FAA HORIZONS

Read
'Coming: More Modern Centers'
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Representation In Paris Air Show Pledged for 1971

WASHINGTON — The United States will participate in the 1971 Paris Air Show, Secretary of Transportation John A. Volpe and Secretary of Commerce Maurice H. Stans announced jointly.

The 1971 show—the 29th such exhibition—will be held May 27-June 6 at Le Bourget Airport. The United States has been represented in every exhibition since the shows began in 1909.

The two Cabinet officers said the early announcement allows ample time for industry and government to make exhibit plans. U.S. aerospace manufacturers have said that 18 months are needed to prepare exhibits for the Paris show, the major trade event for the aerospace industry.

The Department of Transportation will coordinate an exhibition of American aircraft on the flight line. The Department of Commerce will build and manage the United States Pavilion.

"The Department of Transportation expects to assemble the most representative collection of new aircraft technology ever exhibited," Secretary Volpe said. The flight line display will consist of both military and civil aircraft. All U.S. aircraft will be assembled in a unified flight line display area which will be managed by Department of Transportation personnel.

At the 1969 show, 61 U.S. companies sold $554,000 of their products off the floor and predicted followup sales of $26,937,000 within 12 months.

Provisions are being made for a larger number of firms to exhibit and sell at the 1971 show. Plans for participation by other Government agencies are being formulated. The Government exhibit at the U.S. Pavilion will be built around an appropriate theme selected for timeliness and broad appeal. At the 1969 show, the theme at the U.S. Pavilion was "Countdown Apollo," and the exhibit featured a dazzling display of space hardware, including the scorched Apollo 8 capsule from the Christmas 1968 moon-orbiting flight and a model of the vehicle that landed on the moon.

As at the 1969 show, the U.S. Pavilion at the 1971 Paris Air Show will include:

- A "hard sell" area open only to members of the trade, for exhibits of U.S. products known to have the best sales potential in the European market. In 1969, two-thirds of the U.S. participants showed their products in this part of the show.
- An education-information area open to the general public, showing the achievements of the aeronautical industry and its suppliers.

Full details about U.S. participation in the 1971 U.S. exhibition will be announced as soon as officials from the Department of Commerce and Transportation and the American Embassy in Paris conclude negotiations with Paris Air Show authorities.

Go, Go, GADO

Denver General Aviation District Office Inspectors don warmer attire in order to respond quickly and comfortably to accident calls in winter's most severe weather. They are (left to right, top): Bill McClure, Lou Monger, Dean Baird, Frank Kellogg, Larry Delf and Fred Fechner; (kneeling): Bill Allen, Jack Van De Riet, Al Crook, Don Muzeroll and Supervising Inspector Bob Lewis.

New Winter Gear Issued To Staff at Denver GADO

By Bob Lewis
Denver GADO

BROOMFIELD, Colo.—Inspectors at the Denver General Aviation District Office are now finding it easier to respond to accident calls under the most severe weather conditions. All inspectors on the staff recently received special Air Force winter issue clothing, assuring that their accident investigation tasks, often performed outdoors, can be carried out in comfort and without hazard to their health.

Before special winter clothing was obtained, several inspectors were injured climbing mountains and from time to time a number of them have suffered frostbite from exposure to the cold.

The new winter wardrobe is sure to have a morale factor as well as fulfill its warming mission. Winter jackets and suits are the same as those worn by Air Force flight crews. They are both attractive and functional.

The Denver GADO's jurisdiction encompasses the entire state of Colorado and takes in 63 counties—an area of 104,247 square miles. The Rocky Mountain State is the highest of all 50, with 830 mountains rising between 11,000 and 14,000 feet and 54 peaks above 14,000. Colorado's rugged terrain and the blizzards that sweep through the high country can make accident investigation extremely difficult, uncomfortable and dangerous.

Firestation Complex

Keeping watch at new communications complex in the NAFEC airport fire station is Fireman Robert E. Morganweck. The new system saves precious seconds between the time an alarm comes in and the time trucks start rolling out of the station.

Rule on Traffic Quotas Is Extended 10 Months

WASHINGTON—The FAA rule setting hourly flight quotas at five "high density" airports serving New York, Chicago and Washington, D.C. has been extended ten months. Set to expire Dec. 31, the rule is now extended to Oct. 25, 1970.

The decision to extend the rule was based on operational experience to date which clearly establishes that the traveling public has benefited substantially from this measure.

DOT Secretary John A. Volpe said, "Imposing flight quotas at the five 'high density' airports has enabled us to break—or at least ease—a serious bottleneck which existed in the air transportation system. As a result, the delay situation has been improved almost everywhere."

The flight quota rule has been in effect since June of this year at the three New York Airports—John F. Kennedy, LaGuardia and Newark — Chicago's O'Hare Airport and Washington National Airport. During the first six months it was in effect—June through November—delays were cut 27 per cent at the five airports while total operations have been reduced by about four per cent in order to meet airport operating restrictions.

Administrator John H. Shaffer pointed out that the delay situation probably would have improved even more had it not been for major construction work at Chicago O'Hare, the nation's busiest airport.

Hourly quotas for IFR (instrument flight rule) operations at the five "high density" airports will remain unchanged under the extended rule. They are: Washington National—60 (40 air carrier, 8 air taxi, 12 other), Chicago O'Hare—135 (115 air carrier, 10 air taxi, 10 other), Newark—60 (40 air carrier, 10 air taxi, 10 other), LaGuardia—60 (48 air carrier, 6 air taxi, 6 other), Kennedy—5 to 8 p.m. peak—90 (80 air carrier, 5 air taxi, 5 other); other hours—80 (70 air carrier, 5 air taxi, 5 other).

Also continued is the provision allowing additional operations at all five airports in excess of the established quotas when weather and other conditions permit. These additional operations may be conducted under either IFR or VFR (visual flight rules).

Some procedural changes are being made to accommodate general aviation pilots in making reservations. The 48-hour lead time for securing IFR reservations will be extended and extra time for securing reservations in advance of holidays will be provided.

In addition, procedures for obtaining VFR reservations will be simplified. Pilots approaching one of the high density airports will contact only the normal approach control facilities for reservation and clearance to land. Presently they must go through the local flight service station to obtain a reservation.

The rule extension is based on a Notice of Proposed Rule Making (Notice 69-51) issued Nov. 15.

Modern Console Speeds Fighting Of NAFEC Fires

ATLANTIC CITY—During a recent fire alarm at NAFEC, the first fire truck rolled out of the fire station only 18 seconds after the alarm sounded.

This speedy response—saving precious seconds when they count most—is made possible by a new communications switchboard complex in the center's airport fire station.

Designed by NAFEC personnel, the switchboard incorporates many ideas suggested by firemen. It has a variety of communications systems, and gives a complete status display of fire alarms in every center building, outdoor fire reporting telephones, automatic sprinklers and smoke-heat detectors.

The entire system can be monitored and operated by one man. The fire department maintains a 24-hour daily desk watch at the board.

When an alarm comes in, the man on duty presses a klaxon horn to send firemen scurrying to their trucks.

