



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-1 Jan. 2, 1974

AUTOMATION LEADER

Spencer S. Hunn, Director of Systems Research and Development Service, recently received the agency's Superior Achievement Award for his outstanding leadership in directing the automation and modernization of the nation's air traffic control system. In presenting the award, Administrator Butterfield noted that the ATC automation program has moved rapidly toward completion under Hunn's "outstanding leadership and superior achievements."

An Air Force Brig. General at the time of his retirement, General Hunn headed the National Airspace System Program Office before being appointed director of SRDS. His previous experience included 28 years in the Air Force where he was responsible for the development and implementation of the automated air defense nerve center.

NEW FUEL-SAVING MOVE

MORE FLIGHT SIMULATOR USE OKED

As part of its continuing fuel-saving campaign, the agency has adopted new regulations permitting the airlines to make more extensive use of aircraft flight simulators to meet pilot training and flight checking requirements. Under the new rules, training and proficiency flying by the airlines could result in a reduction of approximately 9,300 flights a year, for a savings of approximately 50 million gallons of fuel annually. Use of simulators will remain optional, however. In announcing the new policy, Administrator Butterfield said, "Years of experience and evaluation, coupled with the advanced state of simulator technology, have shown that most of the required training and flight checking maneuvers for airline pilots can be accomplished effectively in today's visual simulators." Under the new rules, most of the initial jet flight training will still have to be accomplished in actual flight. For transition (one jet to another) or for upgrade training (co-pilot to captain in the same plane), the new rules would permit simulators for most maneuvers except for normal ILS approaches and landings.

SAVE GAS AND SAVE MORE GAS

Here are some interesting gasoline and mileage facts and figures compiled not by some impersonal agency but by NAFEC controller James Grambart. By using only moderate economy driving techniques--minimizing acceleration and deceleration--he increased gasoline mileage by 15 percent. He points out that if this economy were realized by all U.S. drivers, close to 10 billion gallons of gas could be saved yearly without rationing and with very little decrease in yearly mileage per automobile.

MORE DAYLIGHT, LESS ENERGY . . . In an energy-saving measure signed by the President, most of the nation will go back to Daylight Savings Time at 2 a.m. on Sunday, Jan 6. Set clocks ahead one hour before going to bed Saturday night. Employees on duty at the time of the changeover will be charged one hour of leave, and when the nation returns to Standard Time in Oct. 1975 employees on duty will receive overtime pay for the extra hour they work. Paragraph 25 of Handbook PT P 3600.3, Workweek and Hours of Duty, gives more information.

YEAR IN REVIEW . . . Watch for the agency's annual report being distributed this week. The yearly round-up is published as a special issue of FAA WORLD and covers happenings in 1973. Are you wondering how the FAA people fared last year, about the status of the automated Manpower and Personnel Information System, or about the growth of labor relations? Well, this wrap-up is where you'll get the answer to those questions and many more.

TRANSPONDER TEST REQUIREMENTS MODIFIED . . . The agency has postponed the date for aircraft operators to comply with new test and inspection requirements for air traffic control (ATC) transponders from January 1, 1974 to January 1, 1976 and extended the periodic checks from annually to bi-annually. Postponing the compliance is based on public comments solicited by FAA earlier this year. These comments raised the question of whether the 523 repair stations capable of performing transponder maintenance could handle the intricate test and inspection of the estimated more than 60,000 transponders in civil aircraft. The compliance date, therefore, was extended to avoid overloading repair facilities and to assure an orderly schedule for the required work. The two-year interval between transponder tests and inspections will allow complete check-out of the automatic altitude reporting feature (Mode C) of the transponder during altimeter checks which already are required every two years under another rule.

SHORT ON PAPER . . . The General Services Administration has requested all Federal agencies to cooperate in reducing paper usage during the current paper shortage. It has been necessary for GSA to seek alternative types and weights of paper products in order to fill basic requirements. DOT has been asked to encourage employees to conserve paper to the maximum extent possible and to institute conservation practices in the generation and distribution of documents, especially where the internal reproduction of copies is involved.

THE ANSWER AGENCY . . . How to buy a buffalo? What office handles Medicare? Where to get a passport? These and many other questions that the Federal government can answer occur to people all the time, but they don't always have an easy time finding the Federal office or agency that has the answer. The General Services Administration runs 36 Federal Information Centers (FIC) across the country which can find the answer or make referrals to just the right Federal office. FAA employees can use these centers for their own personal or job needs and can refer outside callers to the centers. Look in the phone book under "U.S. Government" for the nearest FIC, or write the GSA in Washington for a list of FICs.

AIR TRAFFIC ACTIVITY UP . . . The air traffic activity report for fiscal year 1973 shows traffic up one percent at airport control towers, four percent at air route traffic control centers and six percent at flight service stations. The total number of operations at the 364 control towers operated by FAA was 53,922,674. This represented a one percent increase over the 53,620,706 recorded in fiscal year 1972. As usual, Chicago's O'Hare International Airport recorded the most total operations with 682,984 takeoffs and landings during the 12 month period ending June 30, 1973. It was followed by Santa Ana, Calif., with 608,361; Van Nuys, Calif.,-with 578,758; Long Beach, Calif., with 556,679; and Atlanta International with 500,076. The five busiest airports in terms of air carrier operations only were Chicago O'Hare, Atlanta International, Los Angeles International, New York's Kennedy International and San Francisco International. The busiest air route traffic control centers were Cleveland with 1,664,634 aircraft handled; Chicago with 1,603,157; New York with 1,564,570; Atlanta with 1,363,340; and Washington, D.C. with 1,326,632. Other centers handling more than a million aircraft were Indianapolis, Houston, Fort Worth, Jacksonville, Memphis, Los Angeles and Miami. The top ranking flight service stations in terms of flight services provided were Chicago, Miami, Los Angeles, Washington National, San Juan International, Detroit City and Oakland International, each of which provided more than 600,000 flight services.

SOME CAUTIONS ON WHEEL-DEALING . . . FAA travelers on official business are reminded that the use of open market commercial rental vehicles is prohibited unless the following conditions have been met: (1) Government-owned (GSA/FAA) vehicles are not available, (2) Contractual vehicles (Federal Supply Schedule) are not available, (3) Common Carriers are not available or such use is impractical due to the cost or schedule. Detailed guidance is furnished in Agency Order 4670.2. Travelers are also reminded that reduction goals for fuel consumption will require greater use of public transportation even though some inconvenience may result.

AWARD WINNING FILM . . . The FAA movie, "Dusk to Dawn," was voted an Award of Merit in the 1973 film contest of the National Committee on Films for Safety. The film, sponsored by the Flight Standards Service, includes tips to pilots about night flying, such as instrument control, navigation, flight planning, approach path and speed control. In color, the movie traces a flight from St. Louis to Phoenix and uses cockpit and exterior shots as well as animation to present its message about flying under visual flight conditions at night.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO).
MONTREAL - 2 years: PC-41/73, Technical Officer, COM, P-4 (GS-14/15), Communications Section, Ground Branch, Air Navigation Bureau. Applications due in AIA-29 by Feb. 20, 1974. Additional information about duties, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

CANCER DETECTION PROGRAM FOR WOMEN . . . The American Cancer Society recently kicked off a campaign in Washington, D.C. for early detection of cervical cancer. All women are encouraged to get the "Pap Test," a simple, painless examination which can be done in a doctor's office or clinic. The Washington, D.C. Department of Human Resources is cooperating with the American Cancer Society by providing free pap tests at clinics which the Department supports throughout the city. No appointment is needed. D.C. General and Freedmen's Hospital also provide the tests. Call the ACS on 483-2600 for information on the location of the clinics.

AWARDS AND REWARDS . . . The Office of Aviation Policy and Plans presented a Special Achievement Award to Charles Hoch and Quality Within-Grade Pay Increases to William Fallon, Brenda Oswald, Donald Schroeder, Francis Bassett, Charles Murray, Audrey Phillips, and Thomas Messier. The Office of Aviation Economics presented a Quality Within-Grade Pay Increase to Patricia Milosavich. The Office of Environmental Quality presented a Quality Within-Grade Pay Increase to Margaret Koloskee. The Systems Research and Development Service presented Quality Within-Grade Pay Increases to Barbara A. Aust and Seymour Everett, both based on outstanding performance, and to August R. Bardelmeier, Grace M. Cantwell, William W. Graham, Eileen Henry and Donald W. Vogel; and Special Achievement Awards to Donald Asker and Juel Erickson.

SPIRIT OF GIVING . . . In lieu of spending money for the purchase and mailing of Christmas cards for co-workers this year, Flight Standards Service personnel donated \$133 to the Salvation Army and a corresponding amount to Children's Hospital. Flight Standards also sponsored a Christmas party for disadvantaged children. See photos in next week's INTERCOM.

**Improves
with age.**



Take stock in America.
Buy U.S. Savings Bonds.

NEW YEAR'S RESOLUTION:

BUY BONDS

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HEADQUARTERS intercom

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74-2

Jan. 7, 1974

REGION DEPUTIES

Three Deputy Regional Director appointments have been approved by the Civil Service Commission. James L. Bispo takes the post in the Eastern Region, succeeding Robert H. Stanton who became Regional Director last summer; George R. LaCaille succeeds retired Chester V. Wells in the Central Region; and Albert H. Thurburn succeeds retired Robert V. Reynolds in the Southwest Region. Bispo was previously Acting Chief of the Environmental Systems Division in the Airway Facilities Service. Before that he rose from Civil Engineer in 1958 to Area Manager at Wake Island in 1969. LaCaille served previously as Executive Officer in the Northwest Region. He held various flight service station posts in his early FAA career, which began in 1951. Thurburn was Chief of the SW Region Flight Standards Division after completing a tour as the first superintendent of the Management Training School. Earlier, he held number of training posts.

ALPHANUMERIC DISPLAYS INSTALLED IN CABS

ATC TOWER OUTLOOK GETS BRITER

All 56 alphanumeric BRITE displays ordered from UNIVAC on Dec. 2, 1972 have been delivered to FAA. A total of 53 of the displays, designed to be used in conjunction with the Automated Radar Terminal System (ARTS III), have already been installed in towers where ARTS equipment is in use. BRITE equipment makes the alphanumeric information clearly visible in the tower cab under normal daylight lighting conditions. Most other radar displays are easy to read only when the ambient light is subdued. Although 61 ARTS III systems are to be installed in air traffic control towers, only 56 of the BRITE displays were ordered because the BRITE equipment is not scheduled to be installed at military facilities. The three displays not yet installed are scheduled to be put in towers at Raleigh, Buffalo and Oakland.

DEADSTICK TO SAFETY

Caught on top of an overcast over Pennsylvania at dusk, the pilot called for help. The Dubois, Pa. Flight Service Station alerted the direction-finding network and guided the pilot of the single-engine plane to the Dubois airport, where the plane landed safely, running out of gas just as it touched down. From the early evening skies were heard radio calls from other aircraft which overheard the flight assist: "Congratulations, Dubois"... "That was really good"... "Good job, Dubois." The pilot wrote to the FSS, "I owe a sincere debt of gratitude to the men who assisted me that evening..." Another pilot, lost and almost out of gas, was assisted by the Concord, N.H. FSS, which directed the aircraft to a safe landing after it ran out of gas at 2,200 feet and was glided to earth by the pilot. Two other pilots were assisted to deadstick landings by FAA facilities (Continued on page 2)

MAINTENANCE SYMPOSIUM A SUCCESS . . . The international aviation community is well advanced in the use of sophisticated aviation maintenance programs--this was the main point brought out in FAA's Ninth Annual International Aviation Maintenance Symposium last month in Washington. A record high 748 people attended the Symposium. The 20 technical papers presented at the conclave indicated that other countries as well as the U.S. are using many space-age tools in their maintenance reliability programs, which depend on close, periodic inspection of aircraft and components. A highlight of the Symposium was the presentation of FAA's Distinguished Service Award to the Snap-On Tool Co. of Kenosha, Wisc. for its continuing support of the agency's annual aviation mechanic safety awards program.

SHORT HAUL AIRCRAFT NOISE NOTICE . . . FAA has issued an advance notice of proposed rule making for developing appropriate noise regulations for potential short haul aircraft such as vertical takeoff and landing (VTOL), short takeoff and landing (STOL) and reduced takeoff and landing (RTOL). The notice proposes a number of specific questions regarding the regulatory approach, compliance times, altitude and power/thrust restrictions, economic incentives for maximum noise reductions, predictability of noise and the definition of short haul aircraft for noise reduction purposes.

MORE ON AIRPORT CERTIFICATION . . . The agency has withdrawn a notice of proposed rule making which would have made "frequency-of-operation" the key factor in determining whether airports serving air carriers on an irregular basis must obtain airport operating certificates. At the same time, the agency extended the deadline for these airports to obtain provisional operating certificates. Both actions affect FAA's certification program for airports serving supplemental air carriers and other CAB-certificated carriers operating charter flights, small aircraft and helicopters. Also included are airports serving as fuel stops for these operators.

CLASSIFICATION STUDY GROUP HEADS SOUTH . . . The FAA-PATCO Classification Factors Study Group is set to begin the second of its two-week fact-finding trips to Air Traffic field facilities. From Jan. 7 to Jan. 18 the group plans to visit the following facilities: Miami Center; and control towers at Miami International; Dade-Collier; West Palm Beach; Tamiami; Fort Lauderdale Executive; and Fort Lauderdale-Hollywood International.

DEADSTICK TO SAFETY (Continued from page 1) . . . in November. In that month 320 flight assists were reported--164 by flight service stations, 108 by towers and 48 by centers. There were a total of 612 people reported on board the aircraft involved. The primary causes for the assists included 175 lost pilots, 36 low on fuel, 58 involved in weather and 78 with some type of equipment malfunction.

NEW RULE PROTECTS ENVIRONMENT . . . The agency has issued a rule implementing certain aircraft engine emission standards which have an effective date of Feb. 1, 1974. These standards, adopted by the Environmental Protection Agency last July, relate to smoke emissions from jet engines and fuel venting from large turbojets. The regulation issued by FAA prohibits fuel venting from all engines over 8,000 pounds thrust and sets smoke limits for JT8D engines. It also sets a precedent for other environmental actions in that it will require foreign operators to retrofit to meet the smoke standards.

SIX MONTHS GRACE FOR ELT INSTALLATION . . . Legislation that would extend the compliance date for the mandatory installation of emergency locator transmitters (ELTs) from Dec. 30, 1973 to June 30, 1974 was passed by Congress and signed by the President last week. FAA is considering corresponding changes to the Federal Aviation Regulations. The ELT is a device designed to send out radio signals automatically after a plane crashes in order to facilitate finding the downed plane.

MTS TAKES OVER CERTAIN CORRESPONDENCE COURSES . . . The FAA Management Training School (MTS) in Lawton, Okla. has assumed responsibility for all management and general training directed study courses. MTS will be responsible for day-to-day correspondence for these courses and for updating and revision of the courses. However, employees should continue to apply for these courses, submit completed lessons and request course material and examinations directly from AAC-911 at the FAA Academy. Questions on course content and grades should be made to MTS, AAC-501.

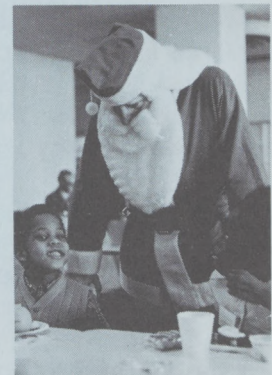
ENGINE ANALYZERS DELIVERED . . . A total of 23 gasoline analyzers have been delivered to the agency by minority contractor Western Technical Associations of Los Angeles. The portable, compact units will be used to diagnose problems on four, six and eight cylinder gasoline engines. They will be used by FAA primarily in conjunction with electric power generators. The self-contained unit can be used anywhere within a reasonable distance of a 120-volt outlet. Units were shipped to the following central locations for use at FAA facilities in the area: Los Angeles (3); Atlanta (2); Taylor, Mich. (2); FAA Academy (4); Jamaica, N. Y. (2); Fort Worth; Chicago; Salt Lake City; Denver; Cedar City, Utah; East Boston; Washington, D.C.; and Kansas City.

ST. LOUIS MAKING HISTORY . . . The St. Louis Flight Standards District Office wants to compile a history of the facility and is seeking recollections, photos and other data from past employees of the facility. The FSDO is particularly interested in receiving photos of past facility chiefs and rosters of past employees. Anyone who ever worked at the site, which began as a GADO and became an ACDO before changing to a FSDO, may write to W.R. Ost, Chief, St. Louis FAA FSDO, 9275 Genaire Drive, St. Louis, Mo. 63134, or call (314) 256-0349.

THROUGH THE COCKPIT PLEXIGLASS . . . See and avoid. That's the rule for VFR (visual flight rules) pilots when they fly. A device used to train pilots to improve their visual scan through the cockpit windows will be demonstrated this Wednesday, Jan. 9, from 1 to 2 p.m. in the FAA auditorium by Paul Bray of Bray Studios, Inc., N.Y. under the auspices of the Flight Standards Service. The Scan Trainer is designed to help pilots be able to make the earliest possible sighting of aircraft and promptly recognize the potential of mid-air collisions. Interested employees are invited to attend and may comment on the device's usefulness. Flight Standards will evaluate the device.



The Flight Standards Service brightened the Christmas of 20 disadvantaged children from the Anacostia area last Dec. 19 with a party, Santa Claus, a magician and gifts of toys and clothing. The children, in return, wished everyone a Merry Christmas and a Happy New Year. It can now be told that Santa Claus covers his polar identity by working as Jim Zahringer on the Flight Standards Safety Regulations Staff. The magician (tuxedo and glasses) was Wayne Hart, a professional. The children, aged 6 to 10 were brought by several workers of the Office of Volunteer Services, D.C. Social Rehabilitation Administration. Enjoying the party with the children in the FAA cafeteria is Herbert H. Slaughter (at bottom), Chief of the FS Engineering and Manufacturing Division. FS employees donated money to make the party possible. The Christmas spirit lives.



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74-3 Jan. 14, 1974

TOP SUGGESTOR NAMED

FAA's top award for employee suggestions has gone to George Olton of the Wyoming Airway Facilities Sector. The electronics technician won \$2355 for his suggestion of a successful modification that eliminated false DME (distance measuring equipment) signals at the Crazy Woman TACAN. First runner-up for the Suggestor of the Year Honor Award is Mitsuo Sumida of the Diamond Head AF Sector, Honolulu, who won \$1125. Second runner-up is ET Robert Golden of the AF Sector at Cleveland Hopkins Airport who was awarded \$1,000. Administrator Butterfield will present a plaque to Olton and his family at a ceremony in Washington on Jan. 24.

OFFICIALS LEAVE

John L. Baker has left his post at FAA as Assistant Administrator for General Aviation to join the Air Line Pilots Association. Also, R. Dan Mahaney, formerly Manager of National Capital Airports and Washington National Airport, has retired after 34 years of government service.

WOMEN NAMED FOR FIRST TIME

YEAR'S TOP FLIGHT SAVES CITED

Six air traffic control specialists have been honored by FAA for outstanding life-saving assistance to pilots in trouble during the past year. Included are the first women to be honored in the five-year history of the program. The specialists and their duty stations are: L. Jo King, Cordova, Alas. Flight Service Station; Calvin D. Losey and Freddie R. Laird, Shreveport, La. Regional Airport Tower; Melnee L. Grant, Andrews AFB Tower; and Robert L. Little, Jr. and Ramon C. Olivas, both of Washington National Airport Tower. Mrs. King assisted a panicky pilot who was caught in a snowstorm "whiteout" and was apparently in a high speed spiral. She jolted him to attention with an "expletive" and directed him to a safe landing after the aircraft landing gear actually brushed the ground in the pull-up from the dive. Laird and Losey combined to help a passenger land an airplane after the pilot (Continued on page 2)

A DREAM COMES TRUE

The first commercial flight touched down at the huge, new Dallas-Fort Worth Regional Airport at 12:07 a.m., Jan. 13, three days after the dedication of the FAA control tower. Top FAA officials attended the tower dedication on Jan. 10, including Administrator Butterfield, and the Directors of the Air Traffic Service and the Airway Facilities Service, Ray Belanger and Jeff Cochran. Also attending was former FAA Administrator William F. McKee. At the moment DFW opened for business, nearby Greater Southwest International Airport closed down forever. Approach controllers will remain on duty at Greater Southwest a few weeks more before moving to the ARTS III-equipped DFW radar room. Controllers are already on duty in the DFW tower cab. The tower chief is Arthur W. Koon.

