



Earl
12/11

Read:
'Lights, Camera . . .
FAA Action!
Pages 4-5

FAA Establishes Noise Standards For New Aircraft

WASHINGTON—A new FAA regulation establishes standards and maximum noise levels for all new subsonic transport airplane type designs, including some airplanes under development.

The new regulation will have the effect of approximately halving the level of noise around airports.

Issued under Public Law 90-411, the new regulations give the agency broad authority in the noise control area, including the authority to withhold certification of aircraft failing to meet prescribed noise standards.

The effective date is Dec. 1, 1969. Recognizing that aircraft noise levels are related to the type and size of the aircraft, FAA has developed a sliding scale of the maximum noise level in relation to the aircraft gross weight as determined during three important aircraft operational modes. It uses three measuring points—approach, sideline and takeoff—to measure noise levels.

The new regulations would apply to all new subsonic transport category airplanes regardless of the means of propulsion and to all subsonic turbojet airplanes regardless of category. The new airbuses, such as the DC-10 and L-1011, for example, would have to comply with the noise levels prescribed in the rule at the time of certification, since their application for a type certificate was made after Jan. 1, 1967.

Aircraft with high bypass ratio engines for which application for a type certificate was made prior to Jan. 1, 1967, would be granted additional time to comply with prescribed noise limits in the rule if necessary. These aircraft were in advance phases of design prior to the establishment of noise levels.



Comet at NAFEC

NAFEC director Jack G. Webb welcomes U.K. Ministry of Technology representatives who brought the specially equipped Comet Mk4C navigation test aircraft to NAFEC for demonstration flights observed by key FAA personnel recently. From left to right are John W. McIvor, assistant director of Air Navigation, Ministry of Technology; NAFEC Director Webb; A. Hugh Jessel, chief of the U.K. Mission to FAA, and RAF Wing Commander H. L. Sheppard, of the Aeroplane and Armaments Experimental Establishment, who was in charge of the flights.

Agency Officials Inspect British 'Flying Laboratory'

By Frank Brandt

ATLANTIC CITY — Traveling 40,000 feet above the Atlantic at a speed of 400 knots, Britain's Comet sped toward the U.S. coast with several key FAA officials aboard.

These observers watched Royal Air Force Squadron Leader S. G. Dyer operate a teletypewriter tied in to an intricate airborne computer. Dyer was "asking" the digital computer to cull a position

report from the plane's LTN-51 inertial navigation system and compare it with a report provided by another navigation system aboard.

After only a few seconds, the computer's reply came chattering back. Two sets of latitudes, longitudes and azimuths were neatly printed out. Except for a fraction of a degree in longitude, the computer "reply" showed, the two position reports were identical.

This concluded another successful demonstration of an in-flight application of modern computer technology to problems of global air navigation.

Using a combination of various navigation systems linked to the GEC-719 general purpose computer, Comet crewmen can achieve navigation accuracy to within plus or minus a quarter of a mile for aircraft position, two feet per second for velocity and three minutes of arc heading. Equipment aboard is so precise as to fix the aircraft's position virtually anywhere in the world without recourse to ground-based aids. Heading, speed and position readouts are cranked out every two minutes.

During other recent flights, detailed tests were made of advanced versions of Loran and Decca navigation systems and a cockpit moving map pictorial display. The latter system, designed for use in the Concorde SST prototype, uses 35 millimeter film for information storage.

Other equipment aboard the Comet during its U.S. trip included a twin-gyro platform, an astro-tracker, Loran C/A, Doppler, Decca, a twin-range TACAN (DME) and an LTN-51 inertial system.

(Continued on Page 7)

Quota Extension Asked At High Density Hubs

WASHINGTON—The agency has proposed extension of the hourly flight quotas now in effect at five high density airports serving New York, Chicago and Washington for nine to 12 months beyond the current Dec. 31, 1969 expiration date.

ATC Commended For Role During Recent Hijacking

By Robert Fulton

NEW YORK—The beleaguered flight crews of a TWA 707 that was hijacked from California to Italy voiced high praise for the help they received from FAA controllers.

FAA personnel from California to Bangor, Me., the last U.S. stop, guided the pirated jet on its record flight until it left U.S. air space control. The entire trip spanned more than 6,000 miles.

TWA Captains Donald Cook and Bill Williams were most lavish in their praise of the assistance they received from the FAA.

Excellent Cooperation

"We could not have asked for better cooperation," said Cook, a former FAA controller at JFK Tower. "Air traffic control services were excellent in all respects."

The five-stage, intercontinental drama unfolded at 4:42 a.m. on Oct. 31, when Raffaele Minichiello, a 20-year-old AWOL Marine, ordered Cook—piloting TWA Flight 85 from Los Angeles to San Francisco on the last leg of a cross-country trip—to divert to New York. When Cook pointed out that the 707 didn't have enough fuel left for the flight, the hijacker agreed to a Denver refueling stop.

Before reaching Denver, how-
(Continued on Page 7)

Experience with the flight quota system since it went into effect on June 1, 1969 indicates that it not only has relieved congestion and reduced delays at the five high density airports directly affected but at other airports as well. This is possible because the five high density airports no longer act as bottlenecks in the air transportation system.

The five airports affected by the flight quota rule are Chicago O'Hare, Washington National and the three New York airports—Kennedy, LaGuardia and Newark.

During the first four months of the flight quota rule was in effect—June, July, August and September of this year—total delays at the five airports declined about 25 per cent, while the operations were off only five per cent. In September alone, when total operations were down only two per cent, the number of aircraft delayed was down by over 40 per cent.

"With four months of experience behind us," Administrator John H. Shaffer said, "we've concluded that the congestion problem has been improved over the situation of a year ago, at least partly because of the high-density airport flight restrictions."

Other factors affecting delays, Shaffer noted, may include air traffic control procedures, weather conditions and construction, such as the resurfacing which has affected several runways at Chicago O'Hare airport recently.

"Certainly," he added, "the overall delays at the five high
(Continued on Page 7)

New Executive Order Issued On Federal Labor Relations

WASHINGTON — President Nixon has issued a new Executive Order modifying basic policies and procedures governing labor relations in the Federal government. The Executive Order (No. 11491), entitled "Labor-Management Relations in the Federal Service," governs the rights and obligations of labor organizations and Federal agency management.

Although the new Order is effective Jan. 1, 1970, certain provisions will not take effect until later next year. Department of Transportation instructions must be ready by April 1, 1970. Shortly after that date, the FAA implementing order will be issued.

The Order establishes a Federal Labor Relations Council as central authority to oversee the program, settle policy issues and act as final appeal authority for most labor-management disputes. Council membership includes the Chairman of the Civil Service Commis-

sion, as its chairman, with the Secretary of Labor, an official from the President's staff, and such other officials as the President may designate as members.

The Order also creates the Federal Service Impasses Panel consisting of at least three members, all Presidential appointees. This panel will take action necessary to settle impasses on substantive issues in negotiations. It will assist parties to the negotiation to resolve the impasse. If the parties are unable to resolve such questions with its assistance, the panel will resolve the impasse itself with its decision being final.