If the call for aid comes in by telephone, the message is transmitted directly over loud speakers, giving firefighters the location of the fire and other important details. The paging system is located throughout the firehouse area so firemen can hear it on the way to the trucks.

When the klaxon sounds, it also rings simultaneously at other NAFEC locations to alert proper authorities.

The duty fireman has an FM radio at his console, enabling him to talk to those abroad fire trucks as they speed to the fire.

If the alarm is an airplane accident, the duty officer can broadcast the alert from the airport control tower over the paging system, thus saving time in getting crash trucks to the scene.

When any of the building fire alarms or outdoor alarms are picked up, a lamp on the board lights up. The same is true of special smoke and heat detectors or the automatic sprinkling systems in the hangar, certain laboratories and warehouses. With these automatic alarm systems, the fire department can speed to the scene without waiting for someone to telephone in.

A unique feature, called the "dead-man alarm," insures that the board will be manned by an alert firefighter. If a call goes unanswered after nine seconds, a bell in the firehouse bunk room rings continuously.

Chiefs Meet

General Aviation Branch Chiefs gathered recently at an Alexandria, Va., motel are seen during a discussion led by the head table. Participating in the workshop conference above were (left to right): Roy F. Morris, Frank M. Jamison, Anthony R. Silva, Sam J. Corso, Harry A. Turnpaugh, Joseph A. Ferrarese, Andrew J. Prokop, Robert S. Nickelsberg, Clifford L. Weaver, Natale J. Geraci, Eugene F. Assip, Benjamin F. Wells and J. L. (Bud) Winder.

Rudolph Keynotes Meeting

WASHINGTON—"Don't stand still, or aviation is going to leave you standing there," keynote speaker James F. Rudolph, Director of Flight Standards Service, told General Aviation Branch Chiefs at their recent two-day workshop here.

Addressing the FAA regional executives, the Flight Standards Director set the theme of the meeting, which brought branch chiefs and key associates to Headquarters to discuss and resolve problems of common, pressing interest.

"In our business, today becomes yesterday very quickly, and we must project our thoughts, our ideas and our concepts and tie them to our creative imagination," Rudolph said.

The group was welcomed by Robert S. Nickelsberg, Assistant Washington Area Manager on behalf of the Eastern Region.

The General Aviation Accident Prevention and SWAP programs were discussed in the meeting and special emphasis was placed on revision of AC-120-14, dealing with air taxi operations. The revision will incorporate changes brought by amendment 135-12, effective April 1, 1970.

Programs were reviewed individually by Joseph A. Ferrarese, Chief of the Operations Division, and by Harry A. Turnpaugh, Chief of the Maintenance Division.

Headquarters, the Aeronautical Center and regional personnel were present except for the European Region. Flight Standards Regional General Aviation Branch Chiefs present were: Dick Thwaites, Alaska; John L. (Bud) Winder, Western; Eugene Assip, Eastern; Walter Beroset, Southern; and Sam Monschke, Southwest. Bernard A. Gier and Edwin H. Timme represented Central Region and Pacific was represented by Ralph Thompson.

CSC Outlines Basic Policy On Public Demonstrations

(Editor's Note: The Civil Service Commission has received many questions on how Federal employees should conduct themselves on a day set aside by a private group for events such as Moratorium Day. The following article is a restatement of applicable regulations and policies.)

WASHINGTON—A day designated by a private group as a day of discussions, protests or nonwork has no effect, insofar as the Federal Government is concerned, on the normal Government business day. Government employees are expected to report for duty and perform their work as on any other regular workday.

Regular, normal Government policies remain in effect on such a day. If an employee requests annual leave on that day (or leave without pay if he is not entitled to annual leave), and if his services can be spared, leave may be granted. The purpose for which he requests the leave is generally not material. There is not, however, a liberal or lenient leave policy for a day of this type and if an employee's services are needed on that day, the request for leave may properly be denied just as it may be denied on any other regular workday.

In the case of most Government employees, there is no objection to attendance at meetings, discussion groups or rallies intended to promote whatever event or protest the day is focused on. By the same token, employees may sign or circulate petitions relating to such events or protests. In every case, however, such action by an employee must be done on his own time and under his own responsibility. This means such activity is not to occur while the employee is on duty but must be limited to off-duty periods such as before or after work hours, during the regular lunch period, or while on annual leave. When an employee's official position requires him to recommend or directly support the policies or operations being criticized, he should refrain from activities of the types discussed.

Participation in such meetings and other events is permissible. However, if a disturbance breaks out or the event becomes disorderly to the point where law violations occur and an employee becomes involved to the extent that adverse notoriety results or he is arrested, he is responsible for his personal conduct. If there is improper conduct on his part, he may be disciplined.

Wearing of buttons, armbands and other insignia supporting or promoting the protest or event by Government employees while on duty becomes objectionable only if, in doing so, the work environment is disturbed, or the employee's position is of a type that the wearing of the button or insignia would conflict with his official duties and responsibilities to support the policy protested against.

This policy applies not only to occasions such as Moratorium Day and other peace movements but also to other special observances sponsored by private interest groups.

FAA Adopts Changes In Rules for Air Taxis

By Irv Ripps

WASHINGTON — Extensive amendments to the air taxi operating rules have been adopted by the FAA as part of a long-range regulatory program to upgrade the safety and reliability of the fast-growing air taxi industry.

The new rules are applicable to air taxi and commercial operators of small aircraft (12,500 pounds or less), including small helicopters, operated in either scheduled or non-scheduled service.

Reflecting many of the operating requirements of the major air carriers, the new air taxi rules also apply, as appropriate, to small airplane operations of air carriers, such as those conducted by some Alaskan carriers and transport helicopter operators.

Effective April 1, 1970, the amended air taxi operating rules will require operators to:

- Apply for new operating certificates by May 31, 1970.
- Establish procedures to insure that each passenger is familiar with both oral and written briefing information before takeoff.
- Prohibit boarding by any passenger who appears intoxicated, and prohibit passengers from drinking from their own supply in flight.
- Use two pilots for airplanes that have more than nine passenger seats, regardless of the actual number of passengers aboard.
- Use a cabin attendant for airplanes having more than 19 passenger seats.
- Place and secure cargo behind passenger, not above passenger.
- Prepare a company manual for the use of flight, ground operations, and maintenance personnel unless otherwise determined by FAA field offices.
- Prepare and retain for 30 days load manifest records for multi-engine flights having ten or more passenger seats and requiring two pilots. Load manifest records provide information on passengers and cargo, including weight and balance data.
- Determine weight and center of gravity data by April 1, 1971, for multi-engine aircraft, calculated from actual weighing during the preceding three years. Operators of new multi-engine aircraft are given three years from the date of original airworthiness certification to comply.
- Report daily to FAA any in-flight failure, defect or malfunction occurring in multi-engine operation with respect to 16 specific maintenance items. Reports are required within 24 hours unless mailing facilities are not available, in which case report must be made from first mailing facility available.
- Submit monthly summaries of incidents that interrupt flights, such as propeller featherings and mechanical difficulties or malfunctions other than those listed in the required daily reports.