A GALLON SAVED IS A GALLON EARNED . . . An order outlining fuel-saving flow control procedures to be put into effect when normal movement of aircraft is disrupted in the Chicago area should be effective February 1. A new concept outlined by the order envisages a reduction in engine running time when significant delays are anticipated at designated high-activity airports. Presently, Chicago O'Hare is the only designated airport; others may be added at a later time. Generally, planes will be held at point-of-departure airports to reduce airborne delays. Also, locally devised gate hold procedures will delay engine starting until shortly before the aircraft can be cleared to taxi.

A THANK YOU NOTE . . . Administrator Butterfield extends a very special thanks to the many people in the FAA who have expressed condolences and contributed so generously to the California Institute for Cancer Research in memory of his brother, Charles, who passed away on December 14. He said, "My family and I are most appreciative of your thoughtfulness, and grateful, too, for your support of cancer research."

SEPARATION OVER THE PACIFIC . . . FAA has begun a six-month study of lateral separation standards on air routes between the U.S. mainland and Hawaii to determine whether separation distances can be safely reduced from the present 100 nautical mile standard. Significant fuel savings would be one benefit of reduced separation. Flight paths will be monitored by seven FAA radar installations--two in Hawaii, four in California and one in the middle of the ocean aboard a Coast Guard vessel. Radar data will be compared with navigation data provided by aircrews on a special FAA form. The separation technique involves concurrent lateral and vertical separation.

COMMUNICATIONS NETWORK TO BE MODERNIZED . . . The first step to modernize the agency's far-flung telecommunications network for the exchange of aeronautical and flight plan information was taken recently with a contract amendment of \$301,000 to Telcom Corp. for a detailed system design. The contract calls for hardware and software designs for modernizing and integrating the domestic Service B and Pacific AFTN networks (Aeronautical Fixed Telecommunication Network). The ultimate system serving communication needs through the 1980s would be called the National Airspace Data Interchange Network (NADIN).

TOP FLIGHT ASSIST AWARDS (Continued from page 1) . . . blacked out only 1,700 feet above the ground. Another aircraft piloted by an FAAer helped lead the plane to the airport. Controllers Little and Olivas directed the pilot of an aircraft low on fuel with a malfunctioning directional gyro to a ground-controlled approach at Andrews AFB. There, Ms. Grant directed the pilot to a safe touchdown after deciding to maintain control for continuity at the point where the final controller normally would have taken over. An awards ceremony will be held Wednesday, Jan. 16 in 3rd floor auditorium at 9:15 a.m.

FIRE STANDARDS INVESTIGATED . . . The potential hazard of lavatory fires aboard transport aircraft was discussed by Flight Standards officials from the Western and Northwest Regions and Headquarters in a meeting in Seattle recently. The officials also met with members of the Boeing Co. and inspected some of their aircraft at manufacturing plants in Washington to gather information regarding improved standards. Airplanes made by other companies could also be affected by revised standards. In another action, FAA will investigate the need for new flammability standards for airline cabin attendant uniforms. This study grows out of a recent meeting with the Air Line Pilots Association, which presented results of fire tests to FAA.

FUEL REPORT ON THE WIRES DAILY . . . A daily fuel status report has been initiated by FAA with the cooperation of fixed base operators. The FBOs provide reports to local Flight Service Stations, which feed the information into FAA's telecommunications network for nationwide distribution to other FSSs, certain FBOs, air route traffic control centers, National Weather Service field offices and some of the airlines. The reports contain information regarding the lack of certain grades of fuel and the inability of FBOs to fuel transient aircraft when shortages occur. Aviation organizations have been highly enthusiastic about the service.

SAFETY WITS . . . Winners have been announced for the 1973 cartoon safety poster contest for employees sponsored by "FAA Aviation News" magazine. Winning entries were selected for pertinence and interest of the aviation incident cited, and for the appeal of the accompanying rhymed two-liner emphasizing the safety message. The two-liners will be used with safety cartoons in "Aviation News" and on posters. Each winner will receive \$25. And the winners are: Cliff Cernick, Seattle; Al Barnes, Denver; Jerry Forsythe, Houston; Andrew Rupnick, Pittsburgh; C.E. Melton, Oklahoma City; Annabelle Nobles, El Paso; A.O. Ferguson, Lubbock; Thomas Campbell, Hanksville, Ut.; Richard Redburn, Scottsboro, Neb.; Harold McGilvray, Austin; Arthur Eickenberg, Tampa; and Edwin Simon, Philadelphia.

ON THE MOVE WITH EXEC DEVELOPMENT . . . Eighteen high-potential people are currently involved in FAA's Executive Development Program. The 11 selected last summer are currently in the formal development phase of the program. Those selected in 1972 now hold various jobs in the agency which contribute to their development and help meet the agency's needs. Among these jobs are such significant positions as Executive Officer, Southwest Region; Chief, Program Management Staff, Office of the Associate Administrator for Operations; Chief, Engineering Management Staff, NAFEC; and Assistant Superintendent, FAA Academy.

PUBLICATIONS MOVE . . . INTERCOM and FAA WORLD offices moved to the 9th floor, room 912B, last week. These two publications, along with other functions of the old Employee Communications Staff, have become a part of the Office of Information Services. The telephone numbers have also been changed to 63483 and 63484. These were the numbers previously assigned to the "FAA Aviation News" magazine, which has been transferred to the Flight Standards Service. Their new numbers are now 63903, 4, 5 and 6 and their new room number is 625.

SPIRIT OF THE SEASON . . . In the spirit of the holiday season, the Airway Facilities Service contributed \$97 to the Children's Hospital and \$58.50 to the Salvation Army in lieu of exchanging holiday greeting cards among co-workers. Also, for the tenth consecutive year, the employees of Airports Service donated money to Children's Hospital in lieu of exchanging Christmas cards. Donations totaled \$136.00.

CIVIL RIGHTS MERIT PROMOTION PANEL REPRESENTATIVES . . . The Office of Civil Rights is in urgent need of men and women to serve on Merit Promotion panels to review applications for GS-7 through GS-15 positions. Members of the panel should also be in GS-7 to -15 positions. Persons so selected will serve as designated representatives of the Office of Civil Rights for such panels. The responsibility of a panel member is to review and rate the Personal Qualifications Statements of candidates for a particular position by using a point system for pre-identified criteria such as awards, education, work experience, etc. Each volunteer will serve approximately once every six weeks, and panel reviews average about four or five hours. An orientation session will be held by the Office of Personnel's Personnel Operations Division and the Office of Civil Rights to provide volunteers with the guidelines necessary to achieve insight into the rating process. If you are interested, please complete the form below and return it to ACR-1 by January 31. You will be notified at a later date as to the time and place of the orientation.

To: ACR-1
Name _____
Routing Symbol _____
Title _____
Series _____
Grade _____
Phone Extension _____

UPWARD MOBILITY COMING UP . . . A new upward mobility program available to Washington Headquarters FAA employees will be explained in the third floor auditorium in FOB-10A next Wednesday, Jan. 23, at 2 p.m. All interested people are invited to attend. See this week's Special INTERCOM for more information.

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SPECIAL Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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Jan. 17, 1974

UPWARD MOBILITY PROGRAM APPROVED

An Upward Mobility Program for FAA employees in Washington Headquarters, including National Capital Airports employees, has been announced by the Personnel Operations Division (APN-100). Under the Civil Service Commission-approved training agreement, GS-4 through GS-8 and WG-3 through WG-11 career and career-conditional employees with three years of Federal Service, including one year of FAA service, may be trained for new career fields unrelated to their past occupations.

Upon successful completion of one year of individualized training, employees will be reassigned or promoted into technical, accounting, personnel, management systems, or program assistant target positions located in Washington. Employees may apply for the program by submitting an updated Standard Form 171, "Personal Qualifications Statement," to Mrs. Collins, Room 512, Employment Branch, APN-150, not later than Jan. 30, 1974. Applications sent by mail should be specifically designated for the Upward Mobility Program.

A complete description of the mechanics of the program will be given in the third floor auditorium in the FAA building on Wednesday, Jan. 23, 1974 at 2 p.m. All interested persons are invited to attend the briefing.



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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74-4 Jan. 21, 1974

N.Y. GROUP TOLD OF FUEL ACTIONS

FAA played a key role in advising the Federal Energy Office what fuel cutbacks aviation could absorb, Administrator Butterfield said in remarks prepared for the Wings Club of New York last week. "The final fuel allocations are significantly larger than those proposed in almost every case," he said. "The fuel allocation regulations... admirably reflect the successful joint efforts of the FAA and the aviation industry in achieving some measure of equity."

SPANISH RAINCHECK

The first Spanish language "Operation Raincheck," the air traffic control familiarization program for pilots, began recently in the Balboa Center/RAPCON in the Panama Canal Zone. Private, commercial and airline pilots from the Canal Zone and Panama were enthusiastic about the classes, which were conducted in Spanish with the help of Librado Silva, a Spanish-speaking controller at the facility.

ANCHORAGE GETS FIRST SYSTEM

ARTS GOES TO ENROUTE CENTERS

A new use has been found for ARTS III alpha-numeric-generating equipment. A system is being installed in the Anchorage ARTCC, and more are scheduled for use in other centers. The Anchorage system is scheduled for commissioning in September. It is being installed in Anchorage in conjunction with the closing of the Fairbanks ARTCC and will be used to process radar data sent over telephone lines from the Murphy Dome long range radar site. These radar signals formerly were sent to the Fairbanks Center. When the hook-up is completed, air traffic in the Fairbanks area will be controlled from the Anchorage facility. These are the first ARTS III components to be installed in an enroute center. Previously these systems have been used operationally only in airport towers. Similar systems are scheduled to be installed in the Honolulu and San Juan air route traffic control centers in early 1976.

HOWLAND DEFENDS CONTROLLERS

New England Regional Director Ferris J. Howland has defended FAA air traffic controllers and the agency's air traffic system against charges of responsibility for the Delta Airlines DC-9 crash that killed 89 at Boston last July 31. Speaking last week after Delta charged controllers with responsibility for the accident, Howland said, "Any public allegation as to cause, including Delta's, is without substantiation at this time. I am confident that the National Transportation Safety Board's report will not find FAA, its air traffic system or navigational aids as the cause of this accident."

FAA HELPS BOEING AND THE AIRLINES LOWER THEIR VOICES . . . The Boeing Co. has applied to the Northwest Region for approval to install its "quiet nacelles" on several models of the 707 jet transport. The nacelles were developed by Boeing under an FAA contract and were demonstrated to FAA officials and the public in a fly-over at Dulles Airport in May 1973. The retrofit program is designed to provide quiet engine nacelles for some 890 aircraft ordered or already delivered, of which approximately 400 are operated by U.S. airlines. Acoustical flight tests have been completed, and Boeing and NW Region Flight Standards people are evaluating the data to determine compliance with the noise standards of Part 36 of the Federal Aviation Regulations. Airworthiness testing and certification for each type of retrofitted model is scheduled for completion by May 1976.

BEACON SITE TESTER ORDERED . . . The agency has signed a contract with Astro Research Corp. of Santa Barbara, Calif. for two mobile, collapsible towers to be used for beacon radar site selection and testing. Here's how the program will work. The collapsible towers, along with generating systems, will be mounted on low-boy trailers which can be hauled over any interstate highway. When taken to a radar beacon site to be tested, the tower, topped by a government supplied antenna, will be erected. (If put up to its full 100 feet, this will take about three hours.) Then the site will be tested to assure optimum performance. The two towers, generating systems and pedestals for the rotating antennae are scheduled to be delivered to NAFEC in July of this year.

SAFE ALTITUDE ALERTING SYSTEM . . . A safe altitude warning system using ARTS III equipment was demonstrated at NAFEC recently using agency aircraft in a series of test approaches to the landing field. UNIVAC, the agency's supplier of ARTS equipment, briefed FAA officials on the system, which uses ARTS equipment to compare an aircraft's known altitude with its predicted altitude. If the aircraft descends below its proper altitude or flies wide of its approach path, an alerting signal flashes on the ARTS radar scope, telling the controller of the potential hazard. Agency officials expect further development of the system will be required before implementation.

AIR NAVIGATION BRIEFING SET . . . FAA will brief U.S. manufacturers and consultants on the requirements to implement the ICAO (International Civil Aviation Organization) air navigation plans for three areas--Africa-Indian Ocean, Southeast Asia and the Pacific. The briefing will be held Jan. 23 at FAA Headquarters. Administrator Butterfield commented, "The promotion of our aerospace products and systems in foreign markets is one of this Administration's top priorities," and added that regional ICAO air navigation plans offer a tremendous marketing opportunity for American business. The briefing, second in a series, will cover various types of nav aids, communications and air traffic control equipment, airport requirements, flight inspection aircraft and other equipment.

PILOT NOSE COUNT . . . FAA's recently released U.S. Civil Airmen Statistics for 1972 shows a total of 750,869 active pilots in the nation at the close of that year. This was a one percent increase from 1971. Private pilots totaled 321,413; commercial pilots, 196,228; and airline transport-rated pilots, 35,949. The remainder included helicopter, glider, student and other types of pilots. The total pilot count is forecast to top one million in 1979. Non-pilot airmen totaled 319,177, including dispatchers, mechanics, controllers, parachute riggers, flight engineers and navigators and ground instructors. The report may be obtained by writing to FAA's Office of Management Systems, AMS-220.

SAVINGS BOND INTEREST GOES UP . . . Interest on U.S. Savings Bonds has risen from 5 1/2 percent to 6 percent, and the maturity period for E Bonds has been shortened from 5 years and 10 months to 5 years, the Treasury Department announced recently. The increase in interest, which became effective Dec. 1, 1973, will also mean an extra 1/2 percent interest for all currently-owned Bonds, both series E and H. America's stock is going up.

STINGINESS PAYS . . . Efforts by FAA employees to conserve energy at agency facilities and offices resulted in a savings of 71 billion BTUs in the first quarter of FY 1974, according to a Logistics Service report. Energy use for the July-September period was projected at 849 billion BTUs and only 778 billion were actually used. Cuts in the use of lights, machines, appliances and temperature, as well as reduced use of aircraft and official travel, all accounted for the saving.

GETTING TOGETHER ON MANAGEMENT . . . A meeting of Management Systems Division chiefs will be held at the Aeronautical Center from Feb. 5 to Feb. 8, the first such meeting since management systems functions were brought together organizationally. Region, NAFEC and Aero Center division chiefs will attend as well as representatives from the Washington Office of Management Systems and chiefs of data processing organizations. Emphasis will be placed on discussions concerned with solution of problems, future plans and ways for regional and Washington people to work more effectively together. Murray E. Smith, Acting Director of the Office of Management Systems, will chair the conference.

BARELY ENOUGH ENGINES . . . One by one the DC-6's four engines began to conk out. No. 1 engine was shut down and no. 4 was running rough when the plane neared the Miami area. The pilot then reported both no. 1 and no. 4 shut down and no. 3 acting up, and said he would probably have to ditch. The Miami tower advised the pilot that Homestead Air Force Base was 12 miles away and offered radar vectors to the field. The pilot agreed and made a safe landing at Homestead with further help from the Miami tower which coordinated the approach with Homestead controllers. During the month of Dec. 1973, 142 flight assists were reported--63 by flight service stations, 54 by towers and 25 by centers. There were a total of 197 people reported on board the aircraft involved. The primary causes for the assists included 76 lost pilots, 15 low on fuel, 32 involved in weather and 38 with some type of equipment malfunction.

SAVE GAS==COMMUTE BY TRAIN . . . It is now possible, thanks to the new midi-bus service between Union Station and Southwest, to commute by train. A six-month test of the service started Jan. 7 and has been very successful to date, saving the long walk or taxi fare to and from Union Station. The fare is 40 cents each way. The familiar "Downtown Midi-Bus" runs every ten minutes during rush hours along a route which stops on Maryland Avenue, S.W. between 6th and 7th Sts. coming from Union Station in the morning. It picks up at the corner of 7th and Independence going to Union Station in the evening. The midi-bus provides the long-needed connection between Maryland commuter trains and the Southwest employment area. Monthly and weekly special fare commuter tickets are available for the Brunswick-Harpers Ferry and Baltimore train routes which have many intermediate stops. The midi-bus is the brainchild of David Spokely, ARD-233, who has also been working with a number of citizen groups to bring commuter train service directly to Southwest Washington, through the possible establishment of a station at L'Enfant Plaza. The success of the midi-bus to Southwest may generate demand for direct train service, so take advantage of it. Remember, too, that riding the train is fuel-wise, and trains don't get caught in traffic jams.

FRIENDS, ROMANS, COUNTRYMEN . . . The Speechmasters Club at FAA offers employees an opportunity to learn the art of public speaking and staff briefings and invites all interested persons to attend any of their weekly Thursday meetings in the FOB-10A second floor Executive Dining Room from 12 to 1 p.m. In addition to a friendly get-together for lunch, the club offers constructive critiques of speeches based on assigned topics and impromptu talks. If you want to improve your ability to speak before a group, Speechmasters can help you.

LOST AND FOUND . . . If you've lost a scarf or are missing a glove, check the lost-and-found department operated by the guards in the lobby. The current inventory includes a plaid-type red and grey wool scarf found on Jan. 11 and various other items. Items are kept about a month, so if you're missing something, take a look.

AWARDS AND REWARDS . . . The Systems Research and Development Service awarded a Quality Within-Grade Pay Increase to Nada S. Smith and a Special Achievement Award to Sandra M. Carpenter. National Capital Airports granted a Quality Within-Grade Pay Increase based on an outstanding performance to Vicki K. Butler. The Airports Service presented a Quality Within-Grade Pay Increase to Ralph N. Read.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

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Jan. 28, 1974

PACIFIC DEPUTY

Joseph B. Nestor has been appointed Deputy Director of the Pacific-Asia Region. He steps up to the job from the position of Executive Officer of the region. Before being appointed Executive Officer, Nestor was chief of the Pacific-Asia Personnel and Training Division. An Air Force veteran, he was awarded the FAA Certificate of Achievement in 1969.

DOT LEGAL CHIEF

Rodney E. Eyster was recently sworn in as General Counsel of the Department of Transportation. Previously, he was a partner in a Chicago law firm. After graduating from the U.S. Naval Academy in 1946, he served as a Naval Officer until 1954. He was graduated from Yale Law School in 1957.

SAFETY BOARD REPORT

AVIATION ACCIDENT PICTURE MIXED



There was good news and bad news in the preliminary 1973 accident statistics released last week by the National Transportation Safety Board. Total accidents were down for both air carriers and general aviation but fatal accidents were up in both categories. The airlines had 40 total accidents last year--the lowest figure in 24 years and 10 less than in 1972. But fatal accidents were up from eight to nine and fatalities climbed from 190 to 227. General aviation had 4,180 total accidents last year, the lowest number in 17 years. 701 were fatal. This compares with 4,228 total accidents and 683 fatal accidents in 1972. The number of general aviation fatalities, however, dropped from 1,400 to 1,340.

NAFEC FUTURE RESTUDIED

Administrator Butterfield announced last week that he has directed the FAA study team examining operations at NAFEC "to go back and take another hard look at all facets of the study--to reconsider all the issues involved." The study was made as part of an overall agency effort to reduce costs and improve efficiency. It included options ranging from modernizing NAFEC to relocating its functions elsewhere. Butterfield asked for the restudy after discussions with the New Jersey Governor, Atlantic City Mayor, the Congressional delegation and other officials concerned about the future of NAFEC.

