R. O'Neal
Ralph E. Pachl, Jr.
Donald L. Petty
Herman G. Reyenga
Charles E. Ricketts
Nancy L. Rust
Charles J. Stacy
Richard A. Swedoski
Roy Taggart, Jr.
Leslie B. Toland
William R. Underwood
Joe H. Waldrop
Emmett P. Walls
John E. Whitten
Jack A. Worthy

TECHNICAL CENTER
Thomas H. Linyear
Donald W. Youshaw

WASHINGTON HEADQUARTERS
Catherine B. Bracy
William J. Davis
Charles O. Enson
Tom L. Jones
Helen K. Kanagian
J. B. McCullough
Federico Morales
George S. O'Connell
James E. Richardson, Jr.
Leonard C. Ryan
James A. Shannon
Robert W. Wedan

WESTERN-PACIFIC REGION
Myron E. Burtness
James A. Cornwell
William L. Covington
Larry R. Epsom
Richard C. Hallen
Melvin D. Haworth
Kenneth C. Heinzelman
Harley G. Holderbaum
Rea B. Lacy
Jerry D. Luce
Donald A. Lugo
Helen L. Miller
Yasuo Miyasato
Robert H. Moline
Jack H. Olsen
Benjamin J. Pappa, Jr.
Kenneth W. Wisner

Aug 89

Federal Notebook

LUMP SUM DECISION DUE

By the time you read this, Congress already may have resolved the contentious issue of the lump sum payout to Federal retirees ... but probably not. At press time, key House and Senate committees had agreed to change the Federal retirement lump sum option to a 50-50 split beginning with the new fiscal year, October 1. Currently, retirees get 60 percent when they punch out and 40 percent a year later.

MORE ON LUMP SUM

Meanwhile, Washington insiders are predicting a possible court decision as early as next April in a class action suit attacking the government's taxation of the lump sum annuity payment. Reportedly, all parties in the suit have agreed to expedite the ruling. At stake are Federal taxes that were paid on lump sum annuities by the plaintiffs. They contend that the IRS should not have taxed those payments because they had already paid taxes on their contributions to the Federal retirement system.

PERISHABLE PAYCHECKS

This probably is not a real problem for most FAAers or other Federal employees but, starting October 1, they will have only one year to cash their paychecks or file claims for lost or missing checks. Currently, government checks are valid indefinitely, but Congress recently passed a new "limited payability" law that establishes the one-year limitation. All checks issued before October 1 will be canceled if they are not cashed by September 30, 1990. All checks issued after October 1 will be stamped "void after one year."

AID FOR RELOCATED WORKERS

GSA proposed new rules in the June 2 *Federal Register* that would allow Federal employees who move to new duty stations at government expense up to 75 days to put in claims for lost or damaged household goods. The current limit for nondefense agencies is 45 days. The defense agencies have a separate agreement allowing them 75 days to report loss or damage of household goods, according to GSA.

ADOPTION HELP

President Bush wants federal agencies and the military to help employees adopt children.

He has proposed giving time off to arrange adoptions and to take care of a new child in the home and the use of employee assistance programs to help those with a family member facing "a crisis pregnancy."

The White House said the President's memo reflects his view favoring adoption.

Bush has tasked the Office of Personnel Management and the Department of Health and Human Services to help get his proposals off the ground and to assist in developing others, which include helping assure that supervisors "are as flexible as possible" in approving leave time for adoption needs. This might include granting hourly leave for employees to meet with adoption agency officials or longer periods of leave to care for newly adopted children, he said.

He also wants agencies to feature adoption stories in their house organs and regular columns picturing specific children who can be adopted and employees who have adopted kids.

TOP EXECUTIVES TAKE A HIKE

The defeat in Congress of a special pay raise has caused more than two-thirds of top Federal executives to speed up their retirement plans, according to a survey by *Government Executive* magazine. The magazine said that 21 percent of the the 174 winners of the Presidential Distinguished Rank Award between 1985 and 1988, already have retired or left government. Another 25 percent are actively looking for a non-Federal position. Of those who have already left for other jobs, 45 percent said their new salaries are at least double their federal pay.

EXPLORATORY PAY HEARINGS

A House Government Operations subcommittee held exploratory hearings in June in San Francisco on the feasibility of a locality pay system for Federal white-collar employees. Subcommittee chairman Tom Lantos (D-CA) said, "The federal government needs to consider a compensation system that takes into account widely different living costs in different parts of the country." Lantos' subcommittee is the second House panel to get involved in the pay reform issue. The other is the one with historical jurisdiction, the Post Office and Civil Service Committee.

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

**FORWARDING AND RETURN
POSTAGE GUARANTEED**

Official Business
Penalty for Private Use $300

BULK MAIL
POSTAGE & FEES PAID
FEDERAL AVIATION
ADMINISTRATION
PERMIT NO. G-44