The rules also call for:

- Increasing pilot-in-command qualifications for IFR (instrument flight rules) operation from 500 to 1,200 hours of flight experience.
- Limiting pilots to a maximum of eight hours flight duty in any 24-hour consecutive period, except for flights requiring two pilots, in which case maximum flight time duty may be ten hours. When flight time duty exceeds eight hours, crews must have 16 hours of rest before further flight.
- Initial and recurrent testing of each company pilot to determine competency in specific areas of knowledge and in practical skills and techniques. Testing must be conducted by authorized check pilots or FAA inspectors.

Good Suggestion

Agencywide adoption of his suggestion to establish uniform symbols and a single data source for video mapping won $800 for Orville Graham (right), controller at the Los Angeles Center. Congratulatory letters from the Administrator and Regional Director were presented by Lee Warren, Western Region Deputy Director.

Assistance Appreciated

The three FAA offices at Lincoln, Neb., were surprised recently when they received beautifully decorated, home-baked cakes bearing the inscription, "Thanks from N3118J." The plane's owners, leaving Lincoln, chose this way to show appreciation for service and cooperation received. With the tower's cake are (left to right): John Schimonitz, Layle Bowers and Paul Keefe.

Schedule Second NAS Conference For Mid-April

By David H. Brown

WASHINGTON — The second annual government-industry National Aviation System Planning Review Conference will be held in the Nation's Capital April 14-17.

"Our initial experience indicates that these annual planning sessions serve the public interest by providing a continuing flow of fresh and innovating ideas for improving the National Aviation System," said DOT Secretary John A. Volpe.

"Moreover," he added, "it is a good example of the type of consultative planning effort by government and industry which this nation must have if it is to resolve its many and varied transportation problems."

Administrator John H. Shaffer pointed out that the planning conferences benefit both Government and industry, providing the former with "a means for tapping the resources and expertise of the private sector" and the latter with "an opportunity to shape the plans and policies which affect it most directly."

Both Secretary Volpe and Administrator Shaffer will speak at the opening plenary session where the keynote will be the need for an integrated transportation system. Following this session, there will be seminars where the conferees will focus on issues relating to the policies and plans for the National Aviation System.

The tentative agenda for these seminars will be issued in early January and will include such topics as research and development, airport planning, facility establishment criteria, new generation ILS requirements and future ATC operations, procedures and systems.

Comments on the tentative agenda, together with the extent of industry participation, will determine the final agenda, which is scheduled to be issued the first week of March. A copy of the final agenda and program will be mailed to all who register for the conference.

Registration must be in writing and be addressed to: Office of Public Affairs (PA-10), at FAA Headquarters. Early registration is recommended as registrations received after March 1 may not receive mailings of advance material for use at the conference.

Conferees requiring hotel-motel rooms should make arrangements as early as possible to avoid the heavy tourist demand at that time of the year.

NAFEC Officers Give Aid to Needy

ATLANTIC CITY—Thirty-three baskets of food with frozen turkeys were presented to needy area families recently by the Patrolmen's Benevolent Association at NAFEC.

Besides turkey, the baskets held canned goods, dried foods and other groceries. Some items were donated by NAFEC employees and others were purchased with $329 in cash contributions.

Baskets went to welfare recipients, senior citizens, hardship cases and Center employees who are invalids. Deliveries were made by Center police officers on their own time.

What Goes Up . . .

Getting ready to take off for their first jump are Sacramento GADO Operations Inspectors T. D. Spencer (left), and Al Matera. In the center is their instructor, George Nicks of the U. S. Parachute Association.

Sport Parachuting Tried By Two GADO Inspectors

SACRAMENTO — A recent sport-jumping orientation program ended dramatically for two GADO inspectors as they pushed off from the strut of a Cessna aircraft flying 2,500 feet above the surface.

Several GADO employees attended the ground course sponsored by Action Sports West of Lincoln, Calif., while Operations Inspectors Al Matera and T. D. Spencer of the GADO completed the entire program including the jump.

During ground school under the tutelage of a United States Parachute Association instructor, the men practiced exits from the mock-up Cessna, assumed the stable position and counted off the seconds before the opening shock. They were taught how to check their canopy, to disarm the Sentinel (automatic opening device for reserve chute) and how to deploy the reserve chute. They practiced parachute landing falls until they hurt and they found that the instructor took a very professional attitude toward this business.

Finally they were ready to go. Here is how Spencer described his first jump:

"Even at 80 miles per hour the prop blast is stronger than you expect, and you're incredibly awkward and uncomfortable; you think you'll never make it.

"You manage to crawl out past most of the prop blast and it's just windy and fairly comfortable. You shift your feet a bit, trying for the best position. Then the slap on the shoulder comes, with the command, 'GO.'

"Then you're falling but in a stable position; you're trying to count the seconds properly and getting a glimpse of the 'chute deploying. The opening shock is soft and comfortable and you're checking the canopy, disarming the Sentinel and turning on the radio, which you should have done in the plane.

"You find the guide knobs and a voice from the ground is telling you to turn left 90 degrees. The 'chute responds instantly and accurately to your pull on the knobs and you decide to practice a few S-turns.

"Soon you're drifting over the gravel in the drop zone. You realize you're headed toward that tiny disc representing dead center. Suddenly it's almost over. The disc is plainly visible. You reach awkwardly toward it with your right foot, execute the most ungainly landing in history, and the canopy is falling almost on top of you."

Fore and Aft

After flying halfway around the world from Oklahoma City, two twin Sabreliner jets slated for the Tokyo Flight Inspection Group rest on the ramp following delivery to the agency. The jets replace three propeller-type aircraft, and enable the FIG to respond more quickly and economically to its flight inspection mission.

Benefits Loom Large in U. S. Payroll

WASHINGTON — More than 23.8 per cent of the Federal payroll now goes for employees benefits, according to the Bureau of Labor Statistics and the Civil Service Commission.

These findings, reported in "Employee Compensation in Selected Industries," a nationwide study on so-called "fringe benefits," do not reflect the impact of the new retirement law signed by the President on Oct. 20. As a result, Federal fringe benefits are even greater than the 23.8 per cent figure.

The average grade of all Federal classified employees was GS-7.4 as of June 30, 1968, reflecting an average salary of $8,404 a year. This means that the benefits package (at 23.8 per cent) is worth more than another $1,900 per annum for the average employee.

In FAA, however, where the average classified grade is higher, the average fringe figure works out to more than $2,600 per annum.

Some of these benefits dollars can be counted in the Government's share of insurance premiums and retirement payments and health benefit plans.

To illustrate the magnitude of Federal contributions to the retirement program, for example, the average retired Government employee will get back all of his retirement contributions during the first three years of retirement. Incidentally, the average retiree is about 60 years old at retirement and is expected to live an average of 17 more years.

He will therefore get about 14 more years of annuity—the Government's share of his retirement.