HOT AIR SEMINAR . . . FAA took no chances on losing valuable Flight Standards personnel during a three-day seminar on hot air ballooning in Santa Ana, Calif., earlier this month. The balloons were flown on tethers inside a huge quarter-mile long airship hangar as an introduction to subsequent free flight outdoors. Thirty-six Flight Standards inspectors, specialists and engineers from seven regions and the Aero Center gathered at Santa Ana to bone up on all aspects of the rapidly growing sport to get needed information for certifying balloon builders, repair stations and aeronauts. Juan Croft of the Flight Standards Service called it the "most exhilarating and exhausting three days I've known."



SECOND TIME AROUND . . . The agency has signed a contract with Bendix Field Engineering Corp. which will provide four long range radars for less than the price of one new system. The equipment--declared excess by the Department of Defense--will be refurbished and overhauled by Bendix before taking its place in the agency's enroute surveillance program. Bendix will also install the equipment on a turn-key basis and supply new radomes at three of the four sites. The FPS-60 series radars will serve the areas of Hartford, Conn; Utica, N.Y.; Beach, N.D. and Hanna City, Ill. The sites including buildings, roads and utilities will be prepared by the regions.

MAINTAINING MAINTENANCE CURRENCY . . . Refresher clinics to bring aviation mechanics up to date on changes in technology and FAA regulations will begin on a trial basis this year under the sponsorship of FAA and the Aircraft Owners and Pilots Association. The first clinic is scheduled for Feb. 13 and 14 in Columbus, Ohio. Several clinics have been held by the agency in the past, but this is the first such national program. Agency officials will provide briefings on the Federal Aviation Regulations with emphasis on making understandable, interesting and even humorous presentations. Industry representatives will review new developments in aircraft and maintenance technology.

AIR SECURITY AND FOREIGN AIRLINES . . . The agency last week issued a Notice of Proposed Rulemaking which would make foreign air carriers operating in the U.S. subject to the same passenger and baggage screening requirements already applicable to U.S. airlines. Announcing the NPRM, Secretary Brinegar urged foreign airlines to comply voluntarily pending final action on the rule. He added that advice based on experience gained in this country will be provided by the U.S. to foreign nations working to improve their air security programs. Thirty days will be allowed for comment on the NPRM after its publication in the Federal Register. The rule may become effective in another 30 days after a review of the comments.

ONCE UPON A POOL . . . About the only negative thing that can be said about carpools (and not felt by everyone) is the loss of privacy. On the positive side, they cut auto congestion, reduce air pollution, save gas and can get preferential treatment in tolls, parking and highway use. If joining or forming a carpool, check your auto insurance to make sure passengers are covered. In most cases they will be, unless the driver charges a flat fee and is judged to be operating a "public livery conveyance." More good news: the Federal Highway Administration of DOT runs a carpool matching service available to anyone. FAA offices or combined groups of FAA offices and other organizations can use it. Write for the "Carpool Matching Guide" from the Federal Highway Administration, Dept. of Transportation, Washington, D.C. 20590.

STUDY TEAM HITS THE ROAD AGAIN . . . The FAA/PATCO Classification Factors Study Group is set to begin two weeks of intensive factfinding at Air Traffic facilities in southern California. The group will be visiting the following facilities from Feb. 4 to 15: Los Angeles Center; Los Angeles tower/TRACON; Long Beach tower; Torrance tower; Burbank tower; March RAPCON; and Orange Co. tower.

CONFUSION AVOIDANCE . . . "Flight Check November 27 requesting low approach to runway 9"--that's the way most flight inspection aircraft now identify themselves, following an agreement between the Air Traffic and Flight Standards Services. The words "Flight Check" will provide immediate identification to controllers, avoiding any misunderstanding or delay in communications between flight inspection aircraft and controllers, particularly on flights near airports. Before the agreement, agency aircraft used their "N number" only.

TEST FACILITY MOVES TO NAFEC . . . ARTS III equipment used for development purposes by UNIVAC at the Minneapolis Test Bed has been shipped to NAFEC. It will be incorporated in the new Terminal Automation Test Facility which is being built in the old Atlantic City Airport terminal building. Also to be installed in the new facility will be an ARTS II test bed which is already at NAFEC. The facility will be used to test all future terminal developments such as metering and spacing programs, multi-processing of data and conflict detection and terrain avoidance. The terminal building currently is being reconfigured to make room for equipment and display labs as well as offices. Work is expected to be completed and the ARTS equipment installed by the middle of next month.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization. MONTREAL - 2 years: PC-42/73 Audio-Visual Aids Officer, P-4 (GS-13/14), Audio-Visual Aids Unit, Personnel Licensing and Training Practices Section, Flight Branch, Air Navigation Bureau. Applications due in AIA-29 by March 8, 1974. Additional information about duties, salary, qualifications and benefits is available from Manpower offices. FAA employees accepting ICAO assignments are entitled to restoration rights.

GREAT OUTDOORS EXPORTED TO RUSSIA . . . Backpack-hiking expert Ed Hanlon of Headquarters is off to Russia this week to show the Soviets what hitting the trail, American-style, is like. Hanlon is participating in a USIA-sponsored Outdoor Recreation Exhibition which will visit six Russian cities from February to May with exhibits of all manner of American outdoor activities and gear, including hiking, skiing, skating, camping, fishing, cooking and clothing. Hanlon, who works in the Office of the Associate Administrator for Operations, will demonstrate his specialty at an exhibit in Kishinev, Moldavia, east of the Rumanian border, for five weeks and then return to the U.S. He was asked to join the group by USIA after that agency heard of his work in teaching hiking-backpacking techniques to more than 20 American interpreters who are part of the exchange program. Ed has camped all over the U.S. and has spent many days on the Appalachian trail. "But I'm not a hunter," he said "I just bring my backpack, feet and a camera."

REWARD . . . FAA friends of agency veteran Robert Meyersburg are asking for contributions to a reward fund for the apprehension and conviction of the killer of Meyersburg's daughter Barbara who was slain in Washington on the morning of Jan. 7. To make a contribution, contact any of the following people: Frank Kelley, AFS-103, x68192; Eli Newberger, AFS-110, x68374; Joan Barriage, ARD-501, x63862; Curtis McKay, AFS-410, x68172. If the reward is not paid, contributions will be returned. Fund raisers emphasize that any information about the crime should be given to the police, not FAA.

TALLYING IT UP . . . Continuing their annual practice of donating money which otherwise would have been spent for holiday greeting cards to each other, Systems Research and Development Service personnel this year contributed \$131.00 to the Children's Hospital and \$113.00 to the Salvation Army.

AWARDS AND REWARDS . . . The Flight Standards Service presented Quality Within Grade Pay Increases based on outstanding performance to Arthur E. Pearsall, Nicholas Dobi, Avalon Born, Eugene Imes, Ellis Langford, Lauretta Blakeslee, and to Henry Brown, Clifford Weaver, Thomas Brown, Glenn Brown, Robert Winters, Beulah Chew, Arthur Hayes, Carolyn McQuaig, Catherine Haracz, Austin Pacher, Albert Perry, Walter Friedman and John VanHorn; and Special Achievement Awards to Marie Jordan (based on outstanding performance), and W. E. Koneczny, Elizabeth Burwell, Charles Schuck, Harriet S. Gray, Joan Albertelli, Russell Carroll and Loretta Purdy.

TONGUE-TIED?? . . . Try the FAA Speechmasters Club. It meets every Thursday in the Executive Dining Room, second floor, from 12 noon to 1 p.m.

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HEADQUARTERS Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-6 Feb. 4, 1974

MTS CHIEF NAMED

James M. Dermody has been named superintendent of the Management Training School in Lawton, Okla. He was previously special assistant to the Alaskan Regional Director. An Air Force air traffic controller in 1951-55, he joined FAA as a controller at Washington National Airport in 1962. He moved to the Office of Labor Relations in 1965 and attended the Industrial College of the Armed Forces in 1972 under FAA sponsorship. He was then assigned to his Alaska post.

FAAER MAKES GRADE

Among 25 Federal employees picked last month to participate in the first year of the Federal Executive Development Program is Paul F. Castellon of FAA's Systems Research and Development Service. Sponsored by the Office of Management and Budget, the program begins in March at the Federal Executive Institute in Charlottesville, Va. and will be followed by a year of special work assignments for each participant.

\$131.3 MILLION INCREASE ASKED OVER 1974

FY '75 BUDGET SENT TO CONGRESS

FAA is requesting \$1.755 billion for its fiscal year 1975 budget, some \$131.3 million more than the FY 1974 budget. The budget request sent to Congress this week also provides for 56,894 full-time permanent positions, 408 more than in 1974. The additional positions were associated primarily with newly commissioned air traffic control and navigation facilities. The request did not reflect the full impact of the fuel shortage which is still unpredictable, but necessary budget adjustments may be proposed when the picture becomes clearer. The Operations appropriation request totaled \$1.385 billion, \$102.9 million over 1974, and the Facilities and Equipment request was \$250 million, the same as in 1974. An \$8 million increase to \$70 million was asked for Research, Engineering and Development. Airport Development Aid Program grants will be obligated to the full statutory limit of \$310 million; in addition, FAA is asking for \$280 million in cash to make grant payments during FY 1975.

COLLEGE OPPORTUNITIES COMING

FAA has launched a nationwide college opportunity program to give employees a head start on college educations leading to bachelor degrees. Under the program, colleges will give employees up to two years of advance credit based on their previous FAA technical and managerial training. This will allow some employees to enter college at the junior year level. Attendance would be a few days each week during non-working hours. Normal scholastic admission requirements will be waived, and in many cases employees will pay (Continued on page 2)

COURT SAYS PAY RAISE DELAY IN ERROR . . . A Federal Appeals Court ruled last month that a 1972 pay raise for Federal employees should not have been delayed by three months and that employees are entitled to the income they missed. The decision allowed time for action to provide back pay or for an appeal of the ruling. The decision was rendered in a suit brought by the National Treasury Employees Union, but would apply to all Federal employees. The pay raise legislated by Congress was due in Oct. 1972, but was delayed by the President until Jan. 1973.

PAPER BLIZZARD TURNS TO FLURRIES . . . Paper is in short supply. The Government Printing Office foresees "no appreciable relief in the near or distant future" and has asked all Federal agencies to do everything possible to conserve paper. FAA's Office of Management Systems has these suggestions: Use both sides of a sheet when drafting letters or other written material; use copying machines which reduce original size to duplicate related material side by side, such as incoming and outgoing correspondence or purchase orders and invoices. Regions, centers and other agency organizations are urged to demonstrate to employees and supervisors how reducing copiers can be used to save paper. Personnel in Washington Headquarters are invited to such a demonstration in room 531 next Wednesday, Feb. 13 from 9:30 to 11:30 a.m.

COURT CLEARS CONTROLLERS . . . A U.S. District Court in California last month cleared air traffic controllers of responsibility for a 1967 crash of a light plane due to wake turbulence. The decision added to case law holding pilots primarily responsible for spacing themselves behind aircraft they are following visually on final approach so as to avoid wake turbulence. The case arose from the crash of a Navion aircraft into San Francisco Bay. After receiving a wake turbulence warning from the tower on its landing approach, the small plane followed a 707 jetliner at a distance of only one and a half miles at low altitude, encountered wake turbulence and went down.

FAA AND AIR FORCE COORDINATE ON ATC . . . A dozen Air Force officers who will soon graduate from the Keesler Air Force Base Air Traffic Control School will visit FAA Headquarters, nearby air traffic facilities and NAFEC Feb. 11-15. Agency officials will brief the officers on air traffic operations and planning in FAA and provide them with a first-hand look at air traffic control at the Dulles Airport tower and the Washington enroute center. This is the first of planned annual visits by such groups for increased coordination between the Air Force and FAA.

COLLEGE OPPORTUNITIES COMING (Continued from page 1) . . . reduced tuition. Open to employees at the full performance journeyman level in various jobs, programs will be set up by Educational Research and Service Corp. through FAA Higher Education Committees at agency facilities in the commuting area of 20 cities across the U.S. Programs are scheduled for establishment in the 20 areas over a one-year period which began at the end of Nov. 1973.

FLIGHT TRAINING IN JET COMMANDERS . . . Six FAA flight inspection pilots will be type-rated in the twin-engine Jet Commander beginning in mid-February. The pilots will receive three to four weeks ground, simulation and flight training at Oklahoma City and at a non-agency facility in Delaware. In line with the agency's efforts to save fuel, in-flight training hours including piloting and observation by each man will last about 15 to 17 hours instead of the usual 40 hours. The first of five new Jet Commanders is scheduled for delivery to the agency on April 30.

CONCORDE TO VISIT ALASKA . . . The supersonic Concorde airliner is scheduled to make a second visit to the U.S. in February for cold weather tests in Fairbanks, Alaska. Planned arrival is Feb. 7 on a polar route from France. The aircraft, which will stay in Alaska for a few weeks, will be subjected to "cold soak" tests by its manufacturers. It will be left in the cold for a day or two and then taxied and checked out for flap, brake and other system operation, as well as flown on short flights near Fairbanks.

FAA SAFETY FILM WINS MAJOR AWARD . . . "Eagle-Eyed Pilot," a film produced by FAA to acquaint general aviation pilots with the physiology of pilot vision, has been granted the Golden Eagle Award by the Council on International Nontheatrical Events. The 25-minute film, photographed in scenic Alaska, stresses that a pilot's "eagle vision and flight safety go hand-in-hand." It informs the general aviation pilot about the limitations of the eye in flight and alerts him to the factors that can affect and impair sight and safety while airborne.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization. MONTREAL - 2 years: PC-1/74, Language Officer (Reviser), P-4 (GS-13/14). Russian must be applicant's native language or used for his or her education. Demonstrated ability to write and revise Russian translations is essential, and ability to interpret into Russian from English, and preferably from French or Spanish also, is desirable. 2 years: PC-2/74, Language Officer (Translator), P-3 (GS-11/13), Russian Section, Language Branch, Bureau of Administration and Services. Qualifications and duties similar to above. Applications are due in AIA-29 by Feb. 25. Additional information is available at Manpower offices. FAA employees accepting ICAO assignments are entitled to restoration rights.

LABOR UNIONS IN FAA . . . Union recognitions by FAA continued a downward trend in the last three months of 1973, due principally to absorption of smaller bargaining units by larger ones, according to the Office of Labor Relations. Bargaining unit recognitions dropped from 156 to 151, while labor agreements increased from 48 to 49. Employees represented by unions totaled 28,507. Air Traffic and Airway Facilities unions represented the most employees--19,109 and 4,357 respectively--followed by Flight Standards and Airports unions.

WHERE ARE THEY NOW? . . . Eight former clerical workers, one from OST and seven from FAA Headquarters, are now up to their eyes in the business of learning air traffic control at the Washington enroute center in Leesburg, Va. They have all completed the 17-week ATC course at the FAA Academy in Oke City and are now getting classroom training at the Washington center. Four of them have nearly completed the several months of classroom time and are about to begin duty in the control room as assistant controllers. The women and their former offices are: Mary Smith, Office of Aviation Economics; Jacqueline Grayson, Airway Facilities Service; Gail Fox, Office of International Aviation; Rosa Jones, Office of Headquarters Operations; Janette Green, Office of Air Transportation Security; Sandra Stewart, Airports Service; Carol Anderson, Logistics Service; Johanna Sinkoske, OST, Office of Hazardous Materials.

LIGHTS OUT . . . GSA workers finished a floor-by-floor light bulb removal project in the FAA building last week as part of a stepped-up Federal effort to save energy. Revised standards now call for no more than: 50 foot-candles of light at work stations (desks); 30 foot-candles in work areas (conference rooms, etc.) and 10 foot-candles for non-work areas. All employees are also asked to close window blinds and draperies at the end of the work day to keep heat in the building. They should be opened on sunny days to add heat. Furthermore, employees should turn out all lights in their offices when leaving work. The cleaning workers do not return to areas they cleaned during the day, so turning out lights is up to employees. It just takes a flick of the finger and you get immediate results--conservation of energy.

CHRISTMAS NOTE . . . Logistics and OST people gave a generous Christmas present of \$528 (and a tree) to William Settles, who used to work in the loan pool before suffering a serious stroke last year. He has since had to retire, but is reported to be making good progress on the long road to recovery. Thanks go to all those who turned nice thoughts into deeds.

AWARDS AND REWARDS . . . The Office of Aviation Medicine presented a 30-year service pin award to Gwendolyn Dudley, a Special Achievement Award to Helen J. MacIntyre, and a Quality Within-Grade Pay Increase (based on outstanding performance) to Dr. Robert E. Yanowitch. The Office of Information Services presented a Special Achievement Award to Barbara Tauben. The Flight Standards Service presented Quality Within Grade Pay Increases based on outstanding performance to George Boswell, Howard Simcox, Kathleen Ladika, Virginia Hoover, Freda Lynn and Janet Halbert; and to Catherine Maus, Leonard Rigsbee, Kenneth Hunt, Mildred King, Frank Milzman and Nancy Trambley; and Special Achievement Awards to Paul Boyd and Mary Seaver (both based on outstanding performance), Karol Teuscher and Wade Brady.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-7 Feb. 11, 1974

SIMPLER PLANES NEEDED

Speaking in Kansas last week, Administrator Butterfield praised general aviation as the "heart and soul of the aviation industry" while calling for "dramatically simpler" aircraft to help pilots. "What we are looking for, especially with regard to safety, is a means to make the aircraft simpler to fly--not more complicated." Less work in the cockpit, he indicated, also means less restriction on the general aviation system.

FUEL & CIVIL RIGHTS

"We have an oil crisis that is real and of serious proportions." These were the words of Under Secretary of Transportation John W. Barnum in a recent speech to a civil rights workshop in Washington. He said public transit authorities must seriously consider whether inner city minorities will be adequately served when the demand for public transportation increases due to the fuel shortage.

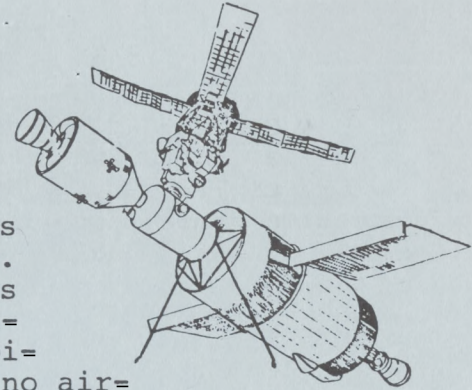
FUEL-SAVING MEASURES

GSA TIGHTENS RULES ON AUTO USE

New fuel-saving regulations promulgated by the General Services Administration will do away with most limousines in the Federal service. Exceptions will be made only for the President, Vice President and for security and "highly essential" needs. Also, effective immediately, agencies may acquire sedans no larger than subcompact or compact size. GSA further ordered a 20 percent reduction in vehicle mileage in the first three months of 1974 as compared to 1973, including agency-owned or leased vehicles, GSA Motor Pool vehicles and privately owned vehicles used on official business. New GSA parking regulations allow each government agency to give credit, for priority parking purposes, (Continued on page 2)

GOV'T SHARE OF INSURANCE RAISED

A new law has raised the Federal government's contribution to employees' health insurance premium payments from 40 percent to approximately 50 percent, retroactive to January. The government's share will go up again to approximately 60 percent in January of next year. For the change retroactive to the pay period beginning last Jan. 6, new withholding rates will be put into effect promptly, and excess withholdings already deducted will be refunded in employees' paychecks. The law signed by the President on Jan. 31 also raises the limit on the government's share to 75 percent of the actual cost of any premium. This provision generally applies to the less expensive health plans to which the government would otherwise contribute very high percentages under the formula for computing its share. Revised lists showing payment amounts will be distributed in the near future.



AGENCY CLEARS THE WAY FOR SKYLAB . . . Three American astronauts from the last Skylab mission splashed down 175 miles southwest of San Diego last Friday as FAA facilities on the West Coast kept the airspace clear. Controllers in the Oakland and Los Angeles enroute centers worked closely among themselves and made frequent radio calls to pilots over the Pacific to be certain that no aircraft accidentally intruded into the 135,000 square mile chunk of airspace prohibited to all but search and rescue aircraft for nearly one hour Friday morning. The Central Altitude Reservation Facility in Headquarters coordinated FAA's effort. Except for a planned space rendezvous with Russian cosmonauts next year, the U.S. will probably not send anyone into orbit again until the 1980s.