The Assistant Secretary of Labor for Labor-Management Relations will decide disputes concerning appropriate units for organization and representation, supervise elections and certify results, decide unfair labor practice complaints and Standards of Conduct cases, and

(Continued on Page 7)



Hijack Strategy Session

As the TWA 707 with hijacker Raffaele Minichiello and its crew of four aboard roared toward New York's Kennedy Airport, Richard Kleinert (center) Chief of the Kennedy Air Carrier District Office, reviewed course of action to be followed by Robert Cheshire (left) and Warren Harris at touchdown.



Tower Dedication

Western Region Director Arvin O. Basnight delivered the principal address at the recent dedication of the new San Carlos (Calif.) Control Tower. Second from left on the platform is William M. Flener, Director, Air Traffic Service. Hervey E. Aldridge, San Francisco Area Manager, is at far right.

Special Show Marks Debut Of New Tower at San Carlos

SAN CARLOS, Calif.—Colorful ceremonies, an open house and an air show marked the recent debut of FAA's newest control tower at San Carlos Airport, south of San Francisco.

The all-day program, arranged by San Mateo County officials, attracted hundreds to this popular Bay Area airport.

Principal speakers at the formal ceremonies included Arvin O. Basnight, Western Region Director and Robert St. Clair, chairman of the Board of County Supervisors.

The San Carlos Airport, a "reliever" airport for San Francisco, serves a population area of 600,000. There are 350 aircraft based on the field, serviced by ten fixed-base operators. Operations for 1969 are expected to exceed 350,000.

Since the County of San Mateo acquired ownership of the airport in 1964, much has been done to remove old temporary buildings and to beautify the overall airport layout. This effort was recognized by FAA in 1968, when the county was presented with a special agency beautification award.

Under the supervision of Tower Chief Fran Davis and Airway Facilities Chief Len Galloway, the new tower will operate 16 hours a day and bring an additional payroll of \$85,000 to the San Carlos area.

Controllers at the new tower are Robert T. Meyer, Paul R. Beckman, Verne L. Cady, Raymond F. Gronacki, John R. Hartter, Jr.,

Bobbie L. Rosenberry, Charles W. Selby, Benjamin C. Kennedy and Ralph G. Lent.

Contract Awarded For Smoke Study

ATLANTIC CITY—To determine why some fire-resistant materials designed for use in aircraft produce heavy smoke when they burn, a \$39,445 contract has been awarded by NAFEC to the University of Utah, Salt Lake City.

The university will attempt to pinpoint exactly what properties in plastic materials are responsible for emitting smoke. The study will also classify materials which produce only a small amount of smoke and will formulate new materials for use on airliners.

Materials to be studied include those used for upholstery fabrics, seat foams, wall panels and rugs. Earlier agency tests show that some materials, though less flammable than others, nevertheless give off objectionable heavy smoke which could suffocate or disorient passengers hunting for exits.

The 15-month study is part of an agency program aimed at increasing safety by upgrading present requirements on cabin materials to include limitations on smoke, according to NAFEC Project Manager John F. Marcy.

New RBDE Equipment On Order for ARTCCs

WASHINGTON—A contract for \$3,075,221 has been awarded to Westinghouse Electric Corp. by the FAA for Radar Bright Display Equipment (RBDE) components to expand air traffic control services of the agency's air route traffic control centers.

RBDE components are used to transform radar and beacon information into television presentations that can be viewed clearly on display units under normal lighting conditions. Data presented on the 22- or 16-inch displays are used by controllers to direct aircraft flying under instrument flight rules between airports.

RBDE components ordered from Westinghouse include 161 scan converters and two modular control rack assemblies. The new equip-

ment uses extensive integrated circuitry, thus reducing power and space requirements when compared to existing RBDE equipment.

The scan converter is a key RBDE component that transforms radar data into a TV-type video signal that can be used for high resolution television displays. Only one of the new modular control rack assemblies will be needed at an ARTCC, replacing from five to seven units now in use at each center. The control rack assembly serves as a central point for signal distribution and connects the basic RBDE components into a radar display system.

Deliveries of the new equipment are scheduled to begin a year from now by the contractor firm, located in Baltimore, Md.



Safety Reminder

Oklahoma Governor Dewey Bartlett places a flight safety decal on his airplane at Wiley Post Airport as Accident Prevention Specialist J. W. Grant, Oklahoma City GADO, looks on. The decal, in the shape of an Oklahoma map, says "Oklahoma Supports Flight Safety."

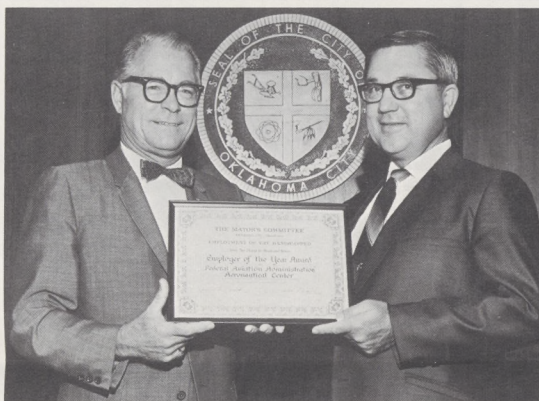
2,000 Attracted To Career Exhibit

HANFORD, Calif.—More than 2,000 persons visited the FAA Career Guidance Display at the recent King County District Fair here.

Featured was an electronic board on which the press of a button opposite specific aviation careers provides a list of subjects students should study to prepare for that career.

The push-button career selection unit, supplied by the Office of Public Affairs at Washington Headquarters, supplemented a fair booth display constructed by the Fresno Local Coordinator Airway Display Unit.

The agency display, manned by personnel from the Lemoore Radar ATC Center, portrayed many FAA activities. FAA facilities in the San Joaquin Valley and surrounding area were portrayed electronically. Photos of FAA employees at work flanked the facilities chart.



Hiring the Handicapped

Citing the Aeronautical Center for employing 315 physically handicapped personnel in a total work force of 3,759 people, Oklahoma City Mayor James Norick (left), recently presented Deputy Director C. B. Walk, Jr. with a Citation for Meritorious Service. The Mayor's Committee on Employment of the Handicapped named the center "Employer of the Year."

Offshore Airport Report Is Published

By David Hess

WASHINGTON—A two-volume report on offshore airport planning and construction methods has been published for the FAA by the Ralph M. Parsons Company of Los Angeles. The report is intended to serve as a guide to local, state and regional airport authorities and planners concerned with the possibility of developing and evaluating proposals for building airports on offshore sites. Advantages and disadvantages of offshore airport development, as compared with conventional land sites, are discussed in the report.

FAA authorized the study earlier this year because of the interest shown in several large metropolitan areas in building offshore airports as a means of overcoming the problems of skyrocketing land costs, the scarcity of close-in land sites for airport development and the mounting opposition to aircraft noise by airport neighbors.

The project is the first attempt by the FAA to collect and analyze information about offshore airports. Volume One of the report contains an analysis of planning factors, site selection techniques and construction methods. Volume Two is an evaluation of the types of development and related offshore construction methods proposed or used at various locations through-

out the world. Four general methods of constructing offshore airport sites are discussed:

Fill—An embankment placed directly on an underwater foundation brought up to an elevation sufficiently above the water surface to prevent wave overtopping.

Dike and Polder—A dike completely enclosing an area in which the water is later pumped out. The landing area is below the surrounding water. In both the fill as well as

the dike or polder concepts, the exterior or water side is protected from erosion by stone.

Pile—A deck structure supported by piles or caissons at an elevation which prevents wave overtopping.

Floating—Some form of structure which provides buoyancy to support the deck by flotation. This method must include an adequate mooring system to check deck movement.



Familiarization

Three FAA summer trainees on Guam are briefed on flight fundamentals before taking their first airplane ride. SATCS Wilbur Jackson (right), also a flight instructor, treated (from left), Frances P. Pangelinan, Carmen M. Reyes and Vincent P. Crutz to an aerial tour as part of their indoctrination.



Aviation Physiologist

Capt. Billy J. Pfoff, USAF Physiological Training Officer, recently received an FAA Certification of Commendation for outstanding lectures at General Aviation Safety Seminars in Central Region's Accident Prevention Program. At the presentation were (left to right): Alfred Milana, Accident Prevention Specialist and Melvin Wood, Supervising Inspector, both of the Lincoln, Neb. GADO; Joe Brant, Kansas City FS Branch Chief; Pfoff; Assistant Area Manager John E. Shaw and Elmer Gerfen, Chief, Omaha RAPCON.



Alaskans Honor Brown

A surprise "Great Land" proclamation was presented to Alaskan Region Director Lyle K. Brown at a recent Area Manager's Conference by Brig. Gen. William P. Comstock, USAF, Deputy Director. The handsome proclamation honored Brown for his achievements as the agency's top Alaska executive.

National Computer Program Worked Out by AT Experts

ATLANTIC CITY—Thirty air traffic experts from all over the nation met here recently to work out a national computer program to be used at ARTC centers when NAS En Route Stage A becomes operational.

The group, all air traffic controllers who are also data systems staff members, arrived in mid-October. Before coming here, they were trained in computer programming on the IBM 9020 at the Aeronautical Center.

The first part of the three-phase development program, calls for reviewing and updating computer programs specifications. This phase is expected to be completed by the end of this year.

During the second phase, the national flight data processing program will be designed. The program will be produced and initially tested at laboratories here during the final phase which is expected to be finished by next July.

Leading the group is Simeon T. Price, of the Automation Branch, ATS in Washington. He is working with NAFEC NAS Control Officer John K. Lacy, Vernon D. Hallows, Air Traffic Service representative to the National Airspace System Program Office, administers

the program in the Washington Headquarters office.

Others participating in the program during the initial week were: W. A. Larsen, Ray Alvarez and R. A. Simmons, all of the Air Traffic Service Automation Division; W. J. Grupe and D. F. Wallace, Washington Center; L. E. Janowski, Chicago Center; John Locke, Indianapolis Center; Ralph Turner, Cleveland Center; W. L. Granston, Seattle Center; K. C. Patterson and George Spahn, Oakland Center; R. F. Young, Jr., Boston Center; C. P. Harrison, Denver Center; R. G. Kelm and R. A. Vaughn, Los Angeles Center; H. E. Reece, Memphis Center; D. L. Hosc, Jacksonville Center; J. F. Roberts, Eastern Region Automation Branch Chief; Edward Corvi and C. K. Ryman, New York Center; C. W. Harris, Houston Center; Glen Brammer, Jerry Burns and D. L. Stoddard, Fort Worth Center; R. H. Daniels, Jr., Eastern Region Automation Branch; R. W. Barrentine, Atlanta Center; Michael Deliman, National Airspace System Program Office; and Mike McCrory, E. L. McAfee, Ray Murtaugh, H. R. Johnson, Jr., Frank Casey, Jay Cervi and Ken House, all of NAFEC.

New Milestone Achieved At Busy Oakland Center

FREMONT, Calif.—The Oakland Center recently passed the one million mark in clearances for the first time in a 12-month period placing it in the ranks of the busiest centers in the country.

Now the ninth busiest center in the United States, the Oakland Center controls domestic flights in northern California, northwest Nevada and oceanic flights over routes from the equator to southern Alaska. It also directs a network of radar and radio surveillance and communications stations dotted throughout its coverage area.

Flights controlled by the Oakland Center have nearly doubled since 1965. By 1978, the center

will control 2.5 million planes yearly according to current forecasts.

In calendar year 1966, the center totalled 631,793 clearances and since then the volume has increased by more than 100,000 per year. In 1967, volume was 743,200. Last year it reached 881,759. The projection for 1969 is 1,015,000 clearances.

To keep pace with this rapidly increasing workload, the center maintains a constant recruiting program, according to Assistant Center Chief Jack Thomas. In the past 18 months, 100 new personnel have been hired—an increase of 33 per cent over the previous staffing at the facility.

Questions on Retirement Answered

(Editor's Note: the following questions and answers concerning the recently enacted Civil Service retirement legislation provide additional information on major changes of interest to agency employees. The material was provided by the Civil Service Commission.)

Question. How is the financing of the system changed?

Answer. It is improved in three ways:

1. By an increase in retirement contributions so that they are sufficient to meet the normal cost of the system.

2. By authorization of appropriations to meet liabilities which result from future changes.

3. By authorizing the Treasury Department to pay interest on the existing unfunded liability of the system and for the cost of allowing credit for military service in computing annuities.

Question. How much will be deducted from an employee's pay as retirement contributions?

Answer. Seven per cent of basic pay, instead of 6½ per cent.

Question. When does this increased deduction begin?

Answer. The first pay period in 1970.

Question. In what kind of retirement cases may unused sick leave be added to the employee's service?

Answer. In two kinds:

1. Where the employee retires on an immediate annuity on or after Oct. 20, 1969.

2. Where the employee dies on or after Oct. 20, 1969 leaving a widow (or dependent widower) who is entitled to a survivor annuity.

Question. What is an immediate annuity?

Answer. One that begins no later than one month after separation from service. This would include an employee who retires at his own option, or who retires for age, disability, or because he was involuntarily separated without cause.

Question. How will credit for unused sick leave be allowed?

Answer. By adding the time represented by the unused sick leave to the retiring employee's actual service.

Question. How much time credit is allowed for the unused sick leave?

Answer. Generally, each eight hours of unused sick leave equals one day. Days are converted to months and years on a 260-day work year basis. On this basis, approximately 22 days equal one month.

Question. Does the limitation on annuity of not more than 80 per cent of the high average salary apply to annuity based on unused sick leave?

Answer. No. Additional annuity attributable to the sick leave credit is allowable over and above this limitation.

Question. What change has been made in the average salary computation?

Answer: The "high-five" average salary formerly used in computing annuities is changed to "high-three". This is the largest annual rate resulting from averaging an employee's rates of basic pay in effect during any period of three consecutive years of civilian service, with each rate weighted by the time it was in effect.

Question. What change is there in the rights of widows?

Answer. The widow (or dependent widower) of an employee who

dies on or after Oct. 20, 1969, after as little as 18 months of civilian service is now entitled to survivor annuity. Formerly the minimum service requirement was five years.

Question. Must the minimum of 18 months be continuous service?

Answer. No.

Question. Are any of the other requirements for a widow's or widower's annuity changed?

Answer. No.

Question. How much survivor annuity is payable to a widow?

Answer. The 1969 Amendments guarantee a minimum annuity to the widow (or dependent widower) of an employee who dies on or after Oct. 20, 1969. This amounts to 55 per cent of the smaller of—

1. 40 per cent of the deceased employee's high average salary, or

2. The regular annuity after increasing the deceased employee's service by the period of time between his date of death and the date he would have been 60.

Question. Is this guaranteed minimum used in all cases?

Answer. It does not apply if the widow's annuity based on employee's actual service is more than the guaranteed minimum. In this instance, the widow's annuity is 55 per cent of the annuity earned by the employee at time of death.

Question. In what situations will 55 per cent of the earned annuity be more than the guaranteed minimum?

Answer. Whenever the deceased employee had sufficient service to produce a higher benefit. Also, since service cannot be projected beyond age 60 in any case, the guaranteed minimum is not operative where the employee dies after reaching that age.

Question. Was any change made in the benefit payable to the surviving spouse of a disability annuitant?

Answer. Yes. Formerly an employee who retired for disability could pass on to the surviving wife or husband only 55 per cent of his earned annuity, even though he received a higher benefit under the existing guaranteed minimum disability annuity provision. Now, for a disability annuitant who retires on or after Oct. 20, 1969, the widow or widower will receive 55 per cent of whatever annuity the retiree receives, unless the employee at retirement had specified a lesser benefit.

Question. What change is there in the rights of children?

Answer. Each eligible child of an employee who dies on or after Nov. 1, 1969, after as little as 18 months of civilian service is now entitled to survivor-annuity. Formerly the minimum service requirement was five years.

Question. What effect does remarriage have on the survivor annuity of a widow or widower?

Answer. Basically, remarriage generally stops the survivor annuity. The new law permits continuance of survivor annuity, regardless of when the employee retired or died, if the widow or widower remarries (1) on or after July 18, 1966, and (2) after attaining age 60. Where such a remarriage has already occurred and the widow's or widower's annuity has been stopped, it will be resumed commencing Oct. 20, 1969.

Question. If a widow's or widower's annuity is stopped because of remarriage, can it be resumed if the remarriage ends?

Answer. Yes, if (1) the remarriage occurred after July 18, 1966, (2) the widow or widower does not elect some other annuity which is acquired by reason of the remarriage, and (3) any lump sum retirement benefit paid is returned. Where a remarriage has already ended, the survivor annuity may be resumed effective Oct. 20, 1969.

Question. Do the 1969 Amendments change the way cost-of-living increases in annuities are figured?

Answer. Yes. Cost-of-living annuity increases are still figured as formerly except that, under the Amendments, one per cent is added to each cost-of-living increase that is developed by the Consumer Price Index.

Question. Will the extra one per cent be added to future cost-of-living increases that are developed by the Consumer Price Index?

Answer. Yes.

Question. What is the effect of this amendment on those already separated from Federal service?

Answer. The provisions of this new law do not generally apply to those separated or retired before its effective date. However, annuitants already on the rolls will receive the extra one per cent annuity increase.

Question. Do the provisions of the new law apply to retirees who have been reemployed by the government?

Answer. Yes, under certain conditions. The age or optional retiree who is separated on or after Oct. 20, 1969, and who has completed at least one year of continuous full-time civilian service as a re-employed annuitant will receive credit for any unused sick leave in determining his supplemental annuity. Should the retiree complete five years of such service, his annuity can be recomputed; in the recomputation, he will be eligible for all the benefits of the new law, i.e., sick leave credit, high average salary computation, and survivor benefits previously outlined.



HORIZONS

FAA HORIZONS, the official employee publication of the U.S. Department of Transportation, Federal Aviation Administration, is published biweekly by the Employee Information Division, Office of Public Affairs, FAA, 800 Independence Ave., Washington, D.C., 20590. Telephone: WO 2-5575. Articles of general interest to employees should be submitted directly to Regional FAA Public Affairs Officers: George Fay, Alaskan Region; Robert Fulton, Eastern Region; Jack Barker, Southern Region; Joseph Frets, Central Region; K. K. Jones, Southwest Region; Eugene Kropf, Western Region; George Miyachi, Pacific Region; Edwin Shoop Jr., NAFEC; and Mark Weaver, Aeronautical Center.

Administrator

JOHN H. SHAFFER

Acting Assistant Administrator for Public Affairs

DENNIS FELDMAN

Chief, Employee Information Division

CLIFFORD CERNICK

Layout/Production

GERNOT RASMUSSEN



One location for "Flight Service Station" was the Morgantown FSS. Bill Boatright, technical adviser for Air Traffic Service, gives pointers to director at left. At right is Morgantown FSS Chief James Coleman. Next to him is project supervisor Martin Konigmacher.



When aviation medicine is the subject of a film or exhibit, you'll find CAMI's James L. (Big Jim) Harris (center) around. Harris is Chief of the Aeromedical Education Branch and serves as the Office of Aviation Medicine's technical adviser.

Lights, Camera . . .

FAA Action!

By Sue Silverman

In the Middle Ages, conjurers used to beguile their audiences by projecting shadows against a wall, using firelight as the source of illumination. Production was a low-cost job. All the sorcerers needed were a few dry twigs, a slow burning log and ten nimble fingers.

Nowadays, creating visual images is more complicated, and certainly more expensive. Nonetheless, FAA is turning more and more to motion pictures, slide presentations, filmstrips and animated exhibits as part of its public affairs program. The strengths of a film or animated display are obvious: they "involve" the viewer by combining the impact of sight, sound, drama, color, movement and music. To a large extent, the audience in a darkened room is captive to the message: all eyes are riveted on a huge screen, with a minimum of distraction in the room. Movies and animated exhibits can present abstractions or concepts that cannot be seen by the human eye. In like manner, they can take the viewer out of his immediate setting and can bring both the past and future to the audience. This is visibility that no printed word or publication can offer.

Thus, increasing emphasis has been given to the agency's film and exhibit program as a means of stimulating public interest in FAA activities, motivating pilots to upgrade their flying proficiencies and educating FAA's own workforce about matters vitally affecting them and the agency.

If exposure counts for anything, FAA films and exhibits have proved they can get the word out. There are currently about 75 films rated as "public use"—as opposed to in-house employee training films—which this year alone have been seen by two million people in "live" audiences and countless millions on TV. Exhibits were displayed this year at two international expositions, 22 state fairs and at almost every major aviation gathering in the nation.

FAA tries to get full mileage out of the funds available for audio-visual production by maintaining a well-balanced film and exhibit program. Because of the expense and effort involved in a good film or

exhibit, FAA weighs carefully the purpose of the production, where and how it will be distributed and above all, the target audience.

FAA's films and exhibits are directed primarily to the aviation community, the public-at-large and agency employees themselves. Ideas for films and exhibits come from many sources. Two current films under production are the result of employee suggestions.

Generally, however, proposals come in response to an annual call for requirements in the film and exhibits area. Offices and services submit their requests to the agency's Film and Exhibit Review Board, comprising the Assistant Administrator for Public Affairs, the Directors of Budget and Management Systems and the Manager of Headquarters Operations. They weigh the requests against other proposals and current agency priorities.

Usually, six to eight films are approved for production each year. That number is essentially the same for exhibits. However, the exhibits are aimed more at the aviation community than they are at FAA employees, because exhibits are scheduled at events that have a large, one-time turnout.

Once a film or exhibit is approved, technical advisers are assigned to the project, representing those offices that have technical jurisdiction over the subject matter. Because most current FAA programs cross several operational lines, there are often a number of technical advisers. They explain to the Washington Office of Headquarters Operations—which is in charge of the physical production or construction of films and exhibits—what ideas or concepts they want incorporated into the final product. The Office of Public Affairs approves these concepts in terms of their public relations implications.

In the main, FAA films are written by free-lance script writers and later produced under contract by a professional producer. However, each stage of development is monitored by a motion picture project supervisor. In the exhibits area, displays requiring mechanical engineering are designed and fabricated

under contract. Lightweight displays are constructed in-house.

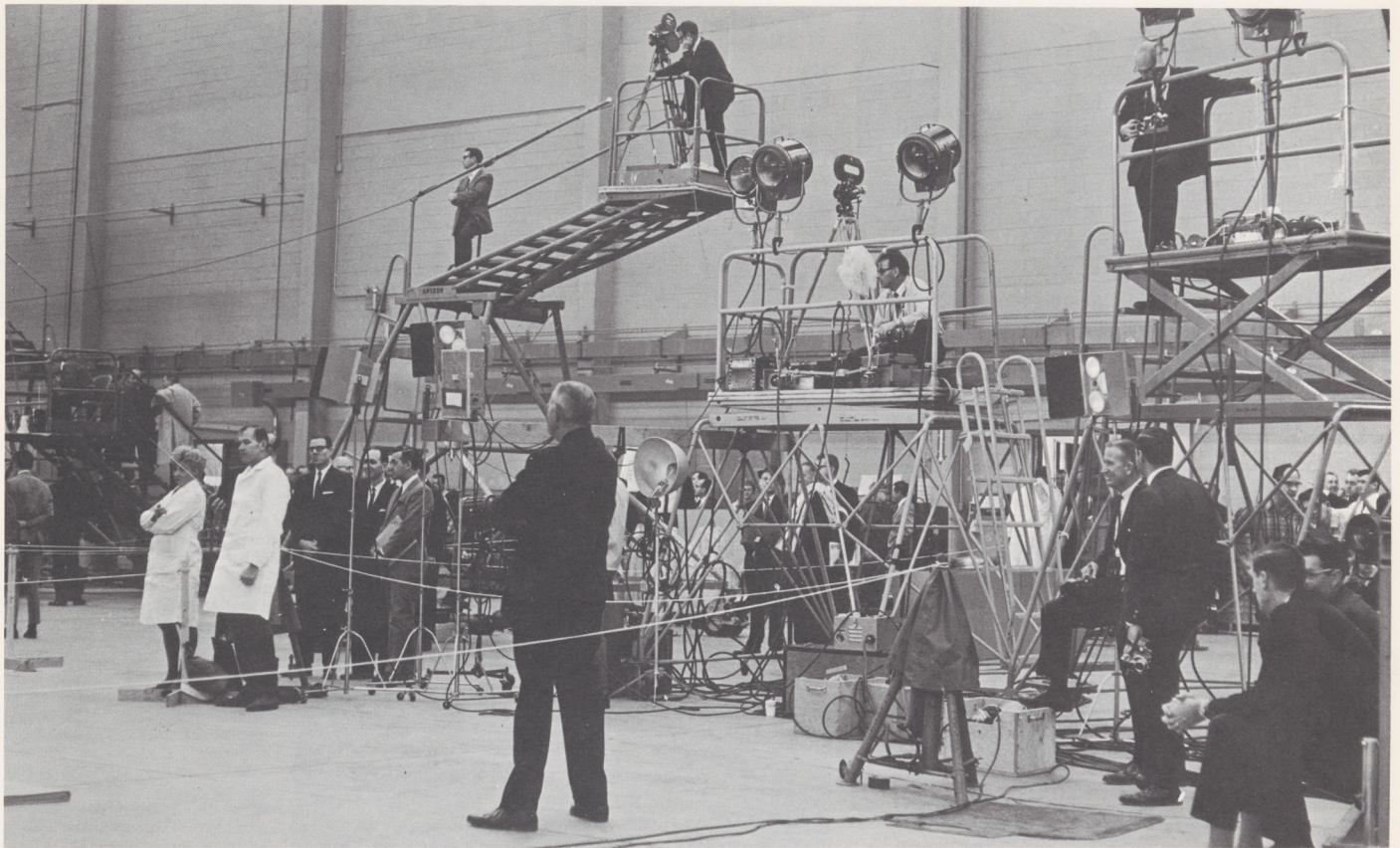
Efforts are now being made to change the direction of the film and exhibit program to get more for the money. Experimentally, FAA has begun to produce more films "in-house"—using members of the FAA staff for writing, filming, editing, directing and producing the movies. Similarly, the agency is focusing upon exhibits that center primarily on the use of existing films, or easy-to-produce slide presentations. There is a movement away from the "static" kind of exhibit to one that requires greater participation by the viewer in watching and observing the message in motion.

One of the most critical aspects of the agency's film program is distribution, a monumental task handled extremely ably by FAA's Film Library at the Aeronautical Center. They run the lending library of all public use and training films, making sure that as many people as possible get their requests filled. The library also keeps the prints clean and in good condition.

A new thrust of the film program is to revise the distribution schedule so that agency employees' are the first, not the last, to see new releases. All too often, prints are made available to the public before the FAA staff gets a chance to view them. These distribution procedures are now being re-examined so that FAA employees may be given "preview" showings of all films before they are announced to the public.

Additionally, concerted efforts are being directed to scheduling FAA general public films on local television stations. FAA is turning to free "public service" time programming to get the word out in a truly mass-media fashion. Any employee who thinks that he can book one of FAA's public use films on his local station should drop a note to his Regional Public Affairs Officer or to the Special Projects Division, PA-30, Office of Public Affairs in Washington.

A new illustrated catalog of public-use films will be available early next year. Employees who wish to receive their own copy should inform PA-30.



It looks like the back lot at MGM. Actually its the interior of CAMI.



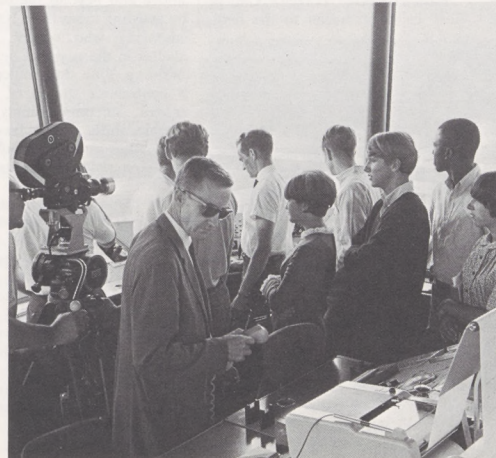
Exterior shots use actual equipment to give authenticity. Often, air-to-air sequences are shot into the cockpit by a cameraman in a "chase" plane.



Cliff Robertson is one of many celebrities who have volunteered to star in FAA films. Others are Danny Kaye, Arthur Godfrey, Warren Stevens and Jackie Robinson.



This exhibit of a tower cab uses tapes of air traffic controllers talking to pilots as well as a sound track to explain air traffic control.



It was business-as-usual for Dulles controllers even though the camera crew and young stars and starlets were in the cab shooting "How About Billy Wilson?"



In Appreciation

William A. Brooks (second from right), Clinical Research Center, Fort Worth presents Glen W. Welsh, past president of the Southwesterners Toastmasters Club, a plaque in appreciation of help given drug-addicted patients in the forming of a Toastmasters Club. Others in the photo, all FAA employees, are (front row, Jack Ligon (left), and Robert Gambrill (right). In back row are Ray Bolsenga (left), and Charles Fulkerson. Not pictured but making significant contributions to the success of the program were James Ragsdale, current club president, Marvin Warren and Donald Watson.

Victims of Drug Habit Helped by FAA Group

FORT WORTH—Ten weeks of work with patients of the Clinical Research Center, Fort Worth, by FAAers who make up the Southwesterners Toastmasters Club resulted in the establishment of a club composed entirely of patients.

Southwesterners members, all regional office employees, held weekly meetings to assist the drug addicts.

"Encouragement given by the Southwesterners, plus their personal interest in the patients, con-

tributed greatly to the success of the new club," said Toastmaster Glen W. Welsh. "Participation by patients in club activities has developed in them a new sense of security and belonging, both recognized mental tools for overcoming the drug habit."

In appreciation for the support given the patients, William A. Brooks, recreation staff member at the Center, presented a plaque to Welsh, who is the Southwesterners' past president.



By Sue Silverman

Modern aviation is caught in a generation gap. It's one generation ahead in aircraft . . . and one generation behind in ground facilities.

Bridging that gap involves a partnership between public and private interests. FAA distributes the National Aviation Plan and administers the Federal-Aid to Airports Program. But it's communities, not FAA, which actually build and improve airports. Three FAA films provide a good insight into the hows and whys of visionary airport planning.

Godfrey Narration

Arthur Godfrey narrated "The Best Investment We Ever Made," a 25-minute film documenting the economic value of small-town airports to the communities they serve. Real-life interviews take place on camera testifying how airports have substantially raised local economic stock.

The sequel to that film is "It Pays to Stay Open," starring Danny Kaye. He describes how airports with low-cost runway and approach lights can provide round-the-clock operations, thereby giving an additional economic boost to the community. This movie also has a running time of about 25 minutes.

Focus on Airports

"Airports in Perspective" focuses upon the larger metropolitan airports, documenting in about 15 minutes how some cities have applied workable solutions to problems associated with aviation's dynamic growth. Special attention is given here to the coordination required between airport development and urban transportation planning programs.

American communities have an urgent responsibility to plan today for tomorrow's airport needs. These three films should be seen by all FAA employees and screened on local television, as well as before civic groups. Prints are available from the Film Library. Other inquiries should be addressed to the Special Projects Division, PA-30, in Washington.

Brite-1 Radar Being Tested

WILKES-BARRE, PA.—New BRITE-1 equipment is being used to handle radar approach and departure control directly from the control tower cab here. The system is being evaluated for general use in low-density towers.

Bright-display equipment permits controllers to view search radar directly without covering the screen with a hood. At present, only towers having the space and manpower for a darkened IFR room are able to provide approach and departure control—the monitoring and sequencing of planes entering and leaving the traffic pattern.

Evaluation of the new equipment is being conducted under the direction of Project Manager Roy Bradley and Hugh Milligan of NAFEC. Cooperating in the tests are Eastern Region personnel and the tower staff headed by Tower Chief James Jenkins. Regional coordinator is John Fitzgerald, Planning Branch, Air Traffic Division. Joseph P. Maye of the Systems Research and Development Service is sub-program manager.

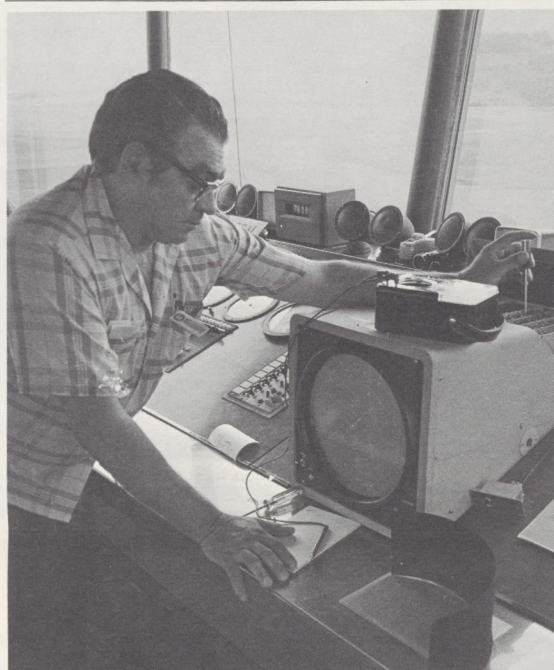
If the tests are successful, radar services could be furnished at many towers where either low traffic activity or high costs preclude such services at present. The system could also provide approach control services at high-density towers during low activity periods.

Two 12-inch BRITE-1 ASR-3 radar displays—one for approaches, the other for departures—are being evaluated. While tests are underway, the regular approach control located in the terminal building remains on standby.

The evaluation will continue for about 60 days, both day and night, and in both VFR and IFR weather. Equipment arrangements will be examined and engineering and maintenance requirements will be determined. Controllers who have worked with the system will be asked for their observations.

Data will be reduced and analyzed at NAFEC, and a formal technical report will be issued by the project manager.

Initial NAFEC tests of the concept, using a tower cab mockup, proved that the system was feasible.



Close-up of BRITE-1

Examining one of two BRITE-1 displays installed in the tower cab at Wilkes-Barre Airport is George Treantrafel of Airway Facilities, Eastern Region.

Eastern CCC Staff Honored by DOT

NEW YORK—For outstanding dedication to duty, the staff of the Eastern Region's Communications Control Center was honored recently by the Department of Transportation's New York Field Coordination Group.

Under Secretary of Transportation James M. Beggs presented the Group's annual unit citation to George Briskey, chief of the center, at recent ceremonies at the

Coast Guard Base on Governors Island.

The citation was conferred "in recognition of performance and teamwork as an exemplary Department of Transportation unit within the jurisdiction of the New York Field Coordination Group for the period July 1, 1968 to June 30, 1969."

Eastern Region Director George Gary called attention to the dedi-

cation and perseverance of center personnel during last winter's three-day snow emergency.

"The tremendous effort exerted by the FAAers enabled key management officials to conduct vital business without interruption, even though many were marooned in their homes by heavy snows. Center personnel performed services above and beyond the call of duty by assisting more than 100 stranded motorists who sought food and shelter in the regional headquarters building. One duty officer worked a continuous stretch of 51 hours; others uncomplainingly worked double shifts. Undoubtedly, many lives were saved and suffering and hardship reduced because of their efforts."

In the award presentation that followed, Under Secretary Beggs stated: "The complete dedication of these DOT employees is an inspiration to all of us."

Besides Briskey, the communications center is staffed by Duty Officers Walter Devery, Robert Frank, James McMahon, John Lynch and Salvatore Perricone; message center personnel Peter Shirko, Doris Thomas and Freda Smith; and Roseann Schiavone, secretary.

'Low-Freq' Sign Located in Texas Stirs Memories

WINK, Tex.—A sign found by a Texas Highway Department engineer in a construction area in West Texas brought back memories to W. H. West, Chief of the Wink Flight Service Station.

The sign, a warning marker for the low-frequency airways radio range, dates back to days of the airway "pioneer" and the old loop and Adcock range air navigation system. These markers served as ground check points and were placed at specific locations and distances along the airways. From these points, technicians could easily monitor radio ranges for correct alignment.

West estimated that the sign had been posted about 1940. He said no signs have been installed within the past 20 years on the low-frequency airway system used from 1932 to 1963.

O. G. Danner, of the field installation section, Airway Facilities Division, thinks the marker may have designated one of the quadrant posts for the Wink station.

"I remember the system well," he said. "I helped with commissioning of the Wink facility on Jan. 5, 1932."



From Another Era

W. H. West, Chief of the Wink FSS, shows the sign recently found during highway construction in West Texas. He thinks the sign was posted about 1940 as a checkpoint for monitoring the low-frequency radio airway range.




Unit Citation


A beaming George Briskey, (second from left), Chief of the Eastern Region's Communications Control Center displays the unit citation awarded to center employees by the Department of Transportation's Field Coordination Group. Shown (left to right), are Robert Frank, duty officer; Briskey; George Gary, Director of the Eastern Region; Mrs. Freda Smith, communications operator; and Roseann Schiavone, Secretary.

(FAA Photo by Tony Figurella)

DIRECT LINE



This is your direct line to the top! Your questions will get answers! Employees are encouraged to discuss questions with supervisors or their local personnel office, but for those who do not have ready access to a personnel office, this column will provide an opportunity to get questions answered. Send your letter to Acting PT-1, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D. C., 20590. Ground Rules: • All questions must be signed. • This column should not be used to supplant formal grievance and appeals procedures. • Questions should concern personnel and training policies, programs and procedures, not operational or technical matters. What's your question?



I have two questions:

Question: A fixed industrial equipment mechanic is required to be proficient as an electrician, air conditioning and heating mechanic, plumber, and in several other skills. He is presently classified in the Wage Grade system. Why cannot this position be classified in the General Schedule as an engineering technician?

Answer: By law, employees in recognized trades or crafts, other skilled mechanical crafts, or in unskilled, semi-skilled, or skilled manual labor occupations are excluded from the General Schedule pay system. Thus, when a position's duties fall primarily within recognized trades and crafts, it must be allocated in the Wage Grade System. The Civil Service Commission is charged by law with establishing fair and equitable rates for such positions based on prevailing practices in designated geographic areas.

Question: Recently our night-work differential was changed from a percentage basis to a flat rate of cents-per-hour. By what authority was this change made?

Answer: The change was made as the result of the recent Coordinated Federal Wage System survey in your area. This survey, conducted under Civil Service Commission regulations, found the prevailing industry practice for payment of night differential to be on a flat cents-per-hour rather than a percentage basis. The change was incorporated into the new pay schedule issued for your area.

Question: If a traveler is asked to adhere to a five-day rule in submitting his voucher for payment, why doesn't the voucher examining branch make a similar effort to speed up payment to the traveler? In some cases, it has taken 21 to 42 days to process vouchers.

Answer: The situation you describe is not a normal one. Such delays should be called to the attention of the Chief of your local Accounting Division, through channels, for corrective action.

I have two questions:

Question: In a recent "Direct Line" column, in answer to a question concerning the number of days an air traffic controller could work, your answer was "no more than six consecutive days, without time off." Is the sixth day overtime?

Answer: Not necessarily. Overtime compensation is received for hours worked in excess of eight in a day or 40 in an administrative workweek. The administrative workweek, as defined in handbook 3600.3, begins at 0001 on Sunday and ends at 2400 the following Saturday.

Question: In a subsequent GENOT and also in the "Direct Line" column, this policy was said to apply only to those personnel

who work control-type positions. Does this mean that a flight service station employee can work up to ten consecutive days without payment of overtime? For example, the regular days off are Sunday and Monday in the first week and Friday and Saturday the next week.

Answer: Yes, this would be possible in the example you give.

An open season for the health benefits program will be held November 10-28 this year. I have two questions about it:

Question: If I change from one plan to another, is there a waiting period before benefits under the new plan are allowable?

Answer: No.

Question: If I change from one plan to another, may I collect benefits from the new plan for a condition already in existence at the time of change?

Answer: If you change plans or options, and a person covered by the enrollment is confined in a hospital on the effective date of the change, coverage and benefits of the new plan or option will not begin for the confined person until his discharge from the hospital, or the 92d day after the effective date of your enrollment change, whichever is earlier. The plan or option from which you change will continue to pay benefits to which the confined person is entitled until coverage under the new plan or option begins. Most plans limit benefits for a person who is confined in a hospital on the effective date of the change of enrollment. Check the brochure of the plan in which you enroll to see what this limitation is. Any such limitation, however, does not apply in case of a change from one plan or option to another when the person is confined because of an accident which occurred, or an illness which was first diagnosed or treated, after the date your employing office receives your completed Health Benefits Registration Form requesting the change. For more details on the full program, see Standard Form 2809-A, The Federal Employees Health Benefits Program, which has been distributed to all employees. Additional copies are available from your local personnel office.



William Parenteau
Chief, JFK Tower

Hijacking

(Continued from Page 1)

ever, Cook reported the hijacking to the Oakland Center, which relayed the message to FAA Communications Centers and to the FBI.

At Denver, the hijacker allowed the aircraft's 39 passengers and three stewardesses to deplane. One stewardess was allowed back on board after she volunteered to remain on board with the crew and hijacker.

Later, when the hijacked plane passed through the Cleveland Center's area, advisories cautioned "use routine handling" and "play it cool." Nothing was transmitted that might alarm the hijacker.

Heard Radio Report

Dick Kleinert, Air Carrier District Office supervisor at JFK, heard the news of the hijacking on his car radio while driving to work. "After reaching the office, I called the FBI and the Port of New York Authority to offer assistance. I was invited to an emergency meeting with the three New York area airport managers, the FBI, TWA officials, the New York City Police and JFK Tower Chief Bill Parenteau. Two men from my office—707 specialist Warren Harris and Air Carrier Safety Inspector Bob Cheshire—also attended the special meeting."

The group decided to permit the 707 to land at JFK in a routine manner. "We decided to strip the aircraft up to an old taxi run on a remote area of the field and nose it into the blast fence to afford protection for cars and people in case there was gunfire," Parenteau said.

"We also set up a field headquarters close to the plane's refueling point and established a special frequency for handling the aircraft and centralizing all communications dealing with it."

Refueling Plans Revised

Once the plane was on the ground, however, the hijacker ordered the crew to take the plane to Bangor, Me., for refueling instead of having it done at JFK. Before taking off, the hijacker allowed two volunteer TWA pilots—qualified for transoceanic flights—to come aboard. As they stepped from the top of a truck to the aircraft, they removed their coats and caps to show that neither of them were armed.

New destination information was relayed to Boston Air Traffic Branch Chief Sid Poe and Bangor Tower Chief Enzo Bassi. Tower Watch Supervisor Don Brown guided the 707 into Bangor.

"The emergency plan calling for local and state police to close off all access routes to the airport was put into effect," Brown said. "We complied with all requests from the plane's captain, handling the aircraft routinely and keeping everyone out of the area as we brought the plane in to a ramp near the tower."

Sigh of Relief

"When the plane hauled off for Shannon, Ireland—its next stop—after routine refueling, we all breathed a sigh of relief." After stopping at Shannon, the plane took off for its final destination, Rome.

Throughout the episode, FAA Tower and Common IFR Room personnel relayed a continuous stream of messages to Washington Headquarters and Regional Communications Centers.



ET's Art

Ralph Kowchee, electronic technician at McGrath, tells the story behind his deer hide drawing to Kiatcha (Kia) Davis, clerk trainee in the engineering drafting reference room in Anchorage, where Kowchee recently exhibited his art. Miss Davis is from Nome, near Ralph's home in White Mountain.

Unique Art Is Produced By Employee in Alaska

McGRATH, Alas.—When Ralph Kowchee, a native from White Mountain near Nome, returned from electronic technician school in Oklahoma City recently, he picked up where he had left off on his leisure-time art project. Kowchee makes pen and ink drawings of Eskimo scenes he remembers from childhood.

He draws on deer skins stretched on birch-branch frames and lashed together with leather straps. The

end product is similar to the racks natives use for drying skins.

When he began the unusual art form, Kowchee used seal skins which he had hunted and his wife had tanned. Since going to work for the FAA at Moses Point as an electronic technician trainee in April 1967, he hasn't had time to do much hunting, so now he buys the more readily available deer hides.

On the back of each skin, Kowchee plans to match his drawings with stories in the Eskimo language.

A year after starting with the agency, Kowchee transferred to Nome. In 1968, he became a journeyman at McGrath.

Besides painting, Kowchee likes to fish and hunt when he can find time. He is also taking flying lessons at McGrath.

Order

(Continued from Page 1)

decide disputes on eligibility for "national consultation rights."

Two kinds of relationships will be extended under E.O. 11491—exclusive unit recognition with the right to bargain for a contract, and national consultation rights. Exclusive recognition will be granted only to a labor organization selected in a secret ballot election. National Consultation Rights will be granted under regulations to be established by the Federal Labor Relations Council. Labor organizations which meet the new criteria will be accorded the right to comment on proposed substantive changes in personnel policies, to suggest changes in personnel policies and to confer in person on such policies and present views in writing.

Other key changes include:

- Negotiations must be conducted in good faith by both parties.
- Supervisors may not act as union officers or representatives. Relationships with "supervisory associations" as described in the Executive Order may be established outside the framework of the Order.
- Agreements providing union shop, agency shop or maintenance of memberships are prohibited.
- Labor organizations are required to file financial and other reports, to provide for bonding of organization officials and employees and to meet trusteeship and election standards.

- The Federal Mediation and Conciliation Service is authorized to provide its full services to assist parties in negotiating agreements.
- Organization representatives will not be on official time when negotiating an agreement with agency management.

Quota

(Continued from Page 1)

density airports themselves have gone down, and we think there has been an 'echo affect' throughout the entire system. Reducing congestion at key points helps our problems almost everywhere. Once an airport reaches its practical capacity, an increase in demand of just 15 per cent can double the delays. If an airport fills up on the ground and in its holding patterns, bottlenecks begin to ripple through the system and before long we have a nationwide slowdown. By reversing this effect—by unblocking key airports—the congestion trend is likewise reversed."

"This action is, of course, a stop-gap," he continued, "and admittedly doesn't contribute to continuing growth of our air transportation industry. There has been some inconvenience to some aircraft operators, and we regret that this has been necessary. But the inconvenience is more than offset by the reduction in overall congestion and delay and the benefits to the travelling public at large."

Deadline for comments on the proposal is Dec. 15, 1969.

**JOIN THE
STAR-SPANGLED
FREEDOM
PLAN**

SIGN UP FOR
**U.S. Savings Bonds
New Freedom Shares**

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: November 13, 1969

In reply refer to:

SUBJECT: Encouraging Developments for FAA

FROM: The Secretary
Federal Aviation Administration

TO: All FAA Employees

As an FAA employee, you will be vitally interested to know of several developments that improve and broaden the effectiveness of the nation's aviation and the role you personally play in it.

With the full backing of industry and splendid bipartisan Congressional support, the Airport-Airways bill, that provides financing for a modern airways system, passed the House November 7 by an overwhelming vote of 337 to 6. We trust that it will receive early and favorable action in the Senate. Final success means that for the first time, we will have legislation that provides long term assurance for the new equipment and facilities we all need to continue to assure the flying public of the best and safest airports/airways system in the world.

Our request for appropriations starting July 1, 1969, includes an increase of 2800 Traffic Controllers; 995 in Systems Maintenance; 140 in Flight Standards; and 80 new Training Specialists. The President has responded to the immediate need, and on November 7, asked the Congress for an additional 1,000 Controllers. This totals 5,015 new employees, and we are confident that upon Congressional approval, the increased staff will be a big step toward relieving the manpower shortages.

President Nixon's October 29, 1969, Executive Order on Labor-Management Relations in the Federal Service will go into effect early next year. This will provide a vehicle for constructive and cooperative relationships between labor organizations and Department Management. All levels of management shall deal, consult, and negotiate with recognized labor organizations in good faith, and we pledge our continuing efforts to maintain effective employee-management relations at all levels.

As you may be aware, the Air Traffic Controller Career Committee is currently making a field study to examine the ATC occupation and determine how to keep the profession in pace with rapid technological changes. The results, which are due at the end of the year, will provide direction for building more attractive careers for Air Traffic Controllers. Action will be taken rapidly on any needed Departmental regulations and legislation.

Other actions which have been taken recently to improve working conditions and operations: centralized Air Traffic Controller training ...COED program for SM people...Experimental Aviation Technology Education Program...SM "quick-fix" program...advance reservation system at three major metroplexes. Each of these has contributed to the solution of agency problems, and denotes the innovativeness and flexibility of FAA employees and management.

As you can see, real progress is being made. The interest in aviation, the demand for travel, and the flow of goods by air all mean our challenge will continue to grow as we enter the 70's. We are making every effort to meet this challenge, and we know that you, given the proper tools and opportunity, will meet it, too.

John A. Volpe
John A. Volpe
John H. Shaffer
John H. Shaffer



John A. Volpe
Secretary of Transportation



John H. Shaffer
Administrator