When the average FAA classified employee retires, his average monthly annuity will be $515.62—or $6,187.50 per annum. By multiplying this $6,187.50 by 14, it can be seen that Uncle Sam will pay out an average of more than $86,625 in excess of the employee's contribution to the retirement fund.

Government disability retirement provisions are even more liberal. Most disabled employees with at least five years of service can receive as much as 40 per cent of their average "high three" annual salary if disability retirement is approved.

Annual and Sick Leave

Annual leave allows many employees to enjoy four weeks of vacation a year with pay. Some receive more than five weeks. For the average employee, this amounts to about $700 per year, not to mention the physical and mental benefits of a vacation or being able to handle personal affairs without having to lose pay.

Sick leave is sort of an insurance policy which, if treated in the proper manner, can mean continuing income during prolonged sickness or injury. The average employee takes approximately seven days of sick leave per year which works out to about $225 per year.

The 1969 amendment to the retirement act provided that all unused sick leave should be added to an employee's length of service when he retires. In his testimony to the Senate Post Office and Civil Service Committee, CSC Chairman Hampton said the average unused sick leave balance for a 1968 retiree was 44 days. These 44 days add up to about $17.40 more per year for those who retired after Oct. 20, 1969. For the average FAA retiree, with his higher salary, this extra credit would amount to approximately $36 per year.

Compensation Benefit

Injury compensation is another important benefit received by Federal employees. In time of need, it helps pay for medical expenses and lost time caused by job related injuries. For fiscal 1969, the Bureau of Employment Compensation billed FAA over $919,000 for this benefit.

Not to be forgotten are the benefits of extended life insurance without cost during retirement, death benefits, unemployment compensation, severance pay and job security.

Incentive awards represent another benefit for many employees. During last fiscal year $538,873 was paid to more than 3,000 FAA employees for superior performance and special acts and services. In the same period, the agency paid out $53,259 for 991 adopted suggestions.

Briefs Central Staff

In an effort to reduce near midair collision hazards, Anselm M. Tibbs, Jr., Chairman of the Near Midair Collision Study Group, briefs the Central Region staff on the 20-point program recommended recently by the Administrator.

Lindbergh Cites Challenge Of Progress in Aerospace

LOS ANGELES—Having met the challenge of travel to outer space, man can solve terrestrial problems associated with the impact of technological progress on the environment, Charles A. Lindbergh recently told the Society of Experimental Test Pilots.

Lindbergh said he believes man has demonstrated the leadership required to prevent life's environment from breaking down under the impact of scientific, industrial and commercial progress.

He pointed out that the prime measure of success in aviation and astronautics will not be economy, speed or power but the quality of life that results.

"Aviation's expanding frontiers are overtaking life's evolving frontiers." Lindbergh told the test pilots. "Failure to integrate the two would almost certainly be catastrophic. The challenge confronting us is more formidable than any in the past. Our civilization depends on meeting it successfully."

In Lindbergh's opinion, the real test facing aeronautics and astronautics today is whether these sciences will prove advantageous to the human species.

"While science, industry and commerce are progressing, the environment of life is breaking down —forests are stripped, land is eroded and water and air are polluted. The surface of our earth is changing fast and not for the better."

Lindbergh feels this challenge must be—and will be—met by man.

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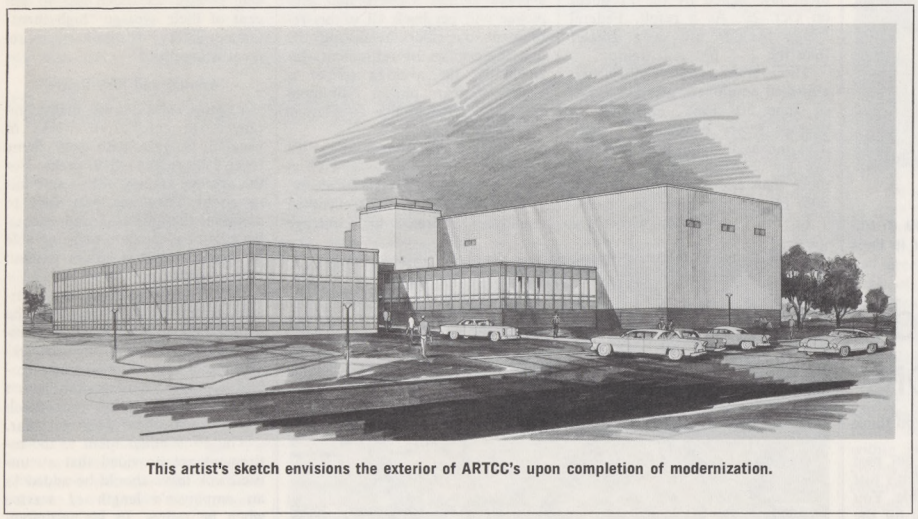


This artist's sketch envisions the exterior of ARTCC's upon completion of modernization.

Sharp contrasts in working environment and an illustration of career progression are shown in these two photos. The Seattle Center looked like this (right), in 1946. Controller working second from left is William Flener, also shown above (seated left), discussing details of the large-scale center modernization and expansion program, in his capacity as Director, Air Traffic Service. Others discussing the program with Flener (from right), are Murray Smith and Harvey Wendorf, Systems Research and Development Service and Forest Six of the Ralph M. Parsons Co., Los Angeles.

A New Design For Working . . .

Coming: MORE MODERN CENTERS

Work has begun on a massive improvement and modernization program aimed at providing a healthier, better working environment at the agency's 20 Air Route Traffic Control Centers.

Construction crews are already working on one segment of the master plan at the Atlanta Center near Hampton, Ga., the first center to be affected. Within four to five years, a wide range of improvements will have been completed at all FAA centers. Not only will the program improve working conditions, but sophisticated electrical and mechanical improvements will enable the FAA to keep pace with fast-moving developments in air traffic technology.

Roomier, brighter, more eye-appealing surroundings are in store for center personnel. In the very near future, they will begin to enjoy better lighting and better air conditioning. Noise will be cut to a minimum by means of a sound control plan. Controllers, maintenance personnel and others employed at the centers can look forward to new, modern cafeterias, larger locker rooms and rest rooms and more offices and technical work areas.

The basic plan for the modernization program calls for the addition of a three-story administrative wing (see illustration) at each center.

New wings will provide classroom space to accommodate continuing on-site training needs and additional administrative and training support. The enlarged buildings will include additional engine generators.

Automation areas will be added to accommodate computers and display subsystems, computer programmers, documentation libraries and maintenance.

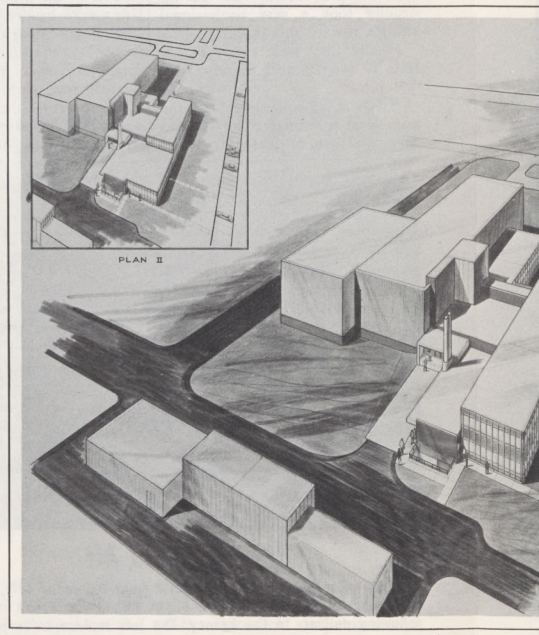
The added space will also permit expansion of mechanical, electrical and communications systems and provide for the future growth of air traffic control sectors.

To assure a steady supply of electrical power for automated equipment, provisions are being made for continuous power conditioning. Since standby generators now in use do not respond rapidly enough for the new computer systems, an Uninterruptible Power System (UPS) program is included in the modernization. UPS will serve as a battery-supported "cushion" between commercial power and the critical automated equipment, permitting failure of the prime source while air traffic control continues to function normally.

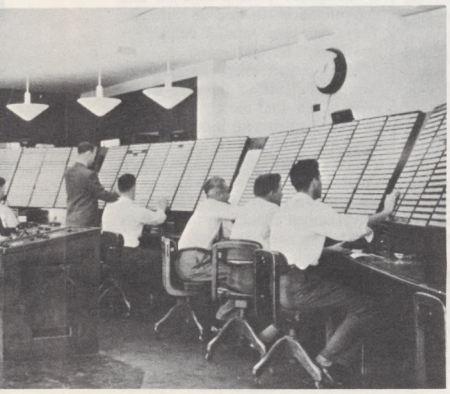
Overall design for the project is being provided by the Ralph M. Parsons Company of Los Angeles under the program management and technical direction of the Environmental Development Division, Systems Research and Development.

Improvements going forward at the Nation's centers are based on a thorough study of the general working environment at these facilities. Numerous studies at the centers and interviews with center personnel and others preceded development of requirements.

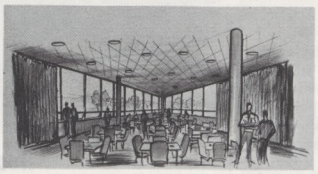
When the center improvement is completed—and present estimates indicate this will be no later than the end of Calendar 1974—the agency's 20 centers will be equipped to keep pace with the continuing expansion of air traffic, at least through 1980. And just as important, a better working environment will be assured, adding immeasurably—though intangibly—to the quality of the lives of thousands of agency employees.



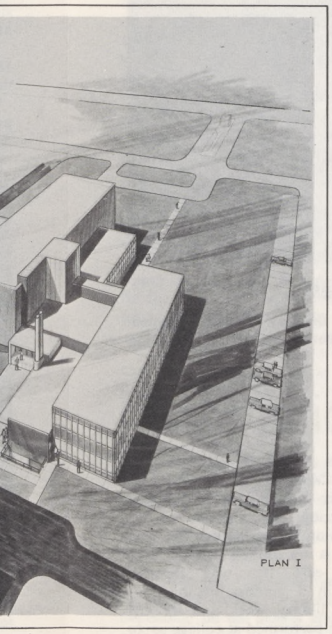
This artist's sketch, (Plan I), shows how centers will look upon com



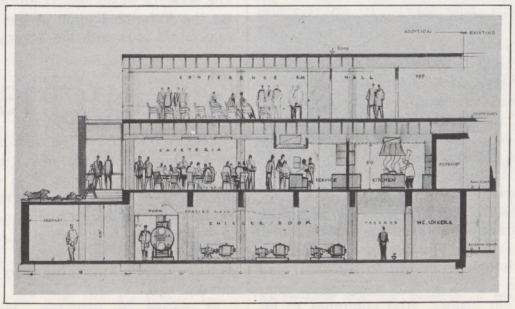
A far cry from the glimpse of the Los Angeles Center (left) as it looked in 1963, is this view of today's typical control room at the Washington Center in Leesburg, Va. Projected center improvements now underway call for still further improvements in the controller's working environment.



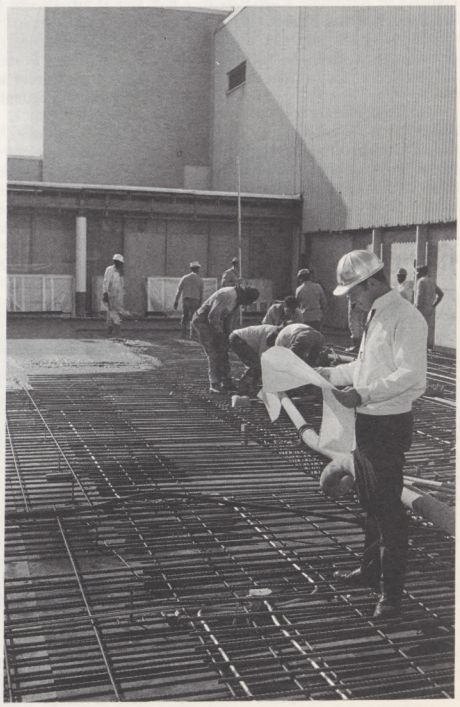
A place to relax, to relieve tension will be the expanded cafeterias being installed as part of center modernization.



will look upon completion of the program.



This cross-section artist's sketch indicates the scope of the added space to be provided in the program for enlarging the agency's centers.



As work progresses on enlargement of the Atlanta Center, the agency's Resident Engineer on the project, Charles A. Snow, studies plans for the modernization.

Employee Conduct Rules Discussed

Editor's Note: This article, developed by the Office of Personnel, is one in a continuing series about personnel policies and procedures.

WASHINGTON—In a democratic society, every citizen is entitled to complete confidence in the integrity of Federal employees, who must merit that confidence.

Nearly all Federal activities are open to public scrutiny. In the FAA, scrutiny is more intense because of the critical importance of the agency's aviation safety mission.

FAA employees must measure up to high moral, ethical performance standards as set forth in Handbook 3750.4, "Conduct and Discipline," supplementing DOT Part 99 regulations on Employee Responsibilities and Conduct.

On-the-Job Conduct

On-the-job conduct has a direct bearing on what the public thinks of the FAA and the Federal Government in general. The agency expects all employees to report for work on time, with the proper tools and in a mentally alert and physically fit condition. The Code of Ethics for Government service specifies that the employee should: "Give a full day's labor for a full day's pay" and that he should "give his duties his earnest effort and best thought."

Modern management principles emphasize a positive approach to problem situations. Good supervisor-employee communications play an important part in successful management. Departmental and agency regulations point up the value of good supervisor-employee communications to help employees perform effectively. Employees must be fully informed on the standards of conduct and performance expected of them and should participate in working out solutions to their own problems.

Personal counseling, on-the-job training and closer work relationships to help employees do a better job are emphasized in Handbook 3750.4. Supervisors should guide employees in achieving the performance desired. Disciplinary action, a letter of reprimand, a demotion or a suspension are "last resort" measures, to be applied fairly and uniformly in coordination with the servicing personnel office.

Outside Financial Interests

Employee financial investments are usually entirely proper and compatible with their duties and responsibilities. Handbook 3750.4 will help employees determine whether a conflict of interest situation exists. Certain types of financial interests are not considered conflicts of interest. They include:

- Holdings in mutual funds of investment companies not confined to particular industries.
- Holdings of corporate stock or other financial interests valued at less than $5,000—if these holdings are less than one per cent of the corporation's stock and if the employee, his spouse or minor children are not involved in management of the enterprise. Holdings valued at more than $5,000, in an aviation-related company, may be a conflict of interest.

A conflict of interest would exist, also, where an employee such as a flight test pilot or flight standards inspector has an investment in a firm with whom he deals as part of his official business.

Outside Employment

Conflict of interest regulations prohibit employees from engaging in outside employment not compatible with the full and proper discharge of their Government duties. For FAA employees, involvement in private aviation activity can pose special problems. For this reason, the FAA requires employees to obtain approval before accepting most outside aviation jobs.

Employees are no longer required to obtain advance approval before accepting an "outside" position with state or local governments. They may accept such positions if they do not interfere with their primary job or result in conflict of interest situations. In order to avoid possible problems, employees are urged to consult their local personnel office prior to accepting state or local positions—particularly if there is a conflict of interest question.

Cooperation Necessary

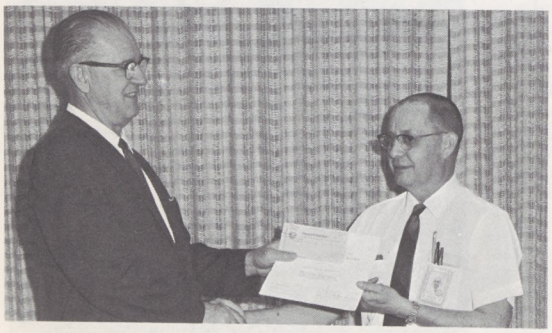
Individual employees are responsible for reading Part 99 regulations and for referring to them thereafter as necessary. Supervisors must see that all employees under their supervision comply with DOT regulations and FAA Handbook 3750.4, "Conduct and Discipline." With the full cooperation and sound judgment of all concerned, the FAA conduct and discipline process will serve the best interests of the agency and the public service.

Radar Contract Is Awarded

WASHINGTON—A $7,675,053 contract to Burroughs Corporation, Defense, Space and Special System Group of Paoli, Penna., for 62 common radar digitizers for use in air traffic control has been awarded by the FAA.

The digitizers are located at radar antenna sites. Utilizing raw radar and beacon data, the equipment performs an aircraft target detection function and converts this information into a computer (digital) language. The target information is transmitted via telephone lines for further computer processing at the FAA's air route traffic control centers and at air defense facilities located in the United States and Canada. The computers at various FAA and Air Force locations process the data from multiple radar sites for subsequent display at controller positions.

Of the 62 digitizers, 27 will be used in the continental air defense system and the remainder will be used in the NAS (National Airspace System) Enroute Stage A automation system now being installed in 20 FAA air route traffic control centers across the country.



Suggestion Payoff

For his suggestion that the Seattle Center change its contract with the Washington Natural Gas Company from a non-interruptible natural gas schedule to an interruptible schedule, Richard L. Welsh (right), electromechanical technician, Seattle ARTCC Airway Facilities Sector, receives a $165 cash award from Robert A. Pierson, Sector Chief. The change resulted in annual savings of 40 per cent (about $3,200).

General Doolittle Honored for Role In New FAA Film

LOS ANGELES—Two hundred distinguished guests gathered recently at Western Region headquarters to premiere a new agency film and to pay tribute to its narrator, Lt. Gen. James H (Jimmy) Doolittle.

General Doolittle was honored both for his participation in the film and for his extensive contributions over the years to the advancement of aviation.

James Rudolph, Director of Flight Standards Service and Arvin O. Basnight, Western Region Director, presented the general with a uniquely-designed chromed reel and film can containing a print of the new FAA film, "The Inspectors," in which General Doolittle is featured.

An anodized engraved label on the film, bearing the FAA logo, is inscribed, "Presentation copy to General Doolittle in appreciation for his contributions in the furtherance of Aviation and Safety in Flight." Under the title is inscribed: "With Introduction By Lt. General J. H. Doolittle, U.S.A.F. (Ret.)."

The film describes the role of FAA's corps of flight inspectors who log 17 million miles worldwide each year in specially-equipped aircraft checking the accuracy of thousands of ground navigational aids.

"It is indeed a privilege to honor this American hero of aviation safety," Secretary Volpe said. "His pioneering efforts using instruments had a direct bearing on this nation's leadership in flying safety. He was the first to fly a plane by instruments alone, thus charting the course to our present system of air traffic control."

Commenting on the award, Administrator Shaffer said: "I recently had the pleasure of seeing Jimmy Doolittle in our new motion picture, 'The Inspectors,' and the thought occurred to me that here is a man, already a legend in aviation history, who continues to influence aviation by giving of himself, his time and his support."

Spreading the Word

To acquaint the flying public with the work of the FAA's electronic technicians, Douglas Van Demark (left), and Riney Bryson, lead watchstanders at the Indianapolis AFS, built this attractive exhibit and placed it in the advertising display window at the Indianapolis Terminal Building.

'Teamwork' Praised by Allen

WASHINGTON—Much of the progress in the aerospace industry since the days of the Wright Brothers has resulted from a healthy government-industry relationship.

This was the theme of a recent speech by William M. Allen, chairman of the board of The Boeing Company at the Aero Club of Washington before a distinguished audience of government, industry and military officials. Allen's remarks were delivered following receipt of the Wright Memorial Trophy for 1969 for outstanding leadership in advancing both civil and military aviation.

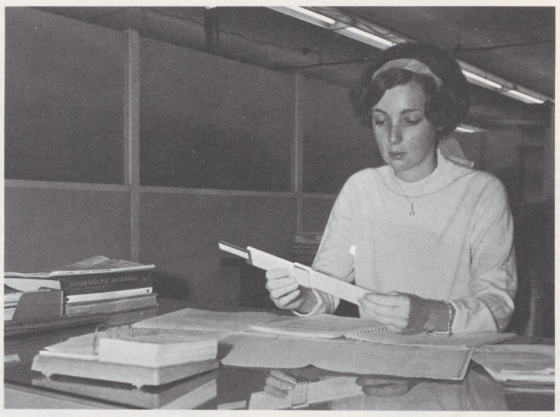
Allen called attention to the government's vital role in providing airway aids, safety enforcement functions and licensing and declared that the government-industry relationship has produced outstanding results.

"There has been a constructive attitude on the part of both parties, a willingness to work together and determination to see it through. There has been mutual confidence and faith," he said.

Allen urged encouragement of "the ingredients of the free enterprise system and the characteristics of the government-industry relationship.

"This does not mean there should not be criticism where criticism is due," he said. "But sustained unjust attacks on the process can cause deterioriation of the government - industry relationship and its product."

He told aviation leaders that in the interests of security and progress, this is a time "for developing and encouraging the government-industry process, as contrasted with an effort to tear it down."



Head For Figures

The Western Region's first girl engineer, Linda Deans, works out a problem for the Airframe Branch of the Aircraft Engineering Division on her slide rule. She's been with the agency five months.

Girl Engineer Joins Staff

LOS ANGELES—The time-honored tradition of "for men only" hiring in the engineering field was thrust aside by the Airframe Branch of the Aircraft Engineering Division here when Linda Deans reported to her desk and drafting table a little more than five months ago.

A native of Brighton, Mass., Linda graduated from Girls' Latin School in Dorchester and then went on to West Virginia University at Morgantown, W. Va., to earn her B.S. degree in Aircraft Engineering.

Working for the FAA Western Region is not Linda's first job. She helped earn her way through school in a number of jobs, including library work and aircraft research performed at college as an experienced FORTRAN programmer on the IBM 7040 system.

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?

Question: An out-of-agency course is being offered during working hours and has been approved as job related. May an employee's tour of duty be changed in order for him to attend?

Answer: Special tours of duty may well be established to permit employees to take courses which will help them perform more effectively. In doing so, however, certain guidlines must be followed. For a specific answer to your work situation, your best bet is to check out the criteria in agency handbook 3600.3, Workweek and Hours of Duty, paragraph 12c. and, if appropriate, work out a mutually agreeable arrangement with your supervisor.

Question: Is there a new competitive qualification standard for use in recruiting for a single aviation electronic specialist who may be employed in the program of air carrier or general aviation surveillance and regulation?

Answer: No "single" aviation electronic specialist qualification standard has been developed. However, the skills, background and qualifications for this occupation are contained in the qualification standard for aviation safety officers (GS-1825) which is presently being revised. After the new qualification standard is coordinated within the agency, it will go to the Civil Service Commission for final approval.

Question: Is there any possibility of a clearer career progression to the GS-1825 series from the GS-856 (avionics) series than the one shown in Flight Standards Career Planning Handbook 3410.6?

Answer: Yes. The Flight Standards Career Planning Handbook is presently being revised and updated to reflect new GS-1825 qualification standards. The new standards provide that certain related experience such as yours may be credited as special experience for a GS-1825 inspector-specialist position if you meet the competitive requirements for the particular inspector-specialist position prior to entering your job. In this case, the experience you gained after entrance on duty may be substituted for the recency of experience called for in the GS-1825 position.

Question: Recent secretarial vacancies at Eastern Region headquarters limited the area of consideration to the "Eastern Region commuting area." The bids of secretaries in the New York International Field Office, organizationally a part of the European Region, were returned marked "not in the area of consideration." Does this mean we can never be considered for EA vacancies?

Answer: No. Generally speaking, the area of consideration will vary depending on the grades and types of positions to be filled and the availability of eligible candidates. It represents the area in which the selecting official can reasonably expect to find a sufficient number of highly-qualified candidates. For higher grade positions, the area of consideration is established on a broad scale and may include all of FAA, or even the entire Department of Transportation. For middle and lower grade positions, the area of consideration is usually more restricted and may be confined to a single facility, division, office or service. However, new merit promotion procedures allow employees to file applications for promotion consideration outside their normal areas of consideration. When received, these voluntary applications are considered in the same manner and to the same extent as those applications received from within the normal area of consideration. See N 3330.26 for more information on how to file voluntary applications.

Airport Director Honored by FAA

ROCKFORD, ILL.—Robert P. Selfridge, Director of the Greater Rockford Airport, has been presented the FAA Award for Distinguished Service for his contribution in developing and promoting the cause of general aviation and for constructive suggestions, imagination, dedication and service to the aviation users, above and beyond the role of an airport director.

The certificate of award and the accompanying silver medal were presented recently by Edward C. Marsh, Central Region Director in ceremonies at the Greater Rockford Airport.

Administrator John H. Shaffer noted that the Greater Rockford Airport has progressed under Selfridge's leadership into one of the nation's outstanding general aviation facilities. In addition, he noted, it has become a decided asset to the community which it is serving.

The FAA awards program for non-FAA personnel is designed to select and recognize significant achievements in aviation. Special recognition is given individuals whose contributions are compatible with the missions of FAA and benefit the entire aviation community and the American public.

Among other awards earned by Selfridge are the Experimental Aircraft Association's Individual Achievement Award and Oustanding Airport Management Award, The President's Award, and the American Association of Airport Executives Honorary Director's Award.

Selfridge has been Director of the Greater Rockford Airport since March 1955. During World War II, he served with the Air Force, logging approximately 3,800 hours as a flight instructor.

Lunar Stamp Die Goes on Display At Headquarters

WASHINGTON—The engraved master stamp die carried to the surface of the moon by the Apollo 11 astronauts was recently on public display for four days in the lobby at FAA Headquarters.

Also included in the display was the letter hand canceled by the Apollo 11 crew as the command ship Columbia circled the moon after its successful docking with the returning Eagle.

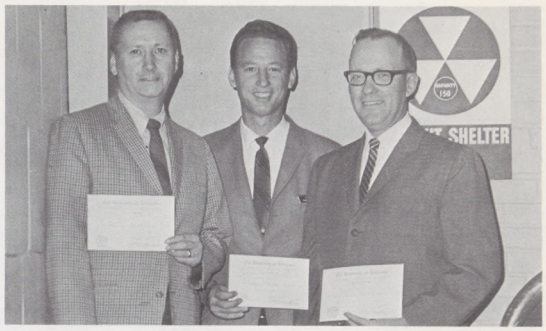
This letter traveled more than half a million miles in less time than it took the Pony Express to deliver a letter from St. Joseph, Mo., to Sacramento in 1860. The Pony Express letter cost $5 a half ounce; the "moon letter" bears a ten cent stamp.

The FAA borrowed the Post Office Department's "Man & Moon & Mail" exhibit to commemorate the 66th anniversary of powered flight, marked by "Wright Brothers Day" Dec. 17.

The master stamp die produced an initial run of 120 million stamps. The Apollo 11 commemorative stamps, the largest ever issued in the United States, have produced more than eight million requests for "first day issue" from more than 100 countries. Due to the extraordinary demand, an additional 30 million stamps have been printed.

Honor Jet Pioneer

A citation and silver medallion from the FAA were presented by Joseph A. Ferrarese (right), Flight Standards Service Chief of Operations, to Pan Am captain James L. Fleming recently in San Francisco. With 37 years' service, the retiring airline pilot was cited for " . . . adherence to the highest standards of safety" warranting the gratitude of all segments of the aviation community.



Civil Defense Conscious

Ready to instruct civil defense shelter management courses in Nebraska are (from left): Walter Pierson and Howard Losey of the Omaha FSS and Ronald Mortenson, Chief, Omaha Airway Facilities Sub-Sector. They have completed a course at the University of Nebraska to prepare for their role as civil defense teachers. A course in radiological monitoring had awakened their interest in the survival field.

Hearings on Control Areas Scheduled at Key Locations

WASHINGTON — Public hearings were scheduled by the FAA in all but one of 22 cities where tighter airport control area procedures have been proposed. The final hearing is scheduled for the Airport Motel, Philadelphia at 10 a.m. Jan. 23.

The hearings, which began Dec. 9, were scheduled at: Chicago, Detroit, Minneapolis, Kansas City, Mo.; St. Louis, Dallas, Houston, Boston, Denver, Las Vegas, New Orleans, Pittsburgh, San Francisco, Cincinnati, Atlanta, Seattle, Washington, Los Angeles, Cleveland, New York and Miami.

"There has been a widespread interest in these proposals," said DOT Secretary John A. Volpe, "and considerable misunderstanding as well. This is apparent from a review of the more than 1,500 comments received to date in response to our original announcement. We believe a public hearing on the specific application of the proposals to individual locations, therefore, would be beneficial to all concerned."

Administrator John H. Shaffer said the hearings would give the agency the opportunity to explain in detail the airspace configuration proposed for each airport hub and solicit comments from local airspace users and other interested parties. He emphasized, however, that the hearings would deal only with the proposed terminal control areas and not with the general concept of the proposed regulatory action.

Last Sept. 30, in a move aimed at reducing the midair collision potential in busy terminal areas, FAA issued a proposed general rule which would place all aircraft operating in designated "terminal control areas" under positive ground control. The proposal also would require all aircraft operating in these terminal control areas to meet certain equipment requirements, including carriage of a 64-code radar beacon transponder, an electronic device which emits a positive radar pulse and facilitates radar identification of aircraft.

The general rule was followed by proposed rules describing in detail the size and shape of the areas proposed for four of the 22 hub areas — Washington National-Andrews AFB, Atlanta, Chicago and Detroit.

Information on the size and shape of areas proposed for the remaining 18 terminals were mailed to the airspace users.

Details on all of the proposed terminal areas are presented at the hearings, which are informal, designed primarily to discuss the airspace configurations under consideration for each terminal area.

At each hearing, the presiding officer makes an opening statement regarding the purpose of the meeting. FAA spokesmen briefly discuss the proposed general operating rules and the airspace configuration under consideration. Questions are invited from the audience to clarify any aspect of the topics discussed.

Civil Aviation Meet

The seventh informal meeting of Directors of Civil Aviation, Asia and the South Pacific convened in Honolulu recently. It was the first time the conference was held on American soil. Pacific Region Director Phillip M. Swatek (center, front of podium), thus became the first American to chair such a meeting.

Layout of Washington National Airport is shown visiting interns by Arven H. Saunders (right), Director of BNCA in his Falls Church, Va. office. Clockwise are: Lynne Sparks, David Spencer, Judy Bossen, Bill Hamilton and Howard E. Murphy.

On their tour of Dulles International Airport, FAA management interns observed the tower controllers in action (clockwise): Dick Wade, James McDonald, Carl Fields and Rick King. Interns are (left to right): Howard Murphy, Bill Hamilton, Lynne Sparks, Judy Bossen and David Spencer.

FAA's Management Interns . . .

Tomorrow's Managers

If you ask Howard E. Murphy what office in FAA he's assigned to, he might well take a deep breath before answering: "Logistics Service, Systems Maintenance, Office of Aviation Medicine, Air Traffic Service, Office of Civil Rights, Office of Budget, Bureau of National Capital Airports and Office of Management Systems."

As an FAA management intern, Murphy and four others who are also currently in the FAA program are getting a good, close look at a number of different career specialties. The ongoing program, started in the early sixties, averages about five such fortunate interns yearly.

The interns spend about a month in each of approximately eight different FAA organizational units. At the end of the year, each intern has a broad base of experience on which to determine his career choice. From the agency's standpoint, key managers are given an opportunity to size up the career potential of each of the interns on the basis of the kind of performance they turn in.

Murphy, a Notre Dame graduate, has worked on four major projects since beginning his internship last July.

Projects he participated in so far include an evaluation of the impact of weather on ILS outages and an analysis of five high-density airports.

Murphy has a slight edge on the other interns—he worked for about a year as an air traffic control specialist at Dulles.

"The program is giving me insight into a number of FAA specialties and I find it both interesting and challenging to be part of this training," Murphy said.

Lynne Sparks who has a Master's Degree in International Relations, considers the program "a good way of becoming acquainted with the many different career opportunities in FAA."

A third management intern, David Spencer, expressed special interest in the agency's technical programs, such as NAS Stage A. Spencer says the program is giving him a chance to determine "just what I'd like to do within the FAA framework."

One of two student pilots in the program is Judith Ann Bossen, a former college instructor in Florida with a Master's Degree in English. She worked on a managerial reading program and an aviation education study as part of her internship during the last half of last year.

The other, William S. Hamilton, is also highly motivated toward the agency's technical program area. As part of his early internship, he developed a recruitment brochure for the Management Intern Program and conducted an R&D program review. In spite of a physical handicap, Hamilton is working toward his private pilot's license and hopes to obtain a medical waiver to permit him to fly.

Goals of the program include recruitment and encouragement of young men and women with demonstrated high intelligence, emotional stability, communicative effectiveness and motivation to achieve responsible levels of management through accelerated training and broad exposure to FAA's work.

Besides performing rotational work assignments, interns participate with other agency interns in the Civil Service Commission-sponsored seminars for interns. They also take selected FAA management courses and related out-of-agency training. The internship year, commencing usually with the fiscal year, begins with an extensive orientation in the major policies, program and personalities of the agency.

Management interns are trained for permanent assignments in an array of administrative positions dealing with budget, management analysis, logistics, data processing, personnel, economic analysis, communications, investigations and many other agency specialties.

Qualification for the Management Intern Program is gained by passing both a written and an oral examination given periodically by the Civil Service Commission. Interested persons are advised to apply early because of the extensive administrative requirements for rating. Successful candidates start at GS-7 or GS-9 and are usually promoted upon completion of the internship year and assigned to permanent positions. Among equally qualified candidates, preference is given to FAA employees. Greater detail concerning the program is available in a brochure which can be obtained from the Training and Career Development Branch, HQ-130. Joe Proctor is Management Intern Coordinator.

"The success of an organization depends, in large measure, on its ability to attract and retain young talent. For the FAA, the Management Intern Program is a primary means of assuring this success," said Administrator John H. Shaffer.

Both student pilots with ten pre-solo hours each, FAA management interns Judy Bossen and Bill Hamilton pre-flight a Cessna 150 for flight training at Clinton, Md.

◄ As part of an R&D project concerning the NASPO program, intern David Spencer recently visited NAFEC near Atlantic City. He travelled by FAA plane NA-6 from Washington National Airport.

► Speaking over a mike in Dulles Tower is nothing new to management intern Howard E. Murphy. He was a controller there until July 1969, when he entered the FAA intern program.

Intern Lynne Sparks presents her recommendations for setting up an information system for the Bureau of National Capital Airports to Jack Ormsbee, Chief of the Financial Management Staff at BNCA. Interns often provide a fresh look at areas to which they are exposed.