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US Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



## WOMEN'S CAREER SEMINAR

# Cover Story

In keeping with Secretary Dole's initiatives to improve DOT career opportunities for women, APT's Labor Relations and Career Development Branch held a full day "Career Mobility for Women" program on August 1 at FAA Headquarters.

The keynote speaker for the seminar was Homer "Mac" McClure, Western-Pacific Region Director and Acting Deputy Associate Administrator, AHR-1, for Human Resource Management, who spoke of recent advances in women's initiatives at FAA and also delivered a progress report on the agency's Human Resource Management effort. He concluded by stressing the need for individual initiative. A panel of GS-15 women from FAA also addressed the seminar.

Cover photo: "Mac" McClure makes his point at the FAA Headquarters "Career Mobility" seminar.

## Bay Area Retirement Party

Plans are underway for a retirement get-together for Bill Garber, Manager, Livermore Tower and Jim Asby, Manager, Hayward Tower. Please reserve the evening of Jan. 12, 1985 for the gala affair to be held in the Bay Area. A special invitation to all the ex-Moffett RATCC personnel to join in the festivities. More to follow in future INTERCOMs.

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.

## AF Division Awards

The following Airway Facilities Division, Establishment Engineering Branch employees recently received awards: Quality Increase Award with outstanding rating - Frank Kryda, AWP-454; Group Special Achievement Award from ADL-1 - Don Lingren, AWP-454, for his participation in the design of the ARTCC Building Expansion; Special Achievement Award - Patricia Long, AWP-454, for her performance last year; Career Service Emblems - Tree Curtis, AWP-450, and Gary Altman, AWP-454, 15 years and Olga Eiben, AWP-451, and Ken Laponis, AWP-452, three years; Letters of Appreciation - Patricia Long, AWP-454, for her "excellent assistance and effort in helping make the Regional Oversight Committee's 'Vision of Excellence' project successful" from William Petterson, VOE Oversight Committee; David Washino, AWP-450, for the work he performed on the ALSF-2 lighting system installed at LAX from Wally Ward, Manager Los Angeles Airway Facilities Sector; Susan Bishop, AWP-450, for her excellent work on the new San Francisco Control Tower from Eddie Lewis, Manager San Francisco Tower; Bob McClain and Ed Matthews, AWP-454, and Henry Sandstrom, AWP-453, for their work at the Ontario TRACON from Don Fowler, Air Traffic Manager who stated "We commend these individuals for their knowledge, abilities, and outstanding efforts involving this project"; Jack Faletti, Bill Carter, Terry Hoyt, Mack Humphery and Al Knieriem, AWP-450, from Alex Hammond, Airway Facilities Division Manager for their dedication and commitment to the mission of the FAA while assigned to the San Diego Sector.

Program and Planning Branch, Operations Section, AWP-423, employees recently receiving awards are: Special Achievement Awards with Outstanding Ratings - Carol Polson and Twila Parli.

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## Mode S Contract Awarded

One of the last major building blocks in the National Airspace System Plan has been set in place with the award of the Mode S radar beacon system contract.

The contract was awarded to the joint venture of Westinghouse and SDC/Burroughs and covers 78 Mode S ground stations with an option for 59 more. The total contract value is \$221.1 million with deliveries beginning in early 1987.

Mode S will provide controllers with more accurate aircraft position information than the air traffic control radar beacon system it replaces because it uses a mono-pulse antenna and has selective address capability. The Mode S designation stands for selective address.

Moreover, since Mode S interrogates transponder-equipped aircraft on an individual rather than an "all call" basis (as is the case with present equipment), a channel exists for automatic data link communications. This involves one computer "talking" to another computer and displaying the information for the pilot to read in the cockpit. It can be used for ATC, weather, and other important flight information.

In addition, Mode S is a dual redundant system that can be monitored remotely by technicians at a central site. If a failure is detected, the system automatically switches to the backup channel while repairs are made.

Delivery of all 137 Mode S systems in the procurement package would provide coverage of all major terminal areas as well as en route airspace down to 12,500 feet. FAA's plans call for a subsequent procurement of 60 systems that would drop coverage to 6,000 feet.

**HAPPY  
HALLOWEEN**



## 40 Years For Takeo Nagata

Takeo Nagata (left), Warehouse Worker, Honolulu Logistics Field Office, was recently presented his 40-year Career Service Emblem by Robert Moline, Real Estate & Utilities Branch Manager, Logistics Division. We all congratulate Takeo on this milestone in his career.

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## Congress Approves FY 1985 Funding

FAA has been funded for the remainder of Fiscal Year 1985 by a Continuing Resolution which will run until Sept. 30, 1985. It was signed by President Reagan Oct. 12.

For FAA, the numbers look very good. In the critical Facilities and Equipment (F&E) appropriations, the legislation allows \$1.37 billion, which is close to the \$1.65 billion originally requested by the agency.

The Airport Improvement Program funding level of \$925 million, while less than the \$987 requested, still is the highest in history.

In addition, FAA was allowed most of what was requested for operations. Of the \$2.64 billion requested, the continuing resolution allowed \$2.6 billion-

## Western-Pacific Region's Upward Mobility Program

An Upward Mobility Program was implemented in this region in late 1975 to provide better career and training opportunities for employees in positions with limited career potential. 145 candidates competed for the first four Upward Mobility vacancies in the Personnel Management, Airway Facilities, Airports and Logistics Divisions. During the first two years of the program in the non-technical fields, selectees were: Cathy Beam, Beth Caughey, Janell Gallagher, Helen Harris, Carol Hatelid, Anita Johnson, Linda Klock, Irene Pawlowski, Ellie Stanson, Louise Stiles, Peggy Whiteman and Joan Zubarik. In Hawaii, Leonis Karratti and Patsy Morita were selected.

The Upward Mobility (UPMO) selectees entered various fields such as Communications Duty Officer, Contract & Realty Specialist, Airports Program Specialist, Evaluation Program Specialist, Air Traffic Technician, Logistics Management Specialist, Personnel Management Specialist and Computer Specialist. A study of the current status of those selectees who are still with the FAA reveals that at least five have reached the GS-12 level.

Due to severe employment restrictions, four years were to pass before the program was reestablished. Ten more selections have been made for vacancies in the Upward Mobility Program since then and others may follow as appropriate vacancies develop.

To complement this success story there is also an on-going Upward Mobility Program for personnel who wish to enter the Electronics Technician career field. In most cases employees have taken lower grades with pay retention to participate in the intensive training required for this field. Many of

the 21 selectees in this program have come from administrative areas such as typists, stenographers, secretaries and accounting personnel. The selectees include current employees Neil Hickey, Edith Hutchison, Darlene Lowell, Diana Mahood, Lynette Ortuno, Leslie Strehlau, Betsy Titherington and Garnetta Tumbling. Lynette actually entered the program in another region before transferring here. Sylvia Martinez and Marian Courtney entered the program last year and this year, five more selectees began training: Joseph Barajas, Louise Ditursi, John Downie, Shannon Russell and Mary Tomlinson. Of those entering the program in the last several years, at least six are now GS-11 or GS-12.

While not technically an Upward Mobility candidate, Vianne Godina surely merits mentioning. She started her FAA career as a Student Aid, remained as a Stay-in-School employee, and then was converted to an Electronics Technician, GS-3. She has progressed to GS-11 while pursuing a university course of study in physics. Recently she competed successfully to enter the Cooperative Engineer Development Program.

The Upward Mobility competition over the years has shown that there are a large number of talented employees in the Western-Pacific Region who have the potential and motivation to advance to positions of greater responsibility. More importantly, the agency stands to benefit greatly by making better utilization of the skills and abilities of those selected.



## Health Benefits

### Open Season

This year open season will be from Nov. 5 through Dec. 7, 1984. This is a longer period than previous years and will give employees more time in choosing plans and making changes.

A revised registration form, SF-2809, will be issued for use during the open season. Old SF-2809s will not be accepted. Please submit your SF-2809 so that it reaches AWP-14E before Dec. 7, 1984.

The 1985 Enrollment Information Guide and Plan Comparison Chart (BRI-41-331) contains open season enrollment information, and a chart summarizing the major features of each plan including biweekly and monthly rates. This booklet will be distributed to every employee as soon as it is available. Brochures will be sent to each facility as soon as they are received in the regional Office.

As you will see in the new chart, some plans have increased their premiums, while others have decreased them. Since the health benefit plans vary in the benefits they offer, each employee should review the material carefully with a view towards his/her own particular needs.

### CID Date Set

FAA and NASA have set Nov. 10 as the date for the Controlled Impact Demonstration (CID) at Edwards AFB in California, weather and other circumstances permitting. The test involves flying a remotely-piloted four-engine jet into a prepared impact area to validate the effectiveness of anti-misting kerosene in suppressing post-crash fires and gather data on a broad range of crashworthiness experiments, such as improved seat/restraint systems. FAAers will find a detailed story of the CID in the July issue of FAA WORLD.



### Jim Norwood Receives SAA

Jim Norwood (right), Environmental Technician, Reno Airway Facilities Sector Field Office, was recently presented a Special Achievement Award by Ron Sandoval, Environmental Support Unit Supervisor, for his outstanding job performance. Congratulations, Jim!

### Reagan Names Jones as Deputy

President Reagan has nominated Richard Jones to be the agency's new Deputy Administrator. If confirmed by the Senate, Jones will bring an impressive array of skills to his new post. He is an Eastern Airlines captain who somehow finds time to also be a practicing attorney and an adjunct professor at the University of Southern California.

Jones also has been secretary of the Flight Safety Foundation since 1973, and has served in the past as secretary and treasurer of the Air Line Pilots Association International and as the chairman of the Bar Association of Air Carrier Pilots. He now chairs the Virginia Advisory Committee on Aviation.

Jones received his law degree from American University in 1964.



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

The Administrator

October 1, 1984

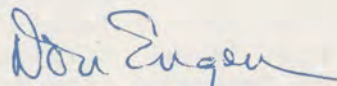
Mr. Richard L. Devereaux  
Acting Director, Western-Pacific Region  
Federal Aviation Administration  
Post Office Box 92007  
Los Angeles, California 90009

Dear Dick:

Gabe Hartl, President of the Air Traffic Control Association, Inc. (ATCA), has advised me that the men and women of the Western-Pacific Region have been selected as one of the 1984 ATCA award winners for outstanding achievement and contributions which have advanced the science of air traffic control and enhanced the professions of the ATC system. I want to congratulate all the regional employees on winning one of the Chairman's Citation of Merit Awards and to personally thank everyone for the high sense of duty and dedication to excellence which this award recognizes. The group is a shining example to all FAA employees, and we are very proud to have you in the FAA family.

I would appreciate your circulating this letter to all your regional people with my personal congratulations.

Sincerely,

  
Donald D. Engen

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Acting Regional Director Dick Devereaux said it was indeed a pleasure to forward the above letter from the Administrator to all Western-Pacific Region Employees and added his personal comments, "I wish to add my personal thanks and appreciation as this award is a very commendable accomplishment which reflects the high standards of excellence that we have in the Western-Pacific Region."

## Women's Equality Week



Amy Hinton, 13-year-old daughter of Howard Hinton (right) delights the Regional headquarters audience with her rendition of "Who Says a Girl Can't Do a One-Man Show?" At the far right, Officer Smith (building security guard) focuses in for a candid shot.

The FAA Western-Pacific Federal Women's Program Committee presented a number of events in commemoration of Women's Equality Week during August. Included were the following:

A Dress for Success and Effective Use of Color Workshop for men and women was presented by Betty Sears, San Diego Airway Facilities Sector, and Louise Stiles, LAX Hangar Manager. This workshop was well attended by both men and women and included suggestions on wardrobe selection, line and design, as well as consultation on skin care and color draping to determine an individual's most becoming colors based on skin undertones.

Civilair, Inc., and the FWP presented Amy Hinton, who titled her professional singing and dancing spot "Who Says a Girl Can't Do a One-Man Show?" Amy is the 13-year-old daughter of Howard Hinton, Air Traffic Division, and is currently under contract to Mickey Rooney Enterprises.

The last presentation for Women's Equality Week included two showings of the videotape, "I Want to Change But I Don't Know How." This tape demonstrates and models many self-change ideas including steps to be taken before, during and after changes in an individual's present style of living and working.

Another concurrent event during this week was a video presentation and question and answer session by the U.S. Immigration and Naturalization Service on the work of U.S. Border Patrol Agents.

All in all...nothing but raves from the participants in this action-packed tribute to Women's Equality.

Combined Federal Campaign



*GIVE GENEROUSLY THROUGH PAYROLL DEDUCTION*

*be a winner...*

**WIN**

*with the  
human race*

Kick-off of the 1985 Los Angeles County Combined Federal Campaign occurred on October 2. Chairman of this year's campaign is Joe Budro, Flight Standards Division. Regional Keypersons are Mary Blaugh, AWP-1/9; Chuck Souza, AWP-10; David Jensen, AWP-20; Steve Kuwanoe, AWP-30; Janice Becue, AWP-50; Ken Elsing, AWP-60; Walt Daigle, AWP-200; Sandra Poland, AWP-300; Shirley Thompson, AWP-400; Russ Kelsey, AWP-500; Russel Hathaway, AWP-600; Jack Robitaille, AWP-700; Margaret Johansen, ANM-100; Sam Grober, ANM-170.

WHAT IS THE LOS ANGELES COMBINED FEDERAL CAMPAIGN?

The Combined Federal Campaign is an annual fund raising event among all Federal employees, both civilian and military. For Federal employees in the Los Angeles area, the Combined Federal Campaign provides the most comprehensive grouping of human care services of any metropolitan area in the United States: 451 organizations...35 National Health Agencies; 37 International Service Agencies; 43 National Service Agencies; 19 Independent Local Agencies; and the United Way, which includes 290 Member Agencies, 14 Major Health Agency Partners, and 13 Chapters of the American Red Cross. Rare is the individual that has not been directly served by one or more of these services. In essence CFC touches all of our lives.

WHY DO WE HAVE A CFC?

On-the-job solicitation of Federal employees by charitable organizations has a history in this country almost as old as public fundraising itself. These drives cluttered the calendar and were inefficient, so in 1964 the Combined Federal Campaign was established by Executive Order... providing for a single unified annual campaign, and including a highly efficient means of contributing...and collecting payroll deduction. Since then, over the years the CFC has become a very effective and meaningful way to voluntarily reach out...to touch the lives of people who really need us...to help improve our communities...to help create a better world.

*GIVE GENEROUSLY THROUGH PAYROLL DEDUCTION*

## GA Audit Focuses On Flight Schools

FAA began another segment of its General Aviation Safety Audit September 30, turning the spotlight on pilot training and aircraft maintenance facilities.

During this segment, which is expected to run nine weeks, approximately 900 safety inspectors will be involved. The focus of their investigation will be 1,221 approved pilot schools, 55,000 flight instructors, and 1,800 pilot examiners, as well as 4,416 approved repair stations and over 10,000 mechanics.

Because of the very large numbers involved, FAA will use random sampling techniques that will produce a 20 to 25 percent sample.

This will be adequate for analysts in the General Aviation and Commercial Division of the Office of Flight Operations to determine if FAA's procedures for insuring compliance are effective. In order to handle the vast amount of data expected to be generated during this phase, the G.A. Division is setting up a special computer program to process the field reports.

Meanwhile, FAA inspectors are continuing their surveillance of aircraft operating under Part 125 of the Federal Aviation Regulations. Many of these aircraft are older, four-engine jets which are scheduled to be grounded on January 1 because they do not meet stringent new noise standards which go into effect on that date. The agency began its surveillance of these carriers on July 22 as the initial phase of the General Aviation Safety Audit.

Subsequent phases of the 14-month inspection program will cover on-demand air taxis and another look at large aircraft operating under FAR Part 125.

## Civilair News

The Civilair Picnic held at the Long Beach Naval Station was a great success. There must have been over 300 adults and children at the picnic this year. The main reason for this successful event can be attributed to the excellent work provided by Mal Coghlan, Chairperson of the picnic committee. A special thanks to Jerry Perkins who coordinated the activities at the picnic. Also, a special thanks to over 30 volunteers who donated items and their time to make the picnic work.

## John Rivers Receives Award

Congratulations to John Rivers, Budget Analyst, Budget Division, who recently received a Quality Increase Award with an outstanding rating. Keep up the good work, John!

## Monterey Tower News

Area Supervisor Ray Wallace retired Aug. 31 after more than 30 years of Federal service. A buffet dinner was held in his honor at the Monterey Naval Postgraduate School. Ray's immediate plans are to relax and enjoy Carmel and the Monterey Peninsula.....Congratulations to Controller John Collier on receiving an outstanding performance rating. Keep up the good work, John..... Goodbye and good luck to Controller Lynne Ulicki who transferred to Chicago-O'Hare Tower.....A picnic was held Sept. 15 for personnel from Monterey, Salinas and Fort Ord facilities at the Monterey Navy Golf Course. Approximately 60 people came for food, fun and activities, including golf in the morning for a few.



## Recipients of DOT Secretary's Award for Excellence



**Marcie Thomas**



**Evelyn Mosquera**

Marcie Thomas received her award for excellence in administration. She has been the Operations Spection Airway Facilities Sector Administrative Officer since Nov. 1982. She previously served as Administrative Specialist for Oakland Bay TRACON and Aviation Safety Assistant for the Flight Standards District Office in San Diego. Marcie is the present Federal Woman's Program Chairperson and has been actively engaged in the improvement of the status of women in federal government since her employment at Rocky Mountain Arsenal in Denver. She constantly provides training and counseling to fellow employees which has aided in their career progression. Marcie is an accomplished speaker, having received requests from as far away as Chicago (National Association for Nurses) to speak on career advancement for administrative assistants in nursing at the Los Angeles Hilton. Another outstanding honor for Marcie has been being named in Who's Who Among San Diego Women.

Evelyn Mosquera received her award for excellence in developmental management analyst duties. The award reflects her superior performance of analytical work in the automated Executive Management Information System, the AWP-10 SF-52 automated tracking system, ADP systems retention reviews, and the delegations of authority project to name a few. She began her Federal career as a student aid with the Department of Defense. She joined the FAA at the Airway Facilities Sector at Los Angeles and has since advanced through LAX Hangar Administrative Assist and her present position as Management Analyst in the Management Systems Division. While working full time at LAX AFS, she completed her AA degree, attended Cal State University Dominguez Hills full time, remaining on the Dean's Honor List, and earned her B.S. degree in Business Administration in 1982. In addition, Evelyn was elected by the Civilair Board of Directors as its first female chairperson since its incorporation in 1938. Her goal is to provide the best employee activities and services possible.



## Airport Disaster Drill -- LAX

A full scale airport disaster exercise was recently held at Los Angeles International Airport. Conducted by the Los Angeles Department of Airports, participants included personnel and equipment from Los Angeles fire and police departments, airport security and crash fire units, U.S. Air Force Auxiliary (Civil Air Patrol), helicopter groups, U.S. Coast Guard, medical groups and many other organizations.

Approximately 120 "injured" volunteers gave the rescue and medical personnel plenty of work in triage experience (sorting injured according to seriousness of injury) and in moving injured to ambulances. The FAA was requested to obtain officials to evaluate the exercise and present a critique the following day.

Ernie McIntosh, Regional Airports Division, was an exercise evaluator and coordinated and controlled the exodus of passengers down the inflated escape slide of the American Airlines' Boeing 747 freighter aircraft. Other FAA evaluators included Vern Erfurth and Bill Eyre from the Los Angeles Flight Standards District Office.



### Above photos:

Evacuating "injured" passengers down the inflated escape slide of the American Airlines' Boeing 747 freighter aircraft.



More LAX Airport Disaster Drill--

A--Ernie McIntosh (middle), Airports Division, and Al Crawford, National Transportation Safety Board, evaluate medical care.

B--View of the "triage" area from the B-747.

C--"Injured" participants are briefed on using the evacuation slide with flight attendants.





# International News

FOR INFORMATION CONTACT ELAINE CARTER, INT'L. AFFAIRS SPEC., AWP-4F FTS: 966-6333

FAA INTERNATIONAL FIELD OFFICE, TOKYO, JAPAN (ATYO-1)

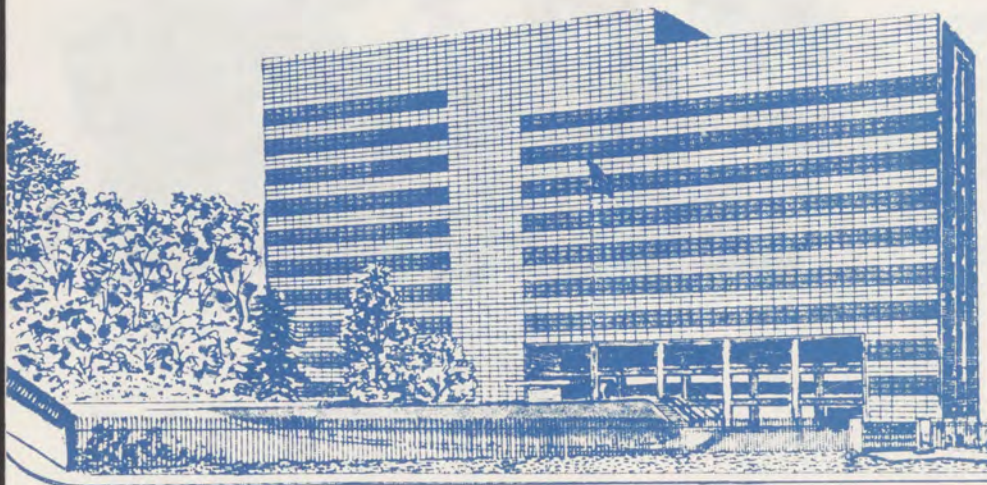
In response to the frequent inquiries regarding our Tokyo IFO, may we introduce the staff below, Dennis H. Wilham, Senior FAA Representative - Asia, and Wataru Ishikawa, his able assistant and administrative specialist. Mr. Wilham has lived in Tokyo for several years and is the key contact and liaison there for the agency and the Japanese government or its aviation community. (A biographical sketch on Mr. Wilham appeared in a recent INTERCOM.) If you plan to go to Tokyo, the Tokyo IFO should be your first stop. The FAA IFO is located in the beautiful American Embassy pictured below. The physical and mailing addresses, telephone and telex numbers are also listed for future reference.



Senior FAA Representative — Asia  
American Embassy  
10-5, Akasaka 1-Chome  
Minatoku, Tokyo  
Japan 107

*Wataru Ishikawa*  
Wataru Ishikawa

*Dennis H. Wilham*  
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## Instructor And Mechanic Of The Year Named

A long-time aviation mechanic, Charles R. Nelson of Midcoast Aviation in St. Louis, who worked on the Spirit of St. Louis the night before Charles Lindbergh took off for Paris, has been selected as the General Aviation Mechanic of the Year.

He was honored at ceremonies at FAA Headquarters on October 17 along with another aviation veteran, James Byrnes of Bridgeton, Mo., who has been picked as the Flight Instructor of the Year.

During his 57-year aviation career, Nelson has been a pilot, flight instructor, airframe and powerplant mechanic, aircraft salesman, and a general manager. He began at age 15, building his own plane and then learning to fly it.

Since that time, he has been taking care of his own and other pilots' planes. He has worked for such companies as Curtiss-Wright, North American, and Beechcraft.

Byrnes also began his aviation career early, taking lessons at age 16 and earning a pilot's license before joining the Army Air Corps in World War II. He is now a Designated Pilot Examiner who has issued over 1,000 pilot certificates.

Besides serving as a pilot examiner for the past 10 years, he has worked diligently as a volunteer Accident Prevention Counselor in FAA's General Aviation Accident Prevention Program.

The two national winners were chosen by selection committees from a crowded field of regional winners. FAAers serving on these committees were Ellen Bowie, AFO, and Charles Mayernik, AWS.

## Honolulu FSDO Has New FTS Number

The new FTS number for the Honolulu Flight Standards District Office (FSDO) is 546-5645. The commercial number remains unchanged: 808/836-0615.

## Administrator Names New Federal Air Surgeon



Dr. Frank Hutches Austin, Jr., a former Navy pilot and flight surgeon, has been appointed as FAA's new Federal Air Surgeon. He succeeds Dr. H.L. Reighard who retired from that position at the end of September after 29 years of service with the agency and its predecessor.

In his new post, Dr. Austin will be responsible for the medical certification of the nation's pilots and air traffic controllers as well as for the direction of FAA's safety-oriented medical research activities.

Since leaving the Navy in 1978 with the rank of Captain, Dr. Austin has worked with the National Aeronautics and Space Administration and for a private company providing contract services to NASA.

Dr. Austin was trained as a pilot by the Navy at Pensacola, Fla., and is also a graduate of the Navy's Test Pilot School at Patuxent River, Md. He is a private pilot with an instrument rating, licensed in single and multi-engine aircraft. He is a graduate of the University of Texas and received his medical degree from Southwestern Medical College in 1948.



Editor's Note:

Recently the Wall Street Journal erroneously reported that The Administrator had assigned blame to an air traffic controller for an incident in which less than standard separation occurred between Air Force 2 and a small plane. The newspaper's report was particularly disturbing to Mr. Engen because it implied that he had made a snap judgment as to fault in the incident while the investigation as to its cause was still going on.

Mr. Engen had clearly told the subcommittee before which he had testified that the FAA had not yet determined why the incident had happened or who may or may not have been at fault.

His letter to the Wall Street Journal, and the newspaper's correction are reprinted here for the information of all FAA employees.



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

The Administrator

October 4, 1984

The Editor  
The Wall Street Journal  
22 Cortlandt  
New York, New York 10007

Dear Sir:

The Wall Street Journal inaccurately reported my testimony before the Aviation Subcommittee of the Senate Commerce Committee. In doing so, you implied that I had come to a conclusion as to the cause of an incident in which there was less than standard separation between Air Force 2 and a Cessna 310 in the air traffic system southwest of Cleveland September 30.

I was pleased to read a correction in the paper October 4, but nevertheless felt that I had to write to express my concern about the report.

An error such as this one impacts negatively on the morale of our working controllers and, as Administrator of the Federal Aviation Administration, I am determined and want to stand by my employees and support them in every way I can. Fact finding and investigation into the incident is still underway, and conclusions will be drawn upon completion of that process.

Sincerely,

*Donald D. Engen*  
Donald D. Engen

## Corrections & Amplifications

DONALD ENGEN, head of the Federal Aviation Administration, hasn't yet determined whether an air-traffic controller was responsible when a jet carrying Vice President George Bush came dangerously close to a private plane Sunday. An earlier edition incorrectly reported that Mr. Engen had determined that a controller error was responsible.