FAA AND PATCO SET TO START NEW NEGOTIATIONS . . . Negotiations between FAA and PATCO for a new labor agreement are scheduled to begin at FAA Headquarters in Washington on Feb. 20. A combined Headquarters-field FAA negotiating team will be headed by Director of Labor Relations Ed Curran. The PATCO team, also composed of field and head office negotiators, will be led by PATCO president John F. Leyden. Each team consists of about ten people.

BLACK HISTORY WEEK . . . America observes African-American History Week this week as a time to reflect on the contributions of Black Americans to the heritage of this nation. From Feb. 10 to 16 historians and scholars will meet and discuss the Black experience in economics, education, politics, music and the arts and other topics of interest. Observance of the week was first promoted in 1926 by the Association for the Study of Negro Life and History, which publicizes the achievements and tribulations of Blacks.

SCHOOL NOT JUST FOR KIDS . . . Agency managers and executives went back to school last month in the first follow-up seminar at the FAA Executive School in Charlottesville, Va. Members from the first 20 graduating classes of 1959-1964 learned what's new in management sciences and discussed current and future agency issues. The seminar emphasized the recent development, transactional analysis, which examines how people deal with each other. Additional one-week seminars are planned for other graduates of the two-week executive course.

GSA AUTO AND PARKING RULES (Continued from page 1) . . . to any regular carpool rider, regardless of the rider's employer, if at least one rider in the same carpool is a full-time employee of the agency. By March 9, where possible, not more than ten percent of agency parking space may be allotted to executives, the severely handicapped and employees who work unusual hours. The remaining spaces will be assigned solely on the basis of the number of members in each carpool.

NAATS/FAA CLASSIFICATION STUDY . . . On Jan. 29, NAATS General Counsel William R. Kraham met with Jean Stebbins (PN) and Charles Irwin (AT) of FAA to discuss ground rules for the NAATS/FAA Classification Study scheduled to commence in March. The study, provided for in the recent contract negotiations, will be similar in nature to the current classification study being conducted in other air traffic options. The NAATS/FAA working group is charged with the task of reviewing the classification factors for FSS and IFSS positions, as described in the FAA 1968 Organization and Classification Guidelines for Air Traffic Control, and the group will recommend any changes deemed necessary. Field visits will be made by the group to all levels of FSS and IFSS facilities to observe first hand the operations at such facilities. The NAATS representatives to be selected by NAATS for this mission will come from the ranks of air traffic control specialists who are employed on the firing line at the various level facilities. The mission is expected to take several months to accomplish.

FAA LISTENS TO HOMEBUILDERS, ET AL . . . The second "Listening Session" between top agency officials and aviation industry groups was held with the Experimental Aircraft Association in Hales Corners, Wisc., home of EAA, last week. Twenty-five EAA members represented the fields of homebuilt, antique and classic aircraft; rotorcraft, soaring, racing, aerobatics and the Confederate Air Force. EAA president Paul Poberezny moderated discussions with Administrator Butterfield and top FAA officials including Oscar Bakke, Associate Administrator for Aviation Safety-designate, William Flener (AOP-1), James Rudolph (AFS-1) and Frederick Meister (acting APL-1). Another session is scheduled for this month in Washington with air taxi and commuter operators.

AIRLINES MEET WITH FAA ON EEO . . . Representatives of 20 airlines met in Washington recently with FAA contract compliance specialists from the Office of Civil Rights for discussions about the airlines' equal employment opportunity programs and plans. Under an Executive Order, companies which do business with the Federal government must follow Federal guidelines in minority hiring and promotion. Military Airlift Command contracts and the use of Washington National and Dulles International Airports include the airlines under the Order. Discussed at the meeting, first in a planned series, were revisions of Labor Dept. EEO rules; standardization of airline reporting on EEO to FAA; and ways to set and achieve EEO goals.

WHEN IS A CHANGE A CHANGE? . . . Another way of saving paper, besides writing on both sides, is to save Directives Supplements when a change to an agency Order does not affect the Supplement. Where appropriate, change transmittals to Orders should point out that unaffected supplemental material should be retained. More information on this point will be forthcoming in a change to paragraph 101a of Order 1320.1A, "FAA Directives System."

AVIATION SAFETY OFFICE MAIL . . . ASA-1 is the routing symbol for the new Associate Administrator for Aviation Safety-designate, Oscar Bakke.

THIS CHAMPIONSHIP SEASON? . . . FAA firemen at Washington National Airport are sponsoring a little league baseball team this summer for the fourth year. Contributions, about \$2 or \$3 per employee, pay for T-shirts (it's a T-shirt league) with the words "WNA Chiefs" emblazoned on the front and "WNA Fire Department" on the back. The superstar hopefuls range in age from 8 to 12 and play ball at a field furnished by Fort Belvoir in Woodlawn, Va. The firemen plan to invite their proteges to the airport for a tour of the fire station at the end of the season.

TO YOUR HEART'S ADVANTAGE . . . February has been declared "National Heart Month," and to keep FAA employees informed, Buzzard Point's Health Unit will be presenting two films from the Heart Association titled "I Am Joe's Heart" and "Smoke Screen". These films will be shown on Tuesday, Feb. 26, 1974 in room 3201 in the Buzzard Point building at 10 a.m. and 2 p.m. The total showing time is 30 minutes. So please make a point of seeing them; it could be to your heart's advantage.



Lined up for the Suggester of the Year Award last month are (from left) Administrator Butterfield, award winner George Oltion who is manager of the Casper, Wyoming Airway Facilities Sector, Oltion's wife Pauline, sons Raymond and Jerry and Merv Martin, Rocky Mountain Regional Director. Oltion devised an electronic modification that eliminates false radio signals, netting himself a cash award of \$2355 in addition to a certificate and a plaque.

LEARN ABOUT FLYING . . . The FAA Flying Club is sponsoring a free course on aeronautical knowledge for the beginning pilot. Anyone interested may attend the course, starting this Thursday, Feb. 14, and continuing each Thursday for six weeks. Class meets from 6:30 to 8 p.m. in conference room 9A in the FAA building. Purchase of the FAA "Pilot's Handbook on Aeronautical Knowledge," available at the GPO bookstore in the Forrestal Building, is recommended. For more information, call Chalmers Frazer, x68610 or William Broadwater, x68781.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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RIDE A BICYCLE

Speaking for Department of Transportation officialdom, Under Secretary John W. Barnum said recently "the bicycle as a means of personal mobility has our blessing."

Noting that the Federal Highway Act of 1973 authorized funds for bikeways, he said, "The individual who can bike to work or to school does the community and the Nation a service. He saves fuel, reduces air pollution and relieves urban congestion." The exercise also helps the bicyclist, he added.

CONFERENCE ON GOALS

Former CAA Administrator James T. Pyle (1956-58) chaired FAA's second Consultative Planning Conference last week, in which agency officials briefed a broad spectrum of industry representatives on FAA goals. Discussions followed on each topic: air traffic control, airports, the regulatory process and industry input to FAA decision-making.

COMPREHENSIVE AND PERIODIC

AIRWORTHINESS REVIEW BEGINS

FAA last week launched a comprehensive review of the agency's airworthiness regulations on a recurring two-year cycle in cooperation with industry and the public. Announcing the program, Administrator Butterfield said, "Present agency procedures of amending airworthiness regulations on a piecemeal basis have become increasingly less effective because of the rapid growth and technological advances of the aviation industry in the United States and abroad." Periodic, comprehensive reviews are better, he indicated. A special Airworthiness Staff has been established in the Flight Standards Service to run the new program, in which participation by foreign governments and industry will be sought to promote international standardization. The first two-year cycle is keyed to an Airworthiness Review Conference scheduled for next December in Washington. The agenda will be based on comments solicited from industry on the various FAA airworthiness rules. (Continued on page 2)

MEDICAL PROPOSALS WITHDRAWN

FAA has withdrawn two notices of proposed rule-making that would have affected medical examinations given to airline flight crewmembers. The first proposal would have required a pilot applying for a first-class medical certificate to take a resting electrocardiograph (EKG) exam at an earlier age than now required and would have supplemented this with an EKG after exercise. The second proposal would have put medical certification and surveillance of airline flight crewmembers under the control of designated physicians employed by the airlines, rather than under the present FAA-designated physicians whose findings are subject to review by the agency.

FAA DENIES NADER'S X-RAY CHARGE . . . FAA has denied charges by Ralph Nader's Aviation Consumer Action Project that x-ray screening of carry-on passenger bags at the nation's airports constitutes a radiation danger to passengers and x-ray operators. In a motion asking for dismissal of an ACAP lawsuit, FAA said the x-ray units are not dangerous because their dosage is 10,000 times less powerful than those in dental x-rays and their beams are focused to prevent diffusion. The agency also said the units are shielded and meet the proposed standards of the Food and Drug Administration. FAA further emphasized that only baggage and not passengers are x-rayed.

COMMITTEE TO AID AGREEMENT WITH SOVIETS . . . In a move to support last month's U.S.-Soviet Union agreement to cooperate on transportation matters, FAA has established a committee to guide the agency in the exchange of information related to air traffic control, airworthiness and other aviation topics. Chairing the committee is Alfonse R. Miele, Deputy Assistant Administrator for International Aviation Affairs. The agreement provides for discussions and exchange of information on certification; accident investigation; security of passengers, cargo and airplanes; use of aviation in agriculture and other items.

CABIN SAFETY SPECIALIST . . . The Flight Standards Service plans to create an aircraft cabin safety position to be filled by a professional flight attendant. The safety specialist would work with FAA and the airlines to create cabin safety standards and solve problems which have developed with the new widebody aircraft. FS officials said they hope to get Civil Service Commission approval to hire specialists for two-year temporary assignments, allowing hiring of replacements who will be knowledgeable on current cabin duties and problems. Specialists would serve on a leave of absence from their airline employers. The job may be filled by July 1, pending necessary FAA and CSC approval of the position.

ANNUAL CORNUCOPIA . . . FAA's 1972 Statistical Handbook of Aviation--a cornucopia of information about airplanes, airports, airmen, and the national airspace system--has been published. It contains 279 pages of tables, summaries and maps which tell the aviation story for 1971 and back to 1961 for many activities. The Handbook is published annually; the 1972 edition may be ordered from the U.S. Government Printing Office for \$2.70, stock number 5007-00216.

AIRWORTHINESS REVIEW (Continued from page 1) . . . Based on conference findings, the agency in 1975 will issue a notice to revise airworthiness rules, study the resulting comments and, according to the schedule now envisioned, adopt new rules by February 1976, completing the first cycle. A new cycle will begin immediately afterwards.

NEW WRINKLE: ARTS TO ARTS . . . A new way of using the highly successful and much-honored ARTS III system was demonstrated at the Boston tower and enroute center last month. The New England Region is working out a method for "ARTS to ARTS" radar handoffs between two towers equipped with the systems, using an enroute center as a relay for the computer messages. Data transfer and a handoff to the Boston tower from the Quonset Point, R.I. RAPCON were successfully demonstrated. Direct tower-to-tower ARTS handoffs would reduce coordination workload between controllers in towers and enroute centers and thus improve the efficiency of the ATC system. After writing a modified computer program, NE Region will test the system for 90 days.

LIGHT PLANE CRASH TESTS . . . A twin-engine light plane slammed into the ground from a height of 40 feet early this month in the first in a series of crash tests conducted jointly by FAA and the National Aeronautics and Space Administration at Langley Research Center in Hampton, Va. The plane, which hit at 30 mph, carried an instrumented dummy and other devices to measure impact and survivability. More than 20 such crash tests will be made by the end of 1976 to develop improved crashworthiness for small airplanes. The next test is scheduled for late April.

A LANDING STRIP IS WHERE YOU FIND IT . . . Residents of the Woodgate neighborhood near Tallahassee, Fla. stared with apprehension as a small plane circled in fog only a few hundred feet above their houses. Fortunately, the lost pilot was on the radio with the Tallahassee tower which was coordinating a rescue from the sky with the FSS. It appeared the plane couldn't reach the airport safely, so FAA called the police and fire departments which rushed vehicles to block off nearby Interstate 10 and line it with their headlights. On final approach, the pilot followed a racing police car for reference and landed safely on the highway. During January, 310 flight assists were reported--125 by FSSs, 117 by towers and 68 by centers. 474 people were reported on board the aircraft involved.

THESE TAGS NOT FOR DOGS . . . The Systems Research and Development Service has been designated as FAA's office for technical input to an explosives identification program coordinated by the Treasury Dept.'s Bureau of Alcohol, Tobacco and Firearms. FAA's input stems from its interest in air security, particularly regarding bombs and dangerous weapons. The identification program hinges on efforts to find ways of "tagging" newly manufactured explosives by adding certain chemicals. Many Federal agencies are involved in the program.



Happy Birthdays



PERSONNEL COUNSELING . . . If you, as an employée of the FAA headquarters, have a question on personnel matters you may contact or visit the Personnel Operations Division, APN-100. This division is your servicing personnel office. A personnel specialist will be glad to assist you. The Federal Personnel Manual and FAA directives on personnel management are also available there for review. To avoid disruption of work you should inform your supervisor of your desire to visit the personnel office and request approval for your absence. To make your visit most productive, call the personnel specialist ahead of time, make an appointment, and state the reasons for your visit. Supervisors are encouraged to approve a reasonable amount of excused absence for visits to the personnel office. Approval should be given as soon as workload permits.

UPWARD MOBILITY . . . All persons in jobs with limited promotional opportunities who are willing to work hard have an excellent opportunity for career development in the challenging field of air traffic control. The ATC Act of 1972 provides a maximum age limit of 30 at the time of appointment for all candidates considered for tower and center positions. The Personnel Operations Division, APN-100 will be offering orientation sessions for the ATC examination for career and career-conditional employees on Wednesday, Feb. 27, from 9 a.m. to 12 noon in FOB-10A, conference room 9AB; Thursday, Feb. 28, from 9 a.m. to 12 noon in FOB-10A, conference room 5AB, and the examination on Friday, March 1, from 9 a.m. to 1 p.m. in FOB-10A, conference room 5AB. To apply, call Abraham L. Coney, EEO Program Manager, x63370.

GUARD AGAINST THEFT . . . Minor thefts occur from time to time in the DOT buildings, so employees should take care to protect their personal property, particularly purses, handbags and wallets. The OST security office emphasizes that these and other valuable items should always be locked up or carried, not left unguarded. GSA police officers are ready to respond to emergency calls and should be notified immediately in suspicious circumstances--do not attempt to take action yourself. The phone number is 13-20423 for GSA officers in the FOB-10A lobby; 62626 in the Nassif Building; and 69155 for guards in the Buzzard Point Building.

EAGLE EYES ON THE SCREEN . . . The award winning FAA film "Eagle-Eyed Pilot" will be shown in the third floor auditorium on Wed., Feb. 20 at 11:30 a.m. and 12:30 p.m. Pilot vision and collision avoidance are the main themes of this scenic 25-minute movie beautifully filmed in color in Alaska.

MESSENGER MAIL SERVICE . . . A two-week check of messenger mail on all floors of FOB-10A shows that deliveries are consistently made within one-half day. Thank you, messengers and mail processing personnel!

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WOMAN MANPOWER CHIEF

Daisy S. Kiakona has been appointed as FAA's first woman Manpower Division chief, a post she assumed in the Pacific-Asia Region. She previously served five years as regional employment officer. A native of Hawaii, she joined the agency in 1962 after working with the U.S. Corps of Engineers and the Civil Service Commission. Her honors include an FAA Certificate of Achievement and nominations for Manager of the Year in the Honolulu Federal Executive Board and the DOT Federal Woman's Award.

SHOOTING AT BWI

A gunman killed a security officer at a boarding gate and a copilot in a parked airliner at Baltimore-Washington International Airport last Friday. Police killed the gunman. Before this potential hijacking, the last attempted hijacking occurred on Jan. 2, 1973, four days before 100 percent passenger screening and carry-on baggage searches ordered by FAA went into effect.

BUTTERFIELD ORDERS STUDY

CONTRACT PROCESS UNDER REVIEW

Administrator Butterfield announced last week the creation of a special task force to analyze in detail FAA's engineering and development and procurement and contracting processes. The study grew out of a preliminary review of the agency's management procedures in these areas ordered by the Administrator last summer. Concerns expressed by the aviation community through the agency's consultative planning process also influenced Butterfield's decision for a "thorough overhaul" of operations, development and procurement activities. The task force will report its findings to Butterfield on April 30. In a related action, the Administrator temporarily suspended FAA's policy review bodies, the Executive Committee, Agency Review Board and Regulatory Council. During the suspension, Butterfield will rely on senior staff members for advice instead of on committees comprising only selected membership.

CONTROLLERS TRACK STOLEN COPTER

It all began when Washington National Airport control tower got a phone call from Secret Service agents at the White House at 12:54 a.m., Feb. 17. Was the tower working a helicopter near the White House? No, the tower answered. But a few minutes later tower controllers spotted a Huey helicopter, through the tower windows and on radar, in the prohibited airspace which surrounds the White House and downtown Washington. Team supervisor George F. Perry called District of Columbia Police and asked them to send up a (Continued on page 3)



COMPUTER PROGRAMS SAME IN ALL CENTERS . . . All 20 domestic enroute centers now speak an identical computer language to process and relay flight data from center to center and within each center. The milestone was reached early this month when the Miami Center put its National Flight Data Processing Program into operation, the 20th center to do so. Previously in the development of NAS Stage A automation, various centers used "local" computer programs, giving them slightly different data processing capabilities. The national program was developed at NAFEC by specialists from FAA and IBM, the agency's supplier of computer equipment for the centers.

NATIONAL CONSULTATION RIGHTS FOR NAGE . . . The National Association of Government Employees (NAGE), representing several thousand electronic technicians and other employees, has been granted national consultation rights with FAA. The union does not have a national agreement with the agency, but is entitled to consult with FAA at the national level on personnel policies; to receive "reasonable notice" of proposed substantive new or changed personnel policies and to comment on such proposals. Local consultation can occur only in locations where NAGE has exclusive representation rights.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization is seeking applications for 17 vacancies in the Technical Assistance Airworthiness Project in Brazil. Assignments range from six to 24 months in such positions as assistant project manager; various types of engineering; weights and measures; quality control; flight test engineer; and fuel expert. Salary is expected to be set at GS-13/14 of the International Salary Scale. Applications are due in AIS-29 as soon as possible. Additional information is available at Manpower offices. FAA employees accepting ICAO assignments are entitled to restoration rights.

SEARCH AND RESCUE . . . Western Region Accident Prevention Coordinator Richard Kregel and Chief of Frequency Management John Kemper recently set up a seminar for the news media on the mission of various search and rescue organizations. The region also sent written material to the media. The seminar was conducted in cooperation with the CAP and the Air Force.

ALTERNATE CONTRACT REVIEW BOARD . . . Due to an expected increase in the number of Headquarters contract awards exceeding \$100,000 between now and the end of FY 1974, Administrator Butterfield has established an alternate Contract Review Board. The Board will be composed of a minimum of four members: a procurement official from the Logistics Service; an attorney from the Office of the Chief Counsel; an auditor from the Office of Accounting and Audit; and a representative from the office or service where the contract requirement originates. John T. Moffatt of the Logistics Service was named chairman of the Board.

AVAILABILITY OF ELEVATORS AND ESCALATORS . . . Elevators in the lobby are available at all times. For security reasons, elevators to the garages are taken out of service from 6 p.m. to 7:30 a.m. weekdays and on weekends and holidays. Escalators are taken out of service on the same schedule as garage elevators for energy conservation purposes. Persons requiring use of garage elevators should call GSA Control Center (ext. 13-28849). GSA mechanics are usually on duty until midnight on weekdays and on Saturdays between 7:30 a.m. and 4 p.m. GSA guards may not place elevators or escalators in operation.

AUTOMATED SEARCH SERVICE . . . The DOT Library has the BASIS for providing automated information retrieval service. BASIS 70 (Battelle Automated Search Information System) is a system providing access to several important data banks. One of these banks is TRIS, Transportation Research Information Service, which contains information about on-going and recently completed research and development in DOT. Another is NTIS, which contains records of all documents received by the National Technical Information Service, 1970 to present. With computer terminals in both the Main Library (Nassif Building, room 2200, x61792) and in the FAA building (FOB-10A, room 930, x63611), the Library now has access to Battelle's computer in Columbus, Ohio where more than 230,000 documents are available for immediate inquiry. This system can provide valuable, time-saving answers. You may request a BASIS search by visiting the Library; or telephone the above numbers. If you need answers, touch base with BASIS.



WINNER'S IN LAST SEASON'S DOT tennis tournament clutch awards rather than rackets after receiving their honors from William P. Davis, Deputy Assistant Secretary for Administration (center, between first and second rows). First row, from left: Don Leavens (OST), Ezio Cerrelli (NHTSA), Bruce Putnam (FAA), John McQuaig (FAA). Back row, from left: Marvin Stephens (NHTSA), Bill Gossard (FRA), Chris Fleet (FHWA), Rolf Wulfsberg (USCG), Stewart McKeown (FHWA), Barbara Aust (FAA).

AWARDS AND REWARDS . . . The Office of Personnel presented a Special Achievement Award to Eve Pegg. The Office of Labor Relations presented a Quality Within-Grade Pay Increase based on outstanding performance to Sandra E. Domanick.

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ENROUTE RADAR SITE SURVEYS . . . Surveys of possible enroute radar sites at 26 domestic locations will be made for the agency by Raytheon Service Co. under a \$672,144 contract. The contractor will furnish site reports, maps, sketches, photographs and evaluations of each location. It will also provide related engineering plans and information on site access and establishment of each facility. All survey work is expected to be complete in three years.

EXECS TAKE AIR TRAFFIC COURSE . . . Numerous expressions of interest by FAA and DOT executives in getting a closer look at air traffic control have resulted in a new three and a half day course in ATC at the FAA Academy in Oklahoma City. The course is designed to provide a broad insight into the functions and responsibilities of the air traffic control system. The first class was held last month and others are scheduled for March, April and each quarter of FY 1975. About 16 executives such as Associate Administrators, office/service heads and division chiefs attend each course. Two spaces are allotted to personnel from the Secretary's office.

AIRMAN CERTIFICATION SURVEY . . . The General Accounting Office, the investigative arm of Congress, will begin a survey of the FAA Airman Certification Program in the near future. Under survey will be certification of pilots, mechanics and persons designated by FAA to perform certification functions. Tentative plans call for GAO to begin the survey at Headquarters and follow up with a field survey in the Chicago area in April.

AIRPORTS AND RELOCATION ASSISTANCE . . . In a recent week-long seminar in Denver, Airports, General Counsel and other FAA personnel learned about the requirements that FAA, other Federal agencies and recipients of Federal money must meet to guarantee relocation assistance to property owners when Federally funded construction causes relocation. FAA, of course, is heavily involved in granting Federal money for airport construction and expansion through the Airport Development Aid Program. The seminar focused on the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

ATC TRACKS STOLEN COPTER (Continued from page 1) . . . helicopter to investigate. Radio calls on all frequencies by the tower brought no response from the unidentified helicopter. A wild chase ensued north of Washington in which Maryland State Police helicopters (the D.C. copter returned for lack of jurisdiction) engaged in a no-shooting dogfight with the errant pilot, PFC Robert Preston of Fort Meade. Baltimore-Washington International tower then told Washington tower that the Huey, with a police helicopter in pursuit, was heading back to Washington. Perry alerted the White House where Secret Service agents were waiting with shotguns when Preston returned one hour after his first visit and made a bumpy landing on the White House grounds amid a hail of buckshot. Perry later said Preston must have slipped under radar coverage on his first sortie to the White House by flying the stolen copter into Washington at treetop level.



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WATER STUDY THANKS

John A. Jarrell, Air Traffic Service, and the Buffalo Flight Service Station have received awards for outstanding assistance to a joint U.S.-Canadian team which made airborne measurements of the hydrology of Lake Ontario during 1972. The National Oceanic and Atmospheric Administration forwarded the plaque for presentation. Jarrell and the FSS assisted the study team by arranging for various air traffic services for aircraft and balloon operations. The study was made as part of the International Field Year for the Great Lakes.

RETIREMENT COURSE

A correspondence course to help prospective retirees from the Federal service adjust to the retired life is available to employees, regardless of their location, from the Denver and Atlanta Civil Service Commission regional offices. Cost is \$25 and must be paid by the employee's agency.

23% MINORITIES, 30% WOMEN

BUTTERFIELD PUSHES EEO GOALS

Citing a "great challenge," Administrator Butterfield has instructed region and center directors to help FAA reach its Equal Employment Opportunity goals. The agency's FY 1974 hiring goal, he said, is 23 percent for minorities and 30 percent for women. Current FAA employment figures show 7.6 percent minority and 12 percent female representation. Butterfield directed regions and centers which did not meet the hiring goals in the first half of FY 1974, or cannot assure meeting them by the end of the fiscal year, to immediately re-establish EEO recruiter positions. He noted that in past years such recruiters have enabled FAA to find and hire minorities "at a much higher rate." Butterfield said he is considering three additional measures to improve minority hiring: expansion of the "150 Program" by 100 positions; lowering of entrance levels for a certain number of positions in as many occupations as possible; and cooperative education, in which college and university students would work part time in FAA while pursuing their college educations.

TRANS-ATLANTIC ATC TESTS

FAA has awarded a \$109,388 contract to the Boeing Co. for airborne sending, receiving and message display equipment that will be used aboard an agency aircraft in tests to develop a trans-Atlantic air traffic control system. The equipment will transmit and receive data to and from agency personnel at NAFEC through a NASA satellite, ATS-F, scheduled to be launched this spring. Another satellite, already in orbit, will work in conjunction with ATS-F to relay automatic aircraft position reports to the ground. FAA will use its KC-135 (a version of the 707 jet) to fly (Continued on page 2)

TRANS=ATLANTIC ATC (Continued from page 1) . . . the test runs over the Atlantic Ocean beginning this fall. Data collected from the flight tests will be used to develop the AEROSAT trans-Atlantic ATC system which is expected to go into operation late in this decade using newer satellites. FAA plans to award additional contracts for more equipment to be used in developing the system in cooperation with European nations.

A LITTLE DABS WILL DO YA' . . . FAA will brief industry representatives at Headquarters on March 21 on a key element in the agency's plan for upgrading air traffic control automation. The element is DABS--Discrete Address Beacon System--which permits ATC facilities to interrogate and get a reply from a beacon transponder on a specific airplane rather than from all airplanes in a zone of coverage. This would eliminate overlapping replies from airplanes in heavily=trafficked airspace. DABS may also allow automatic sending of instructions to an individual airplane not normally under control of ATC facilities when necessary to avoid a potentially hazardous mid=air situation. The March 21 meeting will familiarize industry with DABS requirements before the agency initiates procurement in FY 1975.

MANPOWER CHIEFS' PARLEY . . . Vital issues in personnel management were discussed last week in a three=day region/center Manpower division chiefs' conference with Headquarters officials in Washington. Topics included: outlook for managerial selection and development; status and implementation timetable of the Manpower and Personnel Information System (MPIS); the Airway Facilities career study; developments in Equal Employment Opportunity; study of Personnel Management Specialist positions in enroute centers; the FAA/PATCO classification study; Merit Promotion Program study; and the Air Traffic second career program. The conference saw "excellent two-way communication in both philosophy and practical application," according to an agency official.

METRIC SYSTEM IS COMING . . . To help learn the metric system, try memorizing these seven sayings, courtesy of the Great Lakes Region:

- It hit me like 907 kilograms of bricks.
- A miss is as good as 1.609 kilometers.
- Peter Piper picked 8.81 liters of pickled peppers.
- Beat him within 2.54 centimeters of his life.
- Give him 2.54 centimeters and he takes 1.609 kilometers.
- A decigram of salt.
- Missed it by 1.609 country kilometers.

FAA WORLD COMES IN LIKE A LION . . . Your March reading diet includes "For Some It's Heaven"--illuminating the FAAer's life in the tropics..."It's a Big Job" tells what it's like when a GADO takes on its biggest client..."Will O' the Wind" is about sport flying--the quiet kind. Other stories cover controlling fire fighting, the Maintenance Symposium, the Flight Assists of the Year, maintenance counselors and hot lunches at facilities. You'll also find Direct Line, Faces and Places, Federal Notebook and the recently instituted humor column--Small World.

COMMITTEES FOR AIRPORTS . . . "Plain old everyday citizens of local communities who need only to be told the virtues of aviation" are the greatest recourse for supporting a strong airport system, the Administrator told region and center directors recently. Butterfield expressed his delight with the Committee for National (Washington National Airport), which has supported the airport and defended it against attacks by "strict environmentalists." The Administrator urged the directors to promote the growth of similar committees throughout the nation so that townspeople can hear "good things about airports" from their neighbors.

FAA REVOKES COPTER JOCKEY'S LICENSE . . . FAA last week revoked the private pilot license of Robert Preston, the Army private who landed a stolen helicopter on the south lawn of the White House on Feb. 17. Preston let Maryland police on a wild chase, engaging in many dangerous maneuvers, before he was captured at the White House. In revoking his single-engine license on an emergency basis, FAA cited violations of eight sections of the Federal Aviation Regulations.

JUMP RULE BOUNCES . . . A proposed rule which would have required 15-day prior notification on sport parachute jumps into controlled airspace has been withdrawn by FAA to allow time for evaluation of a program developed by the U.S. Parachute Association (USPA) aimed at achieving the same purpose. The agency has reached an agreement with USPA for a cooperative effort to improve safety for both jumpers and aircraft in the airspace used by parachutists. Among other things, USPA will provide parachutists with all current information regarding drop zones prior to jumps, work with FAA on procedures for establishment of new drop zones and disseminate current and accurate safety information to those involved in sport parachuting on a regular and continuing basis.

LISTEN, MY GOVERNMENT, AND YOU SHALL HEAR . . . Another in FAA's series of "Listening Sessions" was held last week--this one with air taxi and commuter operators. Administrator Butterfield and several top agency managers met with 25 industry representatives in a session described as "very lively and fruitful" by an FAA official. Agency executives heard operators' comments on flight operations at high density airports; setting aside runways at certain airports for short-haul users; and the problem, previously unknown to FAA, of duplications of certain airline and air taxi/commuter two letter identifiers.

FAA AIRPORTS KEEP BUSY . . . Gains in passenger traffic during 1973 of 6.7 percent for Dulles International Airport and 5.3 percent for Washington National Airport were reported last week by FAA. The Dulles total was 2,644,993; National showed 11,715,578. Dulles, however, logged a 2.4 percent decrease in take-offs and landings (operations) at 204,048; National operations increased 2.6 percent to 339,904. Air cargo rose at both airports: 11.1 percent at Dulles and 4.3 percent at National.

AIRPORT POLICE GET MORE MONEY . . . Special salary rates higher than previous rates have been approved for FAA police officers at Washington National and Dulles International Airports. A combined Civil Service Commission=DOT/FAA survey team reviewed the positions and decided against grade level changes, but approved both higher salaries at the same grades and reduced special qualifications for entry into the positions. CSC also approved the specialized term "Airport Police Officer" under the general Police classification in the Federal service. Further, the term "Police Officer" will replace the former "Policeman" designation. Here are the new salary scales for Airport Police, effective the first pay period on or after March 3:

GRADE	1	2	3	4	5	6	7	8	9	10
GS-4	\$9,118	\$9,358	\$9,598	\$9,838	10,078	10,318	10,558	10,798	11,038	11,278
GS-5	9,931	10,199	10,467	10,735	11,003	11,271	11,539	11,807	12,075	12,343
GS-7	10,301	10,633	10,965	11,297	11,629	11,961	12,293	12,625	12,957	13,289

ASSESS THIS OPPORTUNITY . . . The city of Hartford, Conn. is looking for a City Assessor under the auspices of the Intergovernmental Personnel Act. The job pays from \$18,000 to \$25,000 and lasts one year, with the possibility of another year's extension. Experience in real and personal property assessment is essential. The employee selected is entitled to restoration to his or her position in FAA upon completion of the assignment. This "mobility assignment" is designed to broaden the experience of Federal employees and help state and local governments learn about the Federal government. For more information, contact APN-150, x63229.

TWENTY-FOUR GIRLS from Kelly Junior High School in Washington took an eye-opening tour of the FAA control tower, Airway Facilities Sector and an Eastern Airlines jet at Washington National Airport a week and a half ago. The tour was sponsored by the D.C. government's



"Project Women" with the cooperation of FAA's Federal Women's Program Coordinator, Kathy Vitek. Project Women is designed to motivate girls to stay in school and prepare for a career. Accompanying the girls were Project Women Staffers Regina Bellamy and Carole Williams. At left, the students scrutinize a computer component of the tower's ARTS III system; at right, they enjoy a simulated flight to Atlanta aboard the Eastern jet. The girls were particularly impressed to see women controller trainees in the tower.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

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DIVISION CHIEFS NAMED

Four FAAers were recently named regional Division chiefs. Included are Ray Van Vuren, Chief, Air Traffic Division and Paul K. Bohr, Chief, Airway Facilities Division, both of the Eastern Region, and Paul J. Baker, Chief of the Flight Standards Division, Southwest Region and James E. Purcell, Chief of the Flight Standards Division, Great Lakes Region.

Van Vuren moves from the Rocky Mountain Region where he was also Chief of the AT Division. He had been a special assistant to the Associate Administrator for Operations in Washington. Bohr was promoted from the job of supervisory general engineer, Airway Facilities Division, Rocky Mountain Region. Baker moved over from the New England Region where he also had been Flight Standards Division Chief. Purcell was promoted from Chief, Aircraft Services Base, at the Aeronautical Center.

AIS-200

FIRST COMMISSIONINGS IN PHASE II

RADAR AUTOMATED AT 2 CENTERS

The automation of FAA's air traffic control system took another giant step forward at the Los Angeles and Kansas City enroute centers last week when computer-driven radar display systems, alphanumeric, went operational. Like the ARTS III system used at terminals, this sophisticated equipment shows identity and altitude information for aircraft targets. These are the first two of 20 enroute centers serving the contiguous U.S. to achieve this capability. Radar data processing is Phase II of the center automation program. The first phase was basically completed in February 1973 when all 20 centers were joined in a nationwide computer network for the automatic transfer of flight data. Phase II involves direct readout of aircraft identity, altitude and other flight information on the controller's radar scope. This information is presented in the form of electronically-generated data tags which follow the related aircraft target or "blip." In the system used currently at ARTCCs, controllers have only a two-dimensional (range and bearing) picture of aircraft position. The third dimension--altitude--must be obtained through voice communications. Also in the present system there is no provision for electronically tagging and tracking individual targets. When both phases of the system are completed, they will be tied in with the automatic radar terminal system (ARTS III) located at more than 60 airports to provide an integrated system of air traffic control.

TERMINAL CONTROL AREA PROGRAM MOVES AHEAD . . . The fourth and fifth Group II TCAs are scheduled to go into effect at Houston and Denver on March 28. Group II TCAs are characterized by somewhat less stringent requirements than Group I. For instance, in Group I TCAs, virtually all planes must carry transponders. In Group II TCAs, this rule does not apply to VFR flights or to IFR flights to or from an airport other than the primary airport. Also, student pilots are not prohibited from landing at the primary airport in Group II TCAs. The first three Group II TCAs became effective early this year in St. Louis, Seattle and Minneapolis, and a sixth goes into effect in Pittsburgh in May. Additional Group II TCAs are planned for Las Vegas, New Orleans, Cleveland, Detroit, Kansas City and Philadelphia.

TRAFFIC DROPS ALONG WITH FUEL LEVEL . . . Air carrier operations at FAA towers decreased significantly in January due to the imposition of fuel constraints. According to preliminary figures from the Office of Aviation Economics, there was a 14.4 percent decrease in January 1974 over January 1973. The Office of Aviation Economics has initiated a program to analyze traffic activity at selected controlled airports to assist in assessing the impact of the fuel shortage on aviation.

OCEANIC CONTROL TESTS . . . In order to support a new air traffic control concept, an inertial navigation system is scheduled to be installed in the agency's KC-135 jet aircraft this spring. The contract for the equipment was signed recently with Litton Systems, Inc. of Woodland Hills, Calif. The system will be used to demonstrate and test a satellite-supported oceanic ATC communications and surveillance system. The satellite to be used in conjunction with the FAA aircraft is the NASA Applications Technology Satellite F, an experimental unmanned spacecraft designed for the conduct of meteorological, communications, scientific and technological experiments.

BE KIND TO ANIMALS . . . A rule to improve the handling and stowage of pets and other live animals shipped by air has been proposed by the agency. Reports indicate that improper stowage frequently has been the cause or a contributing factor to deaths or injuries of animals being transported in airplane cargo holds. Either the animal containers themselves were improperly secured or other cargo shifted in flight, cutting off the air supply to the animals. FAA's proposal requires that animal containers be secured in cargo compartments to prevent shifting or tumbling during flight and that they be stored in such a manner that ventilation will not be obstructed.

LABOR RELATIONS BRIEFS. . . . FAA/PATCO negotiations are scheduled to resume this week in Baltimore after a brief recess. In other labor-management activity, topics discussed at a recent FAA/NAATS consultation were the Flight Service Station modernization plan, the classification factors work group study, training problems, medical examination program, MPP problems, international FSS traffic count review and grievances.

DISARMAMENT PROPOSAL . . . The agency has proposed a rule that would make anyone attempting to carry a dangerous weapon on board an air carrier aircraft without proper authorization subject to civil penalties of up to a \$1,000 fine in addition to or in lieu of criminal prosecution. Present regulations prohibit any unauthorized person from having a dangerous weapon in his possession while actually on board an air carrier aircraft, but there is nothing which prohibits an armed person from attempting to board the aircraft. Because of this, FAA has been unable to assess civil penalties against persons found carrying unauthorized weapons during pre-boarding screening operations.

PILOT SELF-BRIEFING ON TV . . . One of the agency's newest concepts, pilot self-briefing, is scheduled to be publicized on television this week, on March 21 and/or 22. The self-briefing program and equipment, currently being demonstrated around the country, will be explained on the regular "Aviation Weather" program aired nationally on Thursday and/or Friday nights on the public broadcast system. The self-briefing concept is tied in with the agency's plan for flight service station modernization.

150 PROGRAM TO BE EXPANDED . . . The 150 Program has gained approval for its expansion to include an additional 100 participants effective July 1, 1974. The program has accounted for the appointment of nearly 800 people to air traffic controller and electronics technician positions and it has been successful in helping FAA accomplish the goal of equal employment opportunity for all people. There has been an 81 percent retention rate for 150 Program participants. All participants in the program are required to pass the Civil Service air traffic controller entrance examination. Specific changes to improve the 150 Program will be announced in the near future.

CUT DOWN ENERGY USE . . . An Advisory Circular to assist airport operators in voluntary actions to reduce fuel and energy consumption has been prepared by the agency. Entitled "A Fuel/Energy Guide for Airport Operators," the circular identifies potential areas at airports where fuel and energy can be conserved; for instance, by reducing the use of escalators and people movers during periods of low activity.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL - 2 years: PC-3/74 Chief, Communications Section, P-5 (GS-13/14), Communications Section, Ground Branch, Air Navigation Bureau. PC-4/74 Technical Officer, P-4 (GS-12/13), Operations/Airworthiness Section, Flight Branch, Air Navigation Bureau. Applications due in AIA-29 by April 19. Additional information about duties, salary, qualifications and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

WANT TO BE AN AIRPORT POLICE OFFICER? . . . Under qualification standards recently approved by the Civil Service Commission, FAA employees may now qualify for positions as Airport Police Officers at Washington National and Dulles International Airports. For entry at the GS-4 level, two years of general experience and passing a written test administered by the Civil Service Commission meet the new requirements. Two years of study in an accredited college or university substitute for the experience requirements. The CSC has also approved special salary rates for GS-4 and 5 Airport Police. The salary range for GS-4 runs from \$9,118 to \$11,276, and for GS-5, from \$9,931 to \$12,343. Interested employees should take the test at the Civil Service Commission this Thursday, March 21, at 11:30 a.m. They should take a completed SF-171 with them. For more information, call x69477 or 62591.

EEO PUBLIC SEMINAR . . . The Employment Discrimination Counseling Project is sponsoring a seminar on sex discrimination in the Federal Government entitled, "Your Day in Court, or What Happens After the Equal Employment Counselor Says You Haven't Been Discriminated Against." The workshop will be held on Saturday, March 23, from 9:30 a.m. to 1:30 p.m. at the Martin Luther King Library Auditorium at 901 G Street, NW. Included in the program will be an explanation of the complaint procedure and investigation of a sex discrimination charge.

OPPORTUNITIES IN ATC . . . All persons in jobs with limited promotion potential who are willing to work hard have an excellent opportunity for career development in the challenging field of air traffic control. The ATC Act of 1972 provides a maximum age limit of 30 at the time of appointment for all candidates considered for tower and center positions. The Personnel Operations Division, APN-100, will be offering orientation sessions for the ATC examination for career and career-conditional employees on Wednesday and Thursday, April 3 and 4, 9 a.m.-12 noon, in FOB-10A, conference rooms 6AB. The examination will be given on Friday, April 5, in FOB-10A, conference rooms 6AB, 9 a.m.-1 p.m. To apply, call Abraham L. Coney, EEO Program Manager, x63370.

LOOKING FOR NEW MEMBERS . . . The Junior Management Board has scheduled an election of new members for a one-year term starting May 1. Nominations must be submitted by office or service directors prior to March 27. Interested professional or technical employees under the age of 35 should advise their supervisors.

AWARDS AND REWARDS . . . The Air Traffic Service presented Quality Within-Grade Pay Increases to Janet H. Frager, Beauford A. Bancroft, Lloyd Gray, Russel G. Cady, Donald A. Tollerud, Gerald E. Kubiak, Ward J. Taylor, Paul C. Smith and John R. Ryan.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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NAME AIRWORTHINESS, EVALUATION CHIEFS

William J. Sullivan has been named to head the Flight Standards Service's new Airworthiness Review Staff, which will review and update airworthiness regulations on a recurring two-year cycle. Sullivan was previously Assistant Executive Secretary to the Administrator. Before that he gained extensive legal experience in several positions in the Office of the Chief Counsel. A graduate of the University of Wisconsin Law School, he joined the agency in 1967.

Following another key Flight Standards post is Robert E. Jones, named Chief of the Evaluation Staff. He served with various airlines before joining FAA and moving up the agency ladder in the 1960s to his most recent job, Chief, Air Carrier Operations Branch, Flight Standards Service.

ADMINISTRATOR TESTIFIES

CONGRESS GETS 2ND CAREER INFO

In prepared testimony before Congress this week on the air traffic controller second career program and air traffic staffing, Administrator Butterfield said as of Dec. 1973, 690 controllers had received notice of their job disqualification and resulting eligibility for second career training. Of these, 286 are now in training, 74 opted for early retirement, and the remainder either did not request training, have completed or withdrawn from it or will begin training in the near future. The number of second career trainees is expected to level off at 750 by 1975, Butterfield said. Training has averaged 22 months per controller, he added. Referring to an anticipated hiring of 2,700 controllers between Jan. 1973 and June 1974 reported to Congress last year, Butterfield said 1,655 center and tower controllers were hired in 1973, demonstrating "substantial progress toward achieving our planned staffing."

BRINEGAR OUTLINES POLICY

In a progress report delivered to Congress last week, Secretary Brinegar noted that while significant gains have been made in the field recently, transportation still has its share of problems. He said the overriding thrust of Federal policy should be directed toward providing efficient, safe, fast and convenient transportation which is also protective of the nation's environment. He stressed that such transportation should be provided to the greatest possible extent by the private sector. He added that when Federal funds are used to finance transportation investments or operations, in most cases these expenditures should be recovered from users of the system.

COURT ORDER ON AIRPORT X-RAYS DELAYED . . . A U.S. District Court judge has ordered a halt to the use of X-rays on carry-on bags at airports, but stayed his own order until March 14 to give FAA time to outline what action it will take. The judge agreed with an Aviation Consumer Action Project (ACAP) lawsuit which said the public should have been allowed to comment on FAA's decision to permit the airlines to use X-ray machines, under certain conditions, on carry-on bags. ACAP has claimed that X-ray machines at airports constitute a radiation danger, which the agency disputes.

SECONDS COUNT . . . Air traffic conflict resolution tests comparing the present navigation system with area navigation (RNAV) techniques were completed recently at the Massachusetts Institute of Technology's Lincoln Laboratory in Lexington, Mass. Using simulated air traffic, personnel from the Systems Research and Development Service worked with three Boston area controllers on comparisons to learn which navigation system requires more time and work to resolve traffic conflicts. Results of the data will be considered in any future decision on widespread implementation of RNAV, which permits more direct routing of aircraft.

A TEAM SAVE . . . A non-instrument rated pilot was lost at night under instrument conditions when the whole FAA team took over to bring him safely home. The Jackson, Tenn., Flight Service Station told the pilot to contact the Memphis Center, and soon his position was fixed by radar. The plane was vectored toward Memphis Airport, but the pilot was not yet out of trouble. Controllers asked him about his fuel supply, and because of low fuel and strong headwinds, recommended a landing at Covington. When the pilot found Covington but could not locate the airport, his position was double checked by Memphis approach control. Then suddenly the runway lights flashed on because an alert FAAer had contacted the Tennessee Highway Patrol and asked for their assistance in getting the lights turned on. After that the plane landed without trouble. During February 240 flight assists were reported--107 by flight service stations, 98 by towers and 35 by centers. There were a total of 377 people reported on board the aircraft involved. The primary causes for the assists included 137 lost pilots, 36 low on fuel, 59 involved in weather and 63 with some type of equipment malfunction.

BORDER AIRPORT? . . . A proposal to develop a commercial airport along the U.S.-Mexican border serving both San Diego and Tijuana will be considered under an \$89,028 supplemental grant in the agency's Planning Grant Program. The grant to the San Diego Comprehensive Planning Organization will permit completion of an airport system plan begun in 1971. The study includes consideration of several alternative sites for a new airport to relieve congestion at San Diego's Lindbergh Field.

EARLY RETIREMENT OF A NEWS STORY . . . FAA is not obligated to provide employees the Civil Service Commission retirement course mentioned in last week's INTERCOM. Normally, in jurisdictions where retirement planning seminars are provided by FAA, non-agency courses will not be authorized.

PILOT SELF-BRIEFING TESTS BEGIN . . . FAA specialists from Headquarters and NAFEC begin a one-month "road show" this week with a portable prototype self-briefing terminal for pilots to try out and comment on in 15 to 20 locations across the country. Testing will begin in Columbus, Ohio. The self-briefing concept is tied in with the agency's plan for flight service station modernization. The terminal, consisting of a keyboard and TV-type viewing screen, provides weather and aeronautical briefings from a computer continually fed with updated information. During the tests, most briefings will be simulated based on typical information stored in the computer. The agency wants to know if pilots feel they can get the information they need by this method and to learn what kind of equipment and system design will best serve pilots. The tests are being publicized on the "Aviation Weather" program aired by public service TV stations nationwide.

AVIATION REVIEW CONFERENCE SET . . . FAA's sixth annual Aviation Review Conference has been scheduled for June 3-5 at the Washington Hilton Hotel in Washington, D.C. The name of the meeting was changed from Planning Review Conference to more accurately reflect its role in highlighting major FAA programs and issues. Changes in the format of the conference are also planned to make discussion sessions more responsive to the needs of the aviation community. An interim summary, "The Year Ahead--1975," will be published prior to the conference as a basis for discussions pending the publication this fall of the 1974 edition of the FAA National Aviation System Ten Year Plan and Policy Summary.

VERTICAL GUIDANCE NEEDED . . . Following a forum on aircraft approach and landing accidents, the National Transportation Safety Board has found a consensus among aviation industry representatives for "a need for vertical guidance assistance to the pilot as a priority improvement of all runways capable of supporting instrument landing operations." The Board based its finding on papers and discussions presented at an Oct. 1972 conference. Approach and landing accidents, the Board pointed out, have accounted for about 55 percent of all aircraft accidents over the last 15 years. The Board identified 25 potential recommendations for preventing such accidents and requested responses to them from the aviation community.

POSITIVE CONTROL OVER ALASKA . . . The agency has established a positive control area from 24,000 to 60,000 feet over most of Alaska to enhance air traffic safety. The airspace will be open only to aircraft operating under IFR in accordance with clearances from Air Traffic facilities. Aircraft also must carry certain radio and navigation equipment specified for IFR flights. No VFR flights are allowed in the airspace. Not included in the area is the western portion of the Alaskan peninsula. Positive control is already in effect over the lower 48 states from 18,000 to 60,000 feet.

GIVE THE JUICE, BRUCE . . . The Bloodmobile is coming to the FAA building (FOB-10A) on Friday, April 5, a date on which Headquarters employees should roll up their sleeves and give the precious gift of blood. Headquarters needs 230 units of blood to meet its quota this year. If the quota is met, all Headquarters employees and their immediate families are entitled to free blood, if needed, for one year. Use the sign-up board outside the cafeteria on the second floor to make an appointment to give blood between 10 a.m. and 3:30 p.m.

RELOCATION OF DISTRIBUTION FACILITIES . . . The distribution of publications including Orders, Notices, Advisory Circulars, Regulations, etc., has been transferred from DOT Headquarters Building (Nassif Building) to the DOT Warehouse, 1725 15th St., N.E., Washington, D.C. Concurrently, Code-A-Phone service for ordering publications has been discontinued. Henceforth, all requests for publications must be made on route slip, memorandum, letter or agency request forms submitted in duplicate to the Publications and Forms Section, TAD-443.1. In emergency situations, publications may be picked up at the DOT Warehouse if prior arrangements for the pickup have been made with the Facilities Management Branch, TAD-443, x69654.

INSTRUMENT UPGRADE . . . Due to wide interest expressed by pilots who work in Headquarters in up-grade training and the success of the beginning pilot's course, the FAA Flying Club is sponsoring an instrument upgrade course, beginning Thursday, March 21. The course will be held from 6:30 to 8 p.m. every Thursday for seven weeks without charge. Purchase of the FAA Instrument Handbook is recommended. For further information, contact Chalmers Frazer, APL, (x68610), or William Broadwater, AAT, (x68781).

WOMEN'S FILM PROGRAM . . . A free film program sponsored by Federally Employed Women is scheduled for this Saturday, March 16, at the Martin Luther King Library, 9th and G Street, N.W. The all-day program, which will cover subjects from rape and self-defense to women's career issues, will run from 9:30 a.m. to 5:30 p.m. Two programs, one for feminists in room A and one for managers, trainers and EEO staffs in room B, will run simultaneously.

AWARDS AND REWARDS . . . The Systems Research and Development Service awarded Quality Within-Grade Pay Increases to John E. Parry, George H. Quinn and Gordon E. Jenkins; also Special Achievement awards to A. K. Forney, based on outstanding performance, Kenneth Wise, Raymond Colao and Nancy Mowry. The Air Traffic Service presented Special Achievement awards to Kenneth C. Ziegfeld, Maureen V. Kimberlin, Rosalie Green, Joseph J. Moraski and Edward C. Krupinski. The Office of Training presented a Special Achievement award based on outstanding performance to Pauline K. Bryan. The Logistics Service presented Special Achievements awards to Grace W. Murphy and Robert Moline.

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CANCER CRUSADE

"If you don't know cancer's warning signals, how do you know you haven't got one," is the theme of the American Cancer Society's 1974 educational crusade starting April 1. Among other things, the Society reminds the public that this year more than one million Americans will be under medical care for cancer. Time is the most important defense against cancer. If diagnosed in an early stage, cancer is one of the most curable of the major diseases, the Society reports.

HIJACK: 50 YEARS

After a prosecutor urged a penalty "so severe that others will think twice before attempting it," an airplane hijacker was sentenced to 50 years in prison last week. He was convicted of hijacking a National Airlines jet on a flight from Philadelphia to New York in June 1972.

CLOSE RELATIONSHIP WITH EPA

AIRCRAFT NOISE PROGRESS CITED

Testifying on aircraft noise before Congress last week, Frederick A. Meister, Acting Associate Administrator for Plans, said the Noise Control Act of 1972 "has proved to be very constructive legislation." In the first 17 months under the Act, Meister added, FAA and the Environmental Protection Agency have evolved a close working relationship. "We have generally found this consultation to be constructive, objective and timely," he said. In addition, Meister emphasized that the FAA has established an excellent record in noise control, noting that FAA already has initiated action on nine of ten regulatory proposals recently published by EPA. Following up Meister's appearance before Congress, the agency issued an advance notice of proposed rule making concerning the establishment of two-segment approach procedures on more than 100 runways at 58 airports. If adopted, the procedures could cut noise levels in airport communities from five to 15 decibels since aircraft would begin their descent closer to the airport. Fuel savings also would result since power would be lowered during the initial approach phase.

AFTER HOURS COLLEGE

FAA's after hours college education opportunity programs have been set up at the first five of 20 projected locations. Programs in the 20 locations will supplement similar programs already established individually at several FAA facilities. Under the opportunity program, which leads to a bachelor degree, colleges will give employees up to two years of credit based on FAA technical and managerial training and in some cases on work experience. The program has been set up in (Continued on page 3)

SECOND CAREER MONEY TAXABLE . . . On Feb. 26 FAA received a ruling from the Internal Revenue Service which concluded that payments made by the FAA to or for air traffic controllers for the purpose of training them to qualify in a second career are includable in the controllers' gross income and are wages for income tax withholding purposes. FAA is further studying the ruling to evaluate possible actions which could provide relief. In the interim, personnel involved are being advised that the money is considered taxable income and will be reported on W-2 statements beginning with the calendar year ending Dec. 31, 1974.

CLEAR AIR TURBULENCE STUDY . . . A report on the results of an aviation weather study carried on by the agency over the past year and a half was given recently to the American Meteorological Society in Salt Lake City by Fred Eide of Flight Standards Service in Washington and Bill Molesworth of the San Francisco ACDO. The study, which was based on special reports from airline pilots flying the Pacific, was aimed at reducing the number of turbulence accidents and incidents. It pointed up many ways to improve forecasting, including the need for more pilot reports to update weather data. Improved forecasting would give pilots an opportunity to either avoid turbulence or make preparations for it. Air carrier inspectors at Air Carrier District Offices throughout the U.S. will be briefed on the study.

TUBE TESTING PROGRAM . . . Because FAA is probably the world's largest user of cathode ray tubes, the agency is acting to develop a tube tester that will indicate the condition and life expectancy of tubes after they have been in use for certain periods. Tests are underway at NAFEC on a tube tester ordered from System Research Lab, Dayton, Ohio. The device will be used to test the types of cathode ray tubes used in radar and readout displays in centers, towers and other facilities in order to develop specifications for tube testers that could be placed in such facilities. A tube tester would provide more objective data than determinations made now by eyeball and length of service information. FAA replaces 5,500 cathode ray tubes each year.

FAA TO GUARANTEE LOAN . . . The agency has guaranteed 90 percent of a \$10.6 million loan to Alaska Airlines to purchase three Boeing 727-90C aircraft, the Administrator announced last week. The airline received the loan from New York's First National City Bank. The three planes to be purchased under the agreement currently are being operated by Alaska Airlines under lease. In all, the Federal government has approved a total of 25 guaranteed loans to local service airlines and other small certificated carriers since the loan program was initiated in 1957 under the Aircraft Loan Guarantee Act.

UNION CENSUS . . . The number of Federal employees covered by labor agreements throughout the government increased by 85,000 in 1973 compared to 1972, according a recent Civil Service Commission report. Fifty-six percent of the total work force are represented, including 84 percent of wage grade employees and 47 percent of General Schedule employees.

GETTING TOGETHER TO SAVE FUEL . . . "The fuel shortage and Air Traffic Control" will be the subject of a panel discussion in Washington on March 28. Arranged by the Air Traffic Control Association, the program will provide a platform for those who are concerned with the air traffic control system and ATC adjustments or modifications that may be needed during the fuel shortage. FAA officials on the panel will include Robert W. Martin, Deputy Director, Air Traffic Service, and Harry Hubbard, Chief, Washington National Airport control tower.

CUT ENGINES WHILE TAXIING . . . In order to save fuel and reduce air pollution, the agency is recommending that four-engine jets shut down one or two engines while taxiing to the terminal after landing or during protracted holds before takeoff. Three-engine jets would shut down one engine. The recommendations are made in an FAA advisory circular distributed to all turbojet aircraft operators. The procedures are not mandatory and the circular advises that they not be used during adverse weather conditions or when the pilot-in-command considers them hazardous or operationally unsuitable. The new procedures were tested at Atlanta International Airport in a joint effort by FAA, the Environmental Protection Agency, the Air Transport Association and the Air Line Pilots Association.

X-RAY PICTURE STILL DEVELOPING . . . A U.S. District Court judge has stayed his order a second time, until March 28, for a halt to the use of x-ray machines on carry-on bags at airports. The judge is considering opinions of FAA and the Aviation Consumer Action Project, a Ralph Nader group, on the appropriateness and need for public comment on the use of the machines.

FAA/NAATS CLASSIFICATION FACTORS STUDY . . . Members of the FAA/NAATS Classification Factors Study group have been selected to conduct the study. The group is comprised of six members, two from FAA management and four from NAATS. The six members are: Joseph Kisicki, AAT; Wally Hobart, APN; Donal Kinsley, FSS, Trinidad, Colo.; Albert Sparaga, IFSS, Honolulu, Hawaii; Sterling Timmerman, FSS, Watertown, N. Y.; and John Ward, FSS Phoenix, Arizona. A group planning meeting is scheduled to begin on Tuesday, March 26. The meeting will involve a review of position classification factors and guidelines, the identification of classification problems, and the planning of further phases of the study.

AFTER HOURS COLLEGE (Continued from page 1) . . . Washington D. C., Atlantic City, Atlanta, Tampa, and New York City. In some instances classes are being held at FAA facilities rather than on the college campus. Attendance is a few hours each week during non-working hours. The program is open to all employees at the full performance journeyman level. Locations at which the program is scheduled to be established in the next month or two include Detroit, Memphis, Milwaukee, Des Plaines, Ill., Miami, Des Moines and Wichita.



SAFETY FIRST--FROM ONE WHO KNOWS . . . Victim of a near-fatal airplane crash in 1961 in which he suffered serious burns, Brig. Gen. William Spruance gave a safety pep talk to a standing room only crowd in the FAA auditorium recently. Gen. Spruance, who is Commander of the Delaware Air National Guard and Chairman of the Board of Embry-Riddle Aeronautical University in Florida, intertwined the themes of aircraft and auto safety, especially regarding the wearing of seat and shoulder belts. "You gotta fasten that thing every time you drive--or fly," he said. "What people don't like about seat belts is insignificant compared to the benefits of wearing them," he said. "Something beyond your control can always happen." In his lecture, illustrated by slides of airplane and car crash scenes and victims, he spoke also of the proper position to assume in a crash (head down, feet up) and the wearing of clothing and gloves to protect arms, legs and hands against fire. He exhorted his FAA audience to do more about safety clothing for airline stewardesses.

BUZZARDS DON'T GET THE POINT . . . Following feverish competition to rename the Buzzard Point Building, ten employees of DOT have come up with a new name that will grace the place. Among those who submitted the name that won are FAAers Catherine O'Brien of the Logistics Service and Randall Kerr of the Systems Research and Development Service. Each of the ten winners will be presented \$25 and a certificate by Under Secretary John Barnum this Friday noon at a luncheon in the building. The winning name, which was selected by Secretary Brinegar, is "Trans Point Building."

IS THERE STILL A CINDERELLA? . . . Carol Watkins, a member of Federally Employed Women (FEW) and an employee of the Equal Employment Opportunity Commission, will give a talk, "The Glass Slipper Never Fits," this Friday at noon in conference room 9AB in the FAA Building. Ms. Watkins is a Harvard graduate who worked with the Peace Corps in the Caribbean area and is an Elder in the Presbyterian Church. All who want their consciousnesses raised are invited to attend.

AWARDS AND REWARDS . . . The Acting Associate Administrator for Administration, Charles E. Weithoner, presented awards to the following employees for their contributions to the development and testing of a selection system for key Flight Standards Service positions. Letters of Commendation: Robert E. Skeen, Henry T. Hettger, Anthony Amato, John J. Cunningham, Billy F. McCormick; Special Achievement Award: Harold S. Alexander.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-14 April 1, 1974

PACE STEPPED UP

Clyde W. Pace, Jr., has been named Assistant Administrator for the Europe, Africa and the Middle East Region. Pace was previously Director of the Airports Service and before that Deputy Director. Holder of a commercial pilot's certificate with an instrument rating, he has also served as FAA's Deputy Director of the Bureau of National Capital Airports and as Deputy Assistant Administrator for Appraisal. He began his agency career as an airports operation officer in the Central Region.

ALLEGHENY ON FAA

A recent article about FAA in Allegheny Airlines' employee publication "Jetstreams" had this to say: "The Federal Aviation Administration is an agency charged with maintaining safety of operations along 280,000 miles of Federal airways. Its batting record is pretty good--in fact, the best in the world."

\$5.6 MILLION CONTRACT AWARDED

ARTCC COMPUTERS GET SUPPORT GEAR

FAA will buy equipment to speed up operation and maintenance of the computer display channel (CDC) component of the automated air traffic control system in enroute centers under a \$5,560,000 contract awarded recently to the Raytheon Co., Wayland, Mass. The CDC translates radar beacon information, such as aircraft identity and altitude, for direct display on controllers' radarscopes. Ordered under the contract are 17 Maintenance and Operation Stations which will allow easier system checks of the CDC, quicker connection of a mobile test cart for troubleshooting and faster re-start of the CDC after a problem is corrected. The equipment permits recording of system checks directly onto magnetic tape, consolidates plug-in test points for the test cart in a single location and centralizes all important CDC controls on a single panel for more convenient operation. (Continued on page 3)

EMPLOYEES TO GET DEFERRED PAY

As a result of a Federal Court ruling, General Schedule Federal employees will receive pay they lost when an annual pay hike was deferred from Oct. 1, 1972 to Jan. 1, 1973. An average of \$160 in lost wages will be paid to employees who were on the rolls at that time. The total payout of \$533 million will be divided between an estimated 3.6 million civilian employees and military personnel. General Schedule employees in the lowest pay grades will receive \$59 while those at the top of the pay scale will get as much as \$432. These figures reflect the salary lost during the deferral period, and both are before withholdings are deducted. At this time agency officials cannot estimate when the one-shot payment will be distributed.

BAGGAGE SEARCH PROCEDURES PAY OFF . . . Largely as a result of the passenger and weapons screening procedures initiated by the agency and the Department of Transportation, the number of successful airline hijackings in the U. S. dropped to a satisfying zero during 1973. Weapons detection techniques, carried out with the cooperation of the airlines, uncovered an impressive collection of weapons. In all 2,162 guns, 3,459 explosives and 23,290 knives were found at the boarding gates and prevented from being carried on board aircraft. A total of 3,439 passengers were denied boarding during the year and 3,156 passengers and non-passengers were arrested. These figures are even more impressive when compared to the international aerial hijacking score. Of the 22 worldwide hijacking attempts in 1973, 11 succeeded.

ELT CREDITED WITH SAVE . . . An emergency locator transmitter carried in a light plane was credited by the agency with possibly saving the lives of a man and his family after their plane crashed in the New Mexico mountains recently. The ELT was responsible for guiding search crews to the site of the downed Cessna Cardinal in time to effect a safe rescue. ELTs are small, battery-powered radio transmitters installed in aircraft to send out a continuous signal over the international emergency radio frequency in the event of a crash.

FAA-PATCO NEGOTIATIONS CONTINUE WITH MEDIATOR . . . A mediator from the Federal Mediation and Conciliation Service joined the negotiations between FAA and the Professional Air Traffic Controllers Organization last Tuesday after the parties were unable to agree on a wide variety of issues. Mediation of this type is normal under these circumstances.

SQUELCHING AIRCRAFT NOISE . . . The agency has issued a Notice of Proposed Rule Making which would require the modification or phaseout of noisier jets over the next four years. The proposal applies to all jets weighing 75,000 pounds or more, including those owned by airlines and general aviation operators, and would become effective July 1, 1978. Among the aircraft affected would be the Boeing 707, 727, 737 and the McDonnell-Douglas DC-8 and DC-9. In the proposal, FAA points out that retrofit designs, such as acoustically treated engine nacelles, are either available or are being flight tested for most of the airplane types covered by the proposal. As for the older pure turbojet aircraft, most are expected to be retired by 1978.

SCIENTIFIC AND TECHNICAL REPORTS LISTED . . . A list of 66 scientific and technical reports available to the public was released last week by the agency. The list covers the period from July through Dec. 1973 and updates an earlier list released on Oct. 12. The reports cover aircraft, airports, air traffic control, aviation medicine, communications, navigation, weather and miscellaneous subjects. Copies of the list may be obtained from the FAA, Office of Information Services, AIS-300.

USAF CONTROLLERS TO TRAIN AT FAA ARTCCs . . . Representatives from the Office of Training and the Air Force met with training officers from the Fort Worth, Kansas City, Denver and Seattle Centers in Denver recently to implement an enroute training program for enlisted USAF controllers. Kansas City Center is scheduled to receive the first group of four trainees in July. Subsequently groups of four trainees will be assigned to the four participating centers in the program. Training of Air Force controllers will continue until approximately 150 controllers are available to meet worldwide contingencies.

TAKING A LOOK AT OBSTRUCTION LIGHTING . . . In order to save energy the agency is planning a nationwide review of existing obstruction lighting and is asking the cooperation of building owners and tenants in determining where such lighting might be eliminated without compromising safety. Examples of where obstruction lighting might be eliminated include lights on buildings or towers where taller structures have been built in the immediate vicinity; lighting in the neighborhood of airports that have been closed down; lighting installed to comply with standards that are now obsolete; or lighting in areas where minimum enroute altitudes have been raised or aeronautical procedures amended.

FLIGHT STANDARDS CHIEFS MEET . . . A three-day conference of regional and Washington Flight Standards Division Chiefs was held in Atlanta last week. Conferees discussed a wide range of issues relating to management of the Flight Standards safety programs. Topics included: program priorities for FY '75; implementation of the FS key selection system; feasibility of applying open systems planning and matrix management concepts; EEO objectives; and new-emphasis programs such as hazardous materials, cabin safety and airworthiness review.

IN SPRING, FAA WORLD'S THOUGHTS TURN TO FLYING AND ROSES . . . The April issue leads off with FAAers' fondness for "Those X-Rated Birds"--building and rebuilding planes that carry experimental ratings...Featured is an interview with Administrator Butterfield on his past year and his view of the future "From Where I Sit"... "Selling the Sizzle in Education" is on aviation education's effect on a high school in a nosedive..."Flights and Floribundas" gives some tips on rose-growing from a green-thumbed controller ...and a woman operations inspector went "From Phobia to Flying" --overcoming her fear gave her a career. ...You'll also find Direct Line, Faces and Places, Federal Notebook, Small World and a new feature on new field chiefs, Heads Up.

CDC SUPPORT EQUIPMENT (Continued from page 1) . . . The first station will be delivered to NAFEC in about six months. The remaining stations will be delivered at 30-day intervals over a two-year period to the Aeronautical Center, where the equipment will be used in training, and to the 15 enroute centers which use the CDC.

LEND A HELPING ARM--GIVE BLOOD

The Bloodmobile will visit FAA Headquarters this Friday, April 5, from 10 a.m. to 3:30 p.m. Employees are encouraged to sign up for an appointment to give blood to help Headquarters reach its quota of 230 units. If the quota is reached, Headquarters employees and their immediate families are entitled to free blood for one year, when needed. Use the sign-up board on the second floor outside the cafeteria to make an appointment, and don't delay.

HEALTH PREMIUM RATES AVAILABLE . . . Copies of the new health insurance premium rates, which reflect the recent increase in the government's share of payments, are available to Headquarters employees in room 512, APN-100. The new rates are retroactive to Jan. 6 and were first withheld from paychecks for the fourth pay period in 1974. Any excess withholdings from pay periods two and three were refunded in salary checks for pay period six--pay day, March 27.

PAPER CRISIS . . . Paper stocks for the Xerox machines have reached the critical level. GSA has not been able to fill back orders. Each supervisor and secretary should make sure that what is copied is absolutely necessary and that each copy produced is required.

A LITTLE MORE PAPERWORK . . . A new form has to be filled out in the hot copy (Xerox) room for any printing or Xerox jobs left with the printing staff. The form asks for more information than the old one, and printing staff can assist people in filling it out. The form may be signed by whoever brings in the printing job.

FAA FILMS REACH NEW HEIGHTS OF POPULARITY . . . FAA films were seen by more people during the last year than ever before. Because the demand for these films continues to mount, the FAA Film Library (AAC-44.5) asks that you submit requests at least three weeks in advance and limit them to two titles per week. Requests may be made up to six months in advance. Incidentally, the Office of Information Services is no longer able to provide films for out-of-Headquarters meetings, having placed its inventory into the regular FAA Film Library distribution system to help meet employee, pilot and public requests. Film request forms are available from AIS-100.

EDUCATION IN SPARE TIME . . . The Federal After-Hours Education Program is offering some 100 undergraduate and graduate courses to Federal employees and non-government workers during its summer sessions. Tuition is \$201 per course. Registration for the May 20-July 2 session will be held May 9, 10 a.m. to 3 p.m., in rooms A, B and D off the lobby in the Department Commerce building, 14th St. and Constitution Ave., NW. Courses include accounting, geology, psychology, business, personnel management, government budgeting and English composition. The After-Hours program is sponsored by George Washington University.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-15 April 8, 1974

TECHNICIANS HONORED

Administrator Butterfield recently nominated Airway Facilities maintenance and installation personnel for the Robert J. Collier trophy which is awarded annually by the National Aeronautics Association to individuals or groups for outstanding contributions to aviation. In making the nomination, the Administrator praised these employees for their contributions to the service and safety of the flying public.

THE BARE FACTS

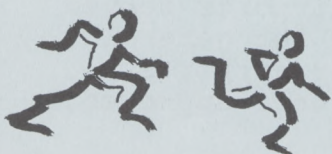
Airplanes may streak through the skies, but our young men decided to streak through the Santa Monica GADO recently. Before GADO personnel could cite them for streaking without a valid certificate, they slipped into a waiting car and vanished.

BUTTERFIELD:

'SAFETY WITHOUT QUALIFICATION'

In the following letter sent to top FAA officials recently, Administrator Butterfield reemphasizes the agency's role in ensuring aviation safety:

As leaders in this proud organization we have a great many important responsibilities--but chief among them is aviation safety. All of you know this, of course. And it's no secret, I'm sure, that I didn't bring the idea with me when I assumed this post. The safety concept is the very concept on which the foundation of the FAA was built. It is the principle behind our every effort to better represent and serve United States civil aviation. I think the Federal Aviation Act and its entire legislative history make this eminently clear. Nevertheless, there are moments when pressures, whether imagined or real, seem to preempt or take on more importance than the safety considerations. It is because I recognize this fact, because I know it happens from time to time, that I want each of you to be fully aware of my personal and unalterable commitment to carry out our safety responsibilities without qualification. And if we err at all, I want it to be always on the side of safety. In recent months and weeks we have taken some rather significant actions on behalf of aviation safety, and I think most of them will have a profound effect on further improving this highly complex system of which we are the stewards. In a few of these instances, as anticipated, we have been criticized. But that does not bother me in the least--and it should not bother you. I know we are right. As I have said so many times, we are on the side of RIGHT. If we remain in close contact with each element of the aviation community, stay open and honest in all of our dealings, and do our jobs conscientiously and well, we will have nothing whatever to fear...and the FAA will continue to best serve the needs of the public.



FAA UNVEILS NEW PERSONNEL MANAGEMENT EVALUATION PROGRAM . . . Employee participation will be an important part of a comprehensive new FAA Personnel Management Evaluation Program designed to improve the effectiveness of personnel, training and labor relations activities throughout the agency. The primary objective of this effort will be to assure that these activities better serve the needs of both employees and management. The evaluation program will be based primarily on: (1) continuous self-evaluation by all jurisdictions of their personnel management activities; and (2) periodic on-site formal reviews conducted by Headquarters-led Program Evaluation and Assistance Teams. Included in both phases of the evaluation will be interviews with a representative sample of employees, supervisors, managers and union officials concerning strengths and weaknesses of the personnel management program and recommendations for improvement. The first on-site review will be conducted in the Great Lakes Region April 15-26.

CONTROLLER TRAINING PROGRAMS STUDIED . . . As a result of changing conditions within the FAA, the Institute for Defense Analysis is being employed to review terminal and enroute air traffic controller training including qualification, refresher and proficiency training. The institute will recommend the optimum design and program location considering system cost, effectiveness, capability and other relevant factors. Regional Directors have been asked to express their views on how and where the training should be conducted. Some of the questions the study is expected to answer are: how much and what parts of the training should be done at the facility level and how much at a centralized location, and what type of simulation devices should be used.

FAA-PATCO NEGOTIATIONS RECESSED . . . Negotiations between FAA and the Air Traffic Controllers Organization were recessed March 29 by mediators from the Federal Mediation and Conciliation Service. No date has yet been set for resumption of negotiations.

ELECTRICITY RACES THE MAIL . . . FAA will begin tests next month of a telecommunications system to send selected monthly financial and accounting reports from the regions and centers to Headquarters. The system, which will use Control Data Corporation facilities, is aimed at avoiding delays and damage caused by mailing computer punch cards containing the information. Data sent from the field will be recorded on magnetic tape at Control Data Corp.'s office in Bethesda, Md. and forwarded to FAA. During the trial period, punch cards will continue to be sent to Washington.

AIRPORT DEVELOPMENT AID PROGRAM IN HIGH GEAR . . . As of March 31, 1974, 403 Airport Development Aid Program (ADAP) allocations for \$154.4 million in Federal funds had been announced by the agency. Of these allocations, 283 for \$133 million were for airports served by all segments of aviation and 120 for \$20.9 were for general aviation airports. Of the latter, 26 were reliever airports. Additional allocations amounting to \$21.1 million were approved, but not yet publicly announced.

MINORITY FIRM TO BUILD TOWER . . . Groundbreaking ceremonies for a new FAA air traffic control tower, to be built by a minority-owned firm, took place last week at the Portland, Me. International Jetport. The \$746,060 construction contract, negotiated through the Small Business Administration and awarded to ROMBIC Development and Construction Corp., is the largest to a minority-owned business in New England since it was designated an FAA Region in April 1971. Of the construction costs, \$730,000 will be paid by FAA and \$16,060 by SBA. Communication and electronic equipment to be installed will bring FAA's total outlay to about \$1,000,000. The five-sided, 300-square foot tower cab will rest on a five-story shaft with stairway and elevator. It is scheduled to be completed in early 1975.

X-RAY ORDER DELAYED AGAIN . . . Airport X-ray machines for screening passengers' carry-on bags are still operating, following a Federal judge's third delay--until April 9--of his own order calling for a halt to the use of the machines. The court order stems from legal action brought by a Ralph Nader consumer group.

NEW RULE FOR SMALL AIRPORTS . . . The agency has issued a proposed rule which would allow airports served by air carriers on an unscheduled or irregular basis or those using small aircraft to receive FAA operating certificates based on an individual assessment of safety requirements at each location. At the same time, the agency extended the deadline from April 2 to Aug. 15, 1974 for these airports to obtain provisional operating certificates and show how they plan to comply with the airport certification regulations. FAA already requires operating certificates for all airports serving air carriers on a regularly scheduled basis.

COST ALLOCATION STUDY DEFERRED . . . Because of the potential impact of the nation's energy problems on aviation, the Department of Transportation will delay sending to Congress any legislative proposals for a greater degree of recovery of the costs of the Federal airport and airway system from civil aviation users. In announcing the delay, Secretary Brinegar said, "We have concluded that it would be inappropriate to submit legislative proposals until we understand these near-term issues more clearly. We will continue our analysis with the aim of submitting legislation to the Congress as soon as it appears appropriate to do so." Part I of the Cost Allocation Study, which the Department was directed to carry out by the Airport and Airway Development and Revenue Act of 1970, was submitted to Congress in Sept. 1973. Part II of the study has been delayed by the uncertain energy situation.

SUNNY SKIES FOR "AVIATION WEATHER" . . . Favorable response by pilots throughout the country to the FAA-assisted TV "Aviation Weather" program has led to the extension of the show on a nationwide basis through June 1975. The half-hour program features an FAA weather briefer as well as aviation education topics and is currently broadcast by some 160 public service TV stations across the country on Friday (and in some cases Thursday) evenings.

DOING A "DISTINGUISHED" JOB . . . An academic rating of "Distinguished" was achieved by Special Agent Howard H. Davis, Investigations Division, Office of Air Transportation Security, at the March 22 graduation of the Criminal Investigation Class, Combined Federal Law Enforcement Center in Washington, D. C. Davis was one of seven out of a class of 48 receiving this award. His academic point score was 932 out of a possible 1,000 and was 30 points above the average for his class. He graduated from the eight-week course covering comprehensive basic criminal and general investigative training designed for Federal investigators.

COLLEGE OPPORTUNITY IN D. C. AREA . . . An after hours--own expense== College Opportunity program for agency employees in the immediate D.C. area is scheduled to be set up in August of this year. When questionnaires to be sent out this summer are returned from interested people, the selection of an institution, courses to be offered and location of classes will be determined. Under the program, which leads to a bachelor's degree, colleges will give employees up to two years of credit based on FAA technical and managerial training and in some cases on work experience. Classes will be held a few hours each week during non-working hours. Persons having questions about the D.C. area program can contact Phyllis W. Burbank, Training and Career Development Branch, Office of Personnel, x63320.

TEE TIME . . . A golf outing will be held for DOT employees at the Washingtonian Golf and Country Club on Wednesday, May 22. Prizes for each flight (golfing group) and additional special prizes will be awarded. For details, call: Nassif Building, Cal Banks, x60163; Trans Point Building, Brian Doyle, x61061; FOB-10A, Hank Williams, x63545.

AWARDS AND REWARDS . . . The Flight Standards Service presented Quality Within Grade Pay Increase to Frank R. Stanne, Hugh E. Waterman, Powhatan M. Kehoe, Beverly B. Shaw, Thomas H. Brown, Pauline Womble, Robert Crothers and Laurie C. Norman; Special Achievement Awards to Dorothy J. Matthews, William D. Crawford (based on outstanding performance), Peter Hallick, Henry O. Brown, Norman Weil, Gretchen Minor and Evelyn K. Bevis (based on outstanding performance); and a Group Special Achievement Award for work on the Maintenance Symposium to James Dougherty, Robert B. Phillips, Arthur W. Elwell, Mary P. Bobb, Robert Crothers, Edwin N. Morey, John W. Flavin, Susan L. Jenninson, Patricia A. Suenkonis, Henri Keyzer-Andre, Ywanda H. Cooke, Harriet S. Gray, Lottie A. Greene, Carolyn McQuaig, Loretta M. Purdy, Rebecca M. Taylor, Dee M. Young, Mary Jane Zock and Dorothy J. Matthews. The Air Traffic Service presented Quality Within Grade Pay Increases to Jay E. Murphy, Wilbert A. Larson, Samuel E. Rosenzweig, Valgene E. White, Frederick A. Moore, Stone-wall Harrington and Thomas P. McCormack; and a Special Achievement Award to William T. Abernathy.

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HEADQUARTERS intercom

5-105

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-16 April 15, 1974

EXEC TRAINING NOTES

This year's group of 11 Executive Development Program participants recently finished the initial development phase of the program. This consisted of formal training and assignments in the regions. These potential top executives are now entering their intermodal assignments or one-year developmental assignments. Members of the first group who are currently working in key assignments throughout the agency include:

Henry Christiansen, who came to the program from Management Training School, now Chief of the Appraisal Staff in the Southwest Region; Benjamin Demps, Jr., who was Acting Deputy Chief of the N.Y. Common IFR Room, now Deputy Superintendent of the FAA Academy; and Richard Failor, Chief of the Chicago ARTCC when he entered the program, now Executive Officer of the Southwest Region. Whereabouts of other exec trainees coming in future issues.

AHEAD OF SCHEDULE

64 PRE-FAB TOWERS COMPLETED

All 64 prefabricated, low-activity airport control towers built on a contract awarded on April 1, 1972 have been accepted by the agency ahead of schedule from the Hunt Building Corp., El Paso, Tex. All but one of these is scheduled to be commissioned before the end of April. Commissioning of the new tower at Providence, R.I.--a relocation job--is being delayed while terminal nav aids are tied into the new facility. Commissioning of that tower is scheduled for July, a month ahead of schedule. The first tower, built at Chino, Calif., was accepted by FAA on Nov. 13, 1972 and commissioned on Dec. 18, 1972. Contracting on a so-called "turnkey" basis, meaning the towers would be ready for occupancy when turned over to FAA, the manufacturer performed design, site work, fabrication, erection, furnishing and (Continued on page 2)

BUTTERFIELD SPEAKS OUT ON SAFETY

In recent testimony before Congress, Administrator Butterfield outlined several aviation safety actions FAA is either taking or considering. He said an understanding between FAA and the National Transportation Safety Board is being worked out to ensure expeditious analysis and action on the Board's recommendations. Reorganization within the FAA, he said, will bring all safety-related functions under the Associate Administrator for Aviation Safety. He said that plans to centralize aircraft certifications by the agency are also under study. He concluded by pointing out that he has directed "all offices concerned to utilize Airworthiness Directive procedures in all future situations when a design change is needed to correct an unsafe condition."

DISORIENTED PILOT GUIDED TO SAFETY . . . By having more aviation knowledge and experience than the job required, controllers at Westchester County Airport, White Plains, N.Y., and controllers at Bradley Field in Hartford, Conn., guided a disoriented student pilot to a safe landing. After the pilot radioed in on the emergency frequency and indicated that he did not understand his instruments, a Westchester controller who was formerly a flight instructor was called on to help the "extremely upset" flyer. The controller explained the instruments to the inexperienced pilot and headed him in the direction of Hartford. Bradley Field controllers then guided him to a safe landing with the help of an Army helicopter controllers had contacted for help. During the month of March, 269 flight assists were reported. Of these, 116 were by Flight Service Stations, 119 by towers and 34 by centers. There were a total of 368 people reported on board the aircraft involved. The primary causes for the assists included 161 lost pilots, 22 low on fuel, 57 involved in hazardous weather and 75 with some type of equipment malfunction.

GETTING READY FOR THE JETS . . . As the agency gears up for the introduction of jet flight inspection aircraft, maintenance and avionics technicians are attending a variety of manufacturers' schools. Most of the 75 to 80 technicians who will maintain the Jet Commander aircraft have completed their training. Eight classes of technicians have taken the General Electric jet engine course in Lynn, Mass. Sabreliner maintenance training will start in June when the first of nine classes, to train 100 technicians, will begin. The avionics technicians, who will maintain the sophisticated electronic systems in these aircraft, also are engaged in a heavy training program and are attending classes conducted by various equipment manufacturers. The first of the Jet Commanders is scheduled to be delivered to the agency this spring and the first Sabreliner late this summer.

MONITOR CONSOLES AT ALL ARTCCs . . . System Maintenance Monitor Consoles have now been delivered and accepted at all 20 enroute centers in the National Airspace System. The last of these consoles was accepted by the Miami Center last week, a month ahead of schedule. The console interconnects with all the various subsystems in the NAS system including communications equipment. Lights on the console indicate the status of the equipment--on-line, off-line, in maintenance and so on. The console, which is monitored 24 hours a day by the facility system engineers, is also connected to a printer that prints out the equipment's status periodically.

PRE-FAB TOWERS (Continued from page 1) . . . installation of electronic and other equipment. The towers vary in height from 30 to 70 feet and can be expanded in 10 foot modules to a maximum of 90 feet. Towers over 50 feet are furnished with an elevator. The entire facility can be dismantled and relocated should future airport expansion require it. The 64 towers are located in 33 states and Puerto Rico. A second group of 31 modular towers are to be constructed by AVCO International of Cincinnati. Of these, 16 are in progress.

FIRE PROTECTION REGULATION PROPOSED . . . In an effort to further enhance fire protection in turbine-powered transports, the agency has proposed a new regulation that would require fuel tanks and fuel venting spaces on these aircraft to be equipped with explosion prevention systems. The proposal would apply to all large turbojet aircraft (over 12,500 pounds) used for commercial purposes. In-service aircraft would have to be retrofitted with this equipment within three years of the effective date of the rule. Within two years of the effective date, manufacturers would be required to have this equipment installed in order to receive an airworthiness certificate. Under the proposal, either a system that maintains a continuous nonflammable atmosphere in fuel tank and vent spaces or a system that arrests or suppresses a fire or explosion once initiated could be used.

BY THE NUMBERS . . . The old familiar 11 digit Federal Stock Number (FSN, to many) will soon be a thing of the past. On Sept. 30, 1974 it will be replaced by a 13 digit National Stock Number (NSN). The NSN provides two additional digits to identify items used by our NATO allies. The two million plus requisition cards currently at ordering offices will be mechanically changed to relieve the offices of additional workload, and detailed instructions will be circulated to field offices before the effective date.

NEPOTISM EXPLAINED . . . The Office of Personnel advises that public officials are prohibited from appointing, employing, promoting or advancing relatives to positions in their agencies or advocating such personnel actions. A public official includes any supervisor who selects or recommends a specific individual for a position or initiates recommendations for personnel actions. FAA officials are prohibited from advocating the appointment, employment, promotion or advancement of any relative anywhere in the entire Department of Transportation. FAA's policy of not placing close relatives in positions where one relative may directly or indirectly supervise, control or influence the work of the other relative is unchanged. For the 1974 Summer Employment Program, which includes all temporary jobs that begin after May 12 and end before October 1, certain family restrictions apply. Ordinarily, sons and daughters of FAA civilian and military personnel may not be appointed to summer positions anywhere in the Department of Transportation. Exceptions to this restriction will be permitted only when (1) the appointment is from the summer employment examination, (2) no other eligible person with the same or higher rating is available and (3) the appointment is proper under agency regulations governing the employment of relatives as contained in PT P 3300.7. Questions about rare exceptions to this policy should be referred to your servicing Manpower Office.

SWATEK CHAIRS ICAO DELEGATION . . . Phillip M. Swatek, Southern Region Director, is in Montreal, Canada, to Chair the 16 member U.S. delegation to the International Civil Aviation Organization's 8th Air Navigation Conference. During the meeting which is scheduled to run from April 17 to May 11, 1974, a number of items will be discussed including airport design, equipment, operations and meteorological services.

A RIDE TO WORK . . . Questionnaires are currently being circulated for a computerized car pool locator project being organized by the Council of Governments of the Washington Metropolitan Area with the assistance of GSA. Information provided on the questionnaire by people who commute to work in the southwest employment area will be entered in a computer, and computer printouts will be provided to employees interested in joining a car pool. Although participation in this program is strictly voluntary, employees are encouraged to fill out the questionnaire since the information provided will also be used to improve bus service.

FA CLUB GOLFING . . . The FA Club will tee off with its first monthly golf tournament of the 1974 season on Monday, April 22 at the Twin Shields Golf Course, Dunkirk, Md. Details on this and subsequent tournaments will be posted on the FA Club bulletin board in room 115, FOB-10A.

TENNIS ANYONE? . . . The DOT Tennis Council is again conducting programs for beginner, intermediate and advanced tennis players. Activities will be held weekly beginning in May, with the exception of tryouts for the DOT team which will begin in April. The deadline for beginners instruction is May 14. Enthusiasts can even get tennis shirts for \$4.25 with the DOT emblem emblazoned thereon. FAA employees can contact Carl Schulten, x69396, or Bill Miller, x68082, for more information.

UNIVERSITY SCHOLARSHIP PROGRAM . . . Government employees should submit applications by May 3 to be eligible for entrance and possible scholarships at Southeastern University, 501 Eye St., S.W., Washington, D.C. The University will give its qualifying examination for Federal and local government employee scholarships on May 11. Employees must meet the school's entrance requirements, have their supervisor's written recommendation and a satisfactory employment record to be eligible to enroll. A maximum of six scholarships will be awarded, with a cash value of up to \$1,072 each. For more information, call 488-8162.

AWARDS AND REWARDS . . . The Office of Accounting and Audit presented Quality Within Grade Pay Increases to Mary Good and Alice P. Canterbury (both based on outstanding performance) and to Catherine Klimek and Laureen K. Bakri. The Logistics Service presented Quality Within Grade Pay Increases to Lillie M. Middleton and John T. Moffatt (both based on outstanding performance). The Systems Research and Development Service granted Quality Within Grade Pay Increases to Gloria Davis, Harold Barrett, Raymond Johnson and Frank Van Demark; also Special Achievement Awards to Carol A. Mehalso, Thurman Duncan, Herman Peterson, Philip Decara, Joseph K. Power and Russell Larson.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-17 April 22, 1974

FAA AND NAATS GROUPS MEET

FSS POSITIONS TO BE STUDIED

The FAA/National Association of Air Traffic Specialists (NAATS) Classification Factors Study Group met in Washington Headquarters March 26 through April 5 to lay the groundwork for a comprehensive study of positions held by flight service station specialists. The study group will determine how the responsibilities of flight service specialists have changed since the 1968 Occupational Study for Air Traffic Control Specialists (station) was conducted. To analyze the impact of any changes which may have occurred, a broad sampling of 28 flight service stations with more than 400 employees will be taken. Fact gathering trips will be made in various parts of the country including the East, West, Great Plains States and Alaska. Information from the selected stations will be analyzed to form the basis of the group's final conclusions and recommendations.

N.Y. COMMON IFR ROOM MODERNIZED

The revamping of the New York Common IFR Room is proceeding on schedule. In fact, work on the Newark and LaGuardia sectors of the IFR Room has been completed. This was done on an "in service" basis, i.e., the facility was doing business as usual while the equipment was being relocated and while the room was being expanded to twice its original size. Although the original ARTS IA radars are being retained, new consoles have been provided. Also a number of new positions have been (continued on page 3)

BACK TO SCHOOL WEEK

The second FAA Executive School follow-up seminar was held the first week of this month in Charlottesville, Va., for 24 top executives from throughout the agency. Among those attending were three Regional Directors: Henry L. Newman, Southwest Region; Chris B. Walk, Jr., Northwest Region, and Robert H. Stanton, Eastern Region. Among the discussion leaders were top Washington executives including Acting Deputy Administrator James E. Dow. In addition to agency speakers, Robert Morris of Commonwealth Associates, Inc. of Washington, D.C., spoke on "transactional analysis"--another way of looking at communications and human interaction. The seminar, designed to keep top agency officials abreast of the latest management techniques and ideas, was characterized by one regional director as "an outstanding experience."

TRANSPONDER REQUIREMENT POSTPONED . . . The agency has proposed a six-month postponement of the effective dates for aircraft to carry automatic altitude reporting equipment when operating in designated high-density terminal areas. FAA said that equipment supply problems make it impractical or impossible for affected aircraft operators to obtain the equipment in time to meet the deadline. The airborne unit required is a 4096-code radar beacon transponder with associated altitude encoder which transmits aircraft identity and altitude information for display on controllers' radar scopes. Proposed new effective dates are: January 1, 1975, in the nine Group I Terminal Control Areas (TCA), and July 1, 1975, in the 12 Group II and 42 Group III TCAs. The effective date for this equipment in controlled airspace above 12,500 feet MSL (mean sea level)--July 1975--would remain unchanged.

NEW FAA FILM TAKES VIEWER CROSS-COUNTRY . . . Get aboard "Flight 52" for a beautiful cross-country flight from Los Angeles to Dulles International airport. FAA's new 14 1/2 minute film takes the audience "behind the scenes" for a fascinating look at the diverse FAA professional skills and technology that have made America's National Airspace System the world's best and safest. While the pilot guides the flight smoothly and safely through the skies, the viewer can relax with the passengers who are secure in the knowledge that all components of the air traffic system, supported by advanced computer systems, insure the flight's safety. The roles of FAA's technicians and controllers, maintenance and communications specialists are dramatically presented in "Flight 52." Prints are available at the film library: Film Library, AAC-44.5, Federal Aviation Administration, P. O. Box 25082, Oklahoma City, Okla. 73125. Be sure to plan ahead so that you will have the film on hand when you need it.

EARLY RETIREMENT LAW SERVES A NEED . . . Reports from Federal departments and agencies show that the optional early retirement law enacted by Congress in June 1973 is serving the interest of Government and its employees, the Civil Service Commission reported last week. Since the law was enacted, 14,185 employees have opted for early retirement following a Commission determination that a major reduction in force (RIF) situation existed in their agencies. The commission said the law has alleviated many of the human problems normally associated with a RIF.

"AVIATION WEATHER" GETS TOP RATING . . . The nationwide TV program, "Aviation Weather", produced with the assistance of the FAA, is getting top ratings from pilots. In Nebraska, where questionnaires were distributed by the Lincoln Flight Service Station and the Neb. Department of Aeronautics, the response was overwhelmingly in favor of continuing the public service TV station program. To the question: Have you watched the program? 46 of the 50 pilots queried answered yes. Other questions were answered as follows: Was it of any value to you? 46 yes; Would expansion be beneficial? 45 yes; Do you plan to watch it on a steady basis? 48 yes.

NEW LAW AFFECTS FEDERAL EMPLOYEES . . . As a result of a new law signed by the President on April 8, coverage of the Fair Labor Standards Act has been extended for the first time to Federal employees. Heretofore, the Act has applied only to workers in private industry. Beginning May 1, the effective date of the new law, many--though not all--Federal employees will be covered by the provisions of this Act relating to overtime and minimum wages. Overtime of employees not covered by these provisions--known as "exempt" employees--will continue to be governed by existing Civil Service laws and regulations. Other provisions of the Act, such as the prohibition against discrimination on the basis of age, will apply to all employees. The Civil Service Commission will issue implementing regulations as soon as possible, including the definition of exactly which employees are exempt from the overtime and minimum wage provisions and which are non-exempt. Generally speaking, this will depend on the employee's duties and duty station: as a very rough guide, overseas employees and certain employees in executive, administrative, and professional positions are exempt. However, each of these categories must be defined by the Civil Service Commission. At this time there is no certain information on the effect of the new law on FAA, but the Commission indicates that no Federal employee will have his pay reduced to conform to the Act. Further information will be provided to you as soon as possible.

CONGRESSIONAL HEARINGS . . . FAA is scheduled to participate in four Congressional hearings during the next five weeks on such subjects as transportation of hazardous materials, aircraft noise and collision avoidance systems. The first involves the House Interstate and Foreign Commerce Committee, Subcommittee on Investigations, which has scheduled hearings on air transportation of hazardous materials beginning April 25. In addition, the House Government Operations Committee, Subcommittee on Government Activities, has tentatively set hearings beginning May 22 on transportation of hazardous materials, FAA contract procedures, and certification of commuter airlines. Finally, the Senate Commerce Subcommittee on Aviation has scheduled hearings May 16 on aircraft noise and May 21 on collision avoidance systems.

PATCO GETS NOD IN ARTCC VOTE . . . Here are the results of the recent union election at the Seattle ARTCC: eligible - 238; voted - 220; for PATCO - 114; for no union - 106; participation rate - 92.4 percent. The closeness of this election illustrates how important each vote can be, even in larger facility, and shows why the agency encourages each employee to vote (as they please) so the preference of the majority prevails.

IFR ROOM MODERNIZED (Continued from page 1) . . . added, and four additional communications frequencies have been installed. Work on the third phase of the project--the reconfiguration of the JFK sectors--is scheduled to be completed next month. The modernization project is expected to handle the anticipated traffic growth over the next five years. After that a completely new facility is envisioned.

NEW LOOK IN MPP . . . The new bulletin boards that have been installed adjacent to or across from the conference rooms in FOB-10A will shortly be used to post vacancy announcements for Washington Headquarters. Similar arrangements will be made for FAA employees at National Capital Airports, Transport, and Nassif buildings and Hangar 6. No changes will be made in bidding procedures or in the period of time employees have to apply; the only change will be the time it now takes to prepare and distribute announcements. Watch for details in a forthcoming special announcement.

FIRST WOMAN JOINS AIRPORT POLICE . . . "Law enforcement is my profession and I like this kind of work," explained Officer Addie Rodrigo of Alexandria, the first woman to be assigned by the FAA to airport police duty. Officer Rodrigo, a veteran law enforcement officer with 14 years of experience as a "harness" policewoman with the New York City Police Department, joined the National Airport Police Department in January of this year. She draws the same assignments as other officers including traffic, gate security and patrol duty.

TAKE OFF--WITH BOOKS . . . Do you want tips on learning to fly, writing a speech, finding a better job? Books can help you take off after these and many other goals. Whether your aim is to enlarge your present vision or just cope with what's already in sight, pay a visit to your library during National Library Week, April 21-27. You may be surprised to find out just how much is waiting for you there.

ADDITIONAL SECURITY MEASURES IN FOB-10A . . . Effective April 27, the doors leading to the garage areas in stairwells 1, 4, 5 and 8 at the first floor level will be locked and alarmed during security hours (5:30 P.M. to 7:30 A.M. weekdays and 24 hours Saturday, Sunday and Holidays except for emergencies). All employees entering or leaving the garage during security hours will be required to use the escalator in the lobby. Signs will be posted in each stairwell. For further information contact Mr. Walter Goody, x63931.

AWARDS AND REWARDS . . . The Airway Facilities Service presented Quality Within Grade Pay Increases for outstanding performance to David Muller, Michael Komar, John Dorman, Lowell McDysan, Bobby Morris, Susan Dion, Lucile McBrayer, Phyllis Vallario and James Moreland; and Special Achievement Awards to M. Floyd Switzer, Julianne Leginze, Jenell Stith, Arthur Blenkle, Harry Baker and James Helton. The Office of Environmental Quality presented a Quality Within Grade Pay Increase to Edmund Sellman. The Office of Aviation Policy and Plans presented a Quality Within Grade Pay Increase to Edgar Williams.

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HEADQUARTERS Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-18 April 29, 1974

BUY BONDS

In a letter to all DOT employees, Secretary Brinegar has this to say about the 1974 Savings Bonds Campaign which gets into full swing this week:

"A regular allotment set aside from each paycheck for the purchase of Savings Bonds through the payroll Savings Plan is the process through which your savings build automatically into substantial reserves. This is the easiest known method of saving for future needs. Therefore, by signing up for payroll savings you will be taking the first step toward establishing a good foundation for personal financial planning, thus guaranteeing greater security for you and your family."

POGO'S GOOD NEWS FOR 1974:



CITED FOR SAFETY PROGRAMS

YEAR'S TOP FS OFFICES HONORED

The winners of the annual Flight Standards field office awards competition were announced by Flight Standards Director James F. Rudolph last week. Cited for outstanding performance during 1973 in conducting assigned safety programs were: Western Region Quality Assurance System Analysis Review (QASAR) Team in the Engineering and Manufacturing category; Miami Air Carrier District Office in the Air Carrier category; and San Diego Flight Standards District Office in the General Aviation category. No awards were presented in the Aircraft Programs category as these facilities were in the midst of a reorganization in connection with the establishment of the Flight Inspection National Field Office. Selections were made by a special panel of Headquarters officials representing various technical specialties. Each winning office will receive a plaque signed by the Administrator and a certificate at award ceremonies to be held in the field in the near future.

ACADEMY TEACHERS RATIFY AGREEMENT

The Association of Academy Instructors last week ratified an agreement, previously negotiated with FAA, which permits instructors to stay at the FAA Academy for a term of six years--three tours of two years each--if they so choose. Previously the mandatory cut-off was two tours of two years each. This is the first contract negotiated between the agency and the recently organized Association which represