



US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

Administrator's Hotline is Open

In order to provide "an unfiltered channel for ideas that can improve safety and agency operations," Administrator Engen recently created an "Administrator's Hotline" that will give all FAAers access to the highest levels of management in the agency.

The Hotline Center is in the Headquarters building and is manned by members of Engen's staff from 8 a.m. to 5 p.m. (EST) during the workweek. Calls after hours, on holidays, and weekends will be answered by an answering machine. The hotline number is 472-2585.

If you prefer to write, the address is: The Administrator's Hotline, AOA-20, FAA, 800 Independence Ave., SW, Washington, D.C. 20591.

Your calls will be recorded and your ideas will be routed for a quick reply. In most cases, the response will come to you through your manager or supervisor.

While complaints and criticisms are welcome, the folks running the hotline also hope that employees will see this new means of communication as an effective tool for positive and constructive suggestions, and as a true form of participatory management.

Engen Recaps ATC Improvements

Administrator Engen went before the hard lights of TV and a room full of pencil reporters August 6 to tell the nation what FAA is doing to improve the nation's air transportation system. He told reporters, "I asked you here today to give you this report on our progress in improving the nation's air transportation system and the working conditions for controllers. I wanted to recap...the many initiatives that are underway to keep America's air travel system the safest and most efficient in the world. We are the model air traffic system for the world because we have the finest controllers and the finest

technology in the world."

Citing specific initiatives, he announced that a "hotline" between his office and the field had been set up. He said the hotline was established because of reports that unfavorable information from the field was being filtered from him. Now, he noted, this can no longer happen. He explained, "This hotline will be my link with all individual employees, who will now be able to communicate directly to me and my immediate staff."

He also announced new computer programs which will further integrate en route centers with the Washington (See page 2)



Administrator Donald Engen "gives the word" to representatives of the nation's press at his Headquarters press conference.

Retired Military FAAers Get COLA Break

Beginning with the August 14 pay check, retired military employees working for the agency will no longer have their paychecks docked for the amount equal to their military pension increase. Recent legislation repealed this requirement.

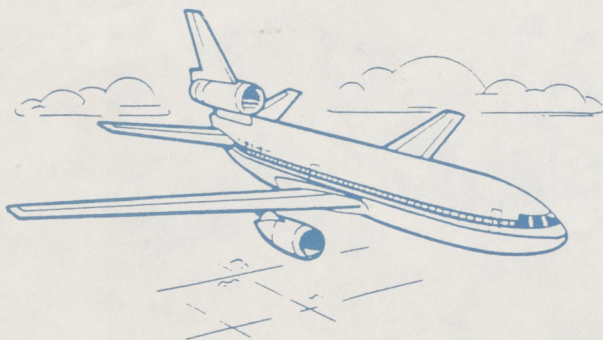
Since April 1983, federally employed military retirees have had their paychecks decreased by the amount of their cost-of-living allowance (COLA) increases.

ATC Improvements (From page 1)

Headquarters flow control facility and will improve the flow of air traffic and cut delays.

He said a total of 20 initiatives were being or would soon be undertaken to improve the system.

These other initiatives are: staffing and overtime reviews, plans to retain experienced controllers, improving controller training, the employee survey, personal facility visits and listening sessions, national facility advisory board meetings, Jones Committee assessment, structured staffing revision, human resource management improvement, review of ATC organization, quality assurance studies, en route sector review, ATC capacity and demand studies, NAS Plan implementation, airport and runway construction, industry/government "Think Tank" sessions, and NAR EXCOM meetings.



Flight Time Regulation To Get Another Appraisal

Agency officials, along with pilots, airline officials, and industry representatives will have an additional chance in September to argue for or against the new flight time limit regulation before the agency makes a decision on whether to adopt it as a final regulation.

These flight time revisions to Parts 121 and 135 constitute the first major FAA regulation to come about as a result of regulation by negotiation. The proposed final rule was drawn up after months of meetings between FAA and interest group representatives.

During the September 11-13 meeting, all interested parties will have a chance to make any final arguments on the proposals.

Hearings Scheduled For Proposed FAA Rule

The agency will hold public meetings in eight different cities beginning August 21 to gather information on a proposed rule which would ban aircraft flights over nuclear weapon facilities.

All helicopter flights at any altitude would be banned over the affected areas as would overflights by fixed-wing aircraft below certain altitudes at most of the locations.

Areas where prohibited airspace would be established by the proposal are: Aiken, S.C.; Amarillo, Texas; Golden, Colo.; Idaho Falls, Idaho; Livermore, Calif.; Los Alamos, N.M.; Oak Ridge, Tenn., and Richland, Wash.

The public hearings, which were called because of the expressed concerns of air system users and user groups, will be held as near as possible to the affected areas.

The comment period, originally scheduled to close last spring, has been extended until November 16.

So. Calif. VOE Plaques Presented

An awards ceremony was conducted on July 5, for the first of five "Vision of Excellence" employee teams. Regional Director Mac McClure presented each member of the Southern California team with a plaque in recognition of their efforts in providing employee input to the Director's Management Team.

Similar ceremonies have been scheduled for the remaining teams. Team members shown with Mac McClure (far right) are, from left: Henry Harris, Dick Morris, Myron Stein, Adale Clark, Ron Rudolph, Kelly Polen, Tom Bowman, Bill Matson and Bob Frank. Members not shown are Aleda Lane, Ken Goodsell and Ed Ray.

The team was organized by John Tompkins, Southern California FAA Representative, who appreciates the team's hard work and dedicated service.



Steve Guthrie Receives SAA FS Division Awards



John Covey, Area Supervisor, Honolulu Center, congratulates Steve Guthrie (left) on his Special Achievement Award. Steve is a relative newcomer to Honolulu Center but by no means a newcomer to FAA. Before the Honolulu Center, Steve entered on duty at the Albuquerque, New Mexico ARTCC in April 1970.

The following Flight Standards Division personnel recently received awards: Quality Increase Awards with outstanding ratings - Charles Johnson, San Jose FSDO and John Smickle, San Diego FSDO; Special Achievement Award with outstanding rating - Ronald Warren, Van Nuys FSDO; Special Achievement Award - Thelma Finley, Los Angeles FSDO; Letters of Commendation - George Roope, Sacramento FSDO and Paul Flood, Oakland FSDO; Career Service Emblems - 15 years: Allen Haegquist, Scottsdale FSDO; Terry Gordon, Oakland FSDO; David Colvin, Riverside FSDO; Michael Stone, Van Nuys FSDO and John Noel, Scottsdale FSDO; 25 years: John Elliott, Los Angeles FSDO and Domingo Pina, Van Nuys FSDO; 30 years: Laura Penzes, Riverside FSDO and Robert Briant, Long Beach FSDO; 35 years: Charles Panos, San Jose FSDO.

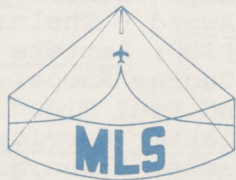
"Voyager" Steals EAA Show

It's not easy to steal the show at the Experimental Aircraft Association's Annual Fly-In Convention at Oshkosh, Wisc. Year-in and year-out, this event draws hundreds of the most interesting and exotic aircraft in the world.

But Dick Rutan and Jeana Yeager clearly became the fly-in's number one attraction when they arrived Sunday, July 29, for the first public showing of the sleek, futuristic "Voyager." According to an FAA observer on the spot, the two pilots were kept almost constantly busy by local and national television crews looking for a first-hand account of how they plan to take the Voyager on a non-stop flight around the world without refueling sometime next year.

The flight to Oshkosh from the Voyager's home base in Mojave, Calif., was made with an overnight stop in Salina, Kan., to allow Rutan and Yeager to rest after experiencing severe turbulence over the Rockies. Rutan is reported to have said that the turbulence was so heavy that he was afraid to look at the wingtips and just kept staring straight ahead.

The fly-in itself was proving as popular as ever with more than 1,400 aircraft registered on the first weekend. FAAers were on hand to support the event and the agency's Deputy Director of Flight Operations, John Kern, summed up the general view by noting that "this is what aviation is really all about."



MLS on the Way

Microwave Landing System (MLS) airborne avionics will probably cost less than \$5,000 Administrator Engen told Experimental Aircraft Association (EAA) enthusiasts at their Oshkosh, Wisc., fly-in July 28. He went on to explain that they'll be coming into general use in the early 1990s.

Hazardous Materials Subject of Conference

Air Transportation of Hazardous Materials will be the subject of an FAA-sponsored international conference in Washington, D.C., Sept. 19-21. Kicking off the conference, which will focus on changes in the U.S. regulations, will be FAA Administrator Donald Engen.

He will speak on enforcement and will be followed by Associate Administrator for Aviation Standards, Walter S. Luffsey, who will analyze the current FAA Hazardous Materials Program. Walter Greiner, Civil Aviation Security's Hazardous Materials Program Manager, will then discuss the agency's enforcement policy.

In addition, foreign experts on hazardous material regulations, as well as key figures from the aviation and shipping communities, will be featured at the conference which will also consider foreign rules and problems.

Overall monitor for all sessions will be Billie Vincent, Director, Office of Civil Aviation Security.

Engen on Automation: Pilots & Controllers Better

Where cockpit automation is concerned, Administrator Engen believes the space program could very well be the model for aviation.

Speaking to an Air Line Pilots Association workshop in Washington, D.C., the Administrator noted, "Our space effort has been the epitome of automation and yet the astronauts have retained authority." Pointing out the wisdom of keeping the pilot in the information and control loop, he emphasized that "automation will provide a means for pilots to perform better."

Switching to the ATC modernization program currently underway, Engen said, "We are stressing automation.... Still, we have chosen to continue to rely upon the human mind to control situations which have direct impact on the lives of people."

Kitty Kuhlmann Fullerton Tower Manager

Kitty Kuhlmann has been selected as Air Traffic Manager of the Fullerton, Calif. Air Traffic Control Tower.

After spending two years with the U.S. Marine Corps, stationed at El Toro as crew chief, base operations, Kitty joined the FAA in 1969 at Los Angeles Center. Her 15-year FAA career has included Air Traffic assignments at: Long Beach TRACON, Coast TRACON, Long Beach Tower (both as a controller and as an Area Supervisor) and then on to the Regional Air Traffic Operations Branch where she served for a year prior to her recent selection at Fullerton.

During 1982-83, Kitty worked as a business associate with Woman's World International, a career counselling organization for women. She is also a member of the American Business Women's Association and has served as vice president of the Queen Mary Chapter for the past year.



Van Vuren Chairs NAR EXCOM

Raymond J. Van Vuren, Associate Administrator for Air Traffic, temporarily filled the chairman's seat, recently vacated by former Deputy Administrator Michael Fenello, at the ninth National Airspace Review (NAR) Executive Committee (EXCOM) held at FAA Headquarters July 31.

The nine-member committee, composed of agency employees, military representatives, and aviation executives, reviewed another four studies aimed at streamlining and validating aviation procedures and regulations, which brings to 42 the total number of studies considered by NAR.

The four latest studies included investigations of FAR Part 73, Special Use Airspace; Part 75, Establishment of Jet Routes; special VFR operations; and flow control procedures.

As a result of these studies, 18 recommendations were produced, and a number of current procedures were validated. All recommendations have now been passed on to the Administrator to be cleared for further consideration. This brings to 671 the total number of recommendations produced by the very active, user/FAA group of experts.

The next EXCOM meeting is now scheduled to be held on December 4 at FAA Headquarters.

AF Admin Officers Workshop



Above: Coordinator Marcie Thomas addresses the Administrative Officers.

Right: A few of the attendees, from left--Art Chase, Doris Lee, Marion Gilbreth, Jo Wilkerson, Carol Crane, Karolyn Grimes, Marsha Walsh, and in back row-- Dick Muckle, Billie Chrestman and Angie Howdershell.



Not too long ago, the Regional Office was the scene for the Second Annual Airway Facilities Administrative Officers' Workshop. The workshop was attended by Angie Howdershell, AWP-423 (now AWP-203); Doris Lee, Los Angeles AFS (now AWP-423); Marion Gilbreth, Fresno AFS; Karolyn Grimes, San Francisco AFS; Marsha Walsh, Oakland Center AFS; Sharon Kjos, Riverside AFS; Margaret Cobb, San Diego AFS (now retired); JoAnn Tome, Honolulu AFS; Barbara Kish, Sacramento AFS; Barbara Schwitters, Admin. Asst., Phoenix AFS; Lily Williams, Oakland AFS; Art Chase, Guam AFS; Renae Phelps, Red Bluff AFS; Shirley Thompson, AWP-400; Billie Chrestman, Phoenix AFS; Pat Morita, Honolulu Center AFS; and Mahdeena McFarland-Girola, Las Vegas AFS.



Left: From left--Margaret Cobb, JoAnn Tome, Barbara Kish, Barbara Schwitters, Pat Morita, Lily Williams, Mahdeena McFarland-Girola and (in rear) Marlene Wolgat, Budget Analyst.



Above: The group in action--beginning at left--Doris Lee, Marion Gilbreth, Jo Wilkerson, Carol Crane, Karolyn Grimes, Marsha Walsh, Sharon Kjos, - Margaret Cobb, JoAnn Tome, Barbara Kish, Barbara Schwitters, Lily Williams, and in the left rear corner--Angie Howdershell and Marcie Thomas.

Marcie Thomas, Administrative Officer, AWP-461, was the coordinator. The workshop was especially significant in view of the many changes in the Administrative Officers' roles (response and participation) to organizational and administrative changes that will occur in the Maintenance of the 80's Program. Other important topics were the sector consolidations, new Program Support Officer position and the Regional Office position, and the Regional Office Human Resources activities.



Kenneth R. Allen

Friends of Kenneth R. Allen will be saddened to learn of his death on July 27. Dick, as he was known to his many friends, started his career in the Portland, Oregon Tower, later transferring to San Francisco Tower where he became an Assistant Chief. He was the first Chief of the Moffett RATCC (combined for a time with San Jose Tower) and was also Chief of the Lemoore RATCF until his retirement several years ago. Our sincere condolences to Dick's family.

Thomas J. Hussey

Our deep sympathy is extended to the family of Thomas J. Hussey who passed away on June 27 of a heart attack. Tom was employed by the FAA at March RAPCON for many years at Riverside, Calif. He was employed by DOD, Defense Audio Visual Agency at San Bernardino, Calif. at the time of his death.

AA Meetings Held

Alcoholics Anonymous meetings are being held at the Regional Headquarters. Both old and new members are welcome. For information, please call Anne Clayton, Aviation Medical Div., Ext. 6300.

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and black and white photographs should be sent to Barbara Abels, Editor, or Beth Caughey, Assistant Editor, AWP-5, 213/536-6431 or FTS 966-6431.

Engagement Party For Carol & Burt

Carol Polson and Burt Jones will be tying the knot in Hawaii on Sept. 22. Their friends and co-workers will be toasting them at an engagement party on Tues., Sept. 4 at the 94th Aerosquadron, 1740 Sky Park Drive, Torrance, Calif. Everyone is invited. There will be Happy Hour prices from 4 p.m. to 9 p.m. No reservations necessary.

How is Fraud Discovered?

Many different types of fraud are committed against the Federal government by many different people, and the ways in which fraud is detected or discovered also varies considerably. The General Accounting Office (GAO) combined the vehicle of discovery or detection into 11 major categories. Most of the fraud was discovered by Federal employees (34 percent), compliance or eligibility reviews (20 percent), victims of the fraud (13 percent), or private individuals (10 percent). Together, these four categories accounted for 76 percent of the ways in which fraud was discovered. The following table shows how fraud was discovered in an estimated 77,211 cases for a 2½-year period covered by a GAO review.

HOW FRAUD WAS DISCOVERED		
Vehicle of Discovery	Number of Cases	Percent
Federal employees	26,151	33.9
Compliance or eligibility reviews	15,039	19.5
Victim of fraud	9,985	12.9
Private individual	7,615	9.9
Other	3,863	5.0
Contractor, grantee, or state or local government personnel	3,635	4.7
Investigation	3,368	4.4
Anonymous or paid informant	2,490	3.2
Unknown	1,995	
Audit	1,946	
Inspection	1,122	1.5
Total	77,211	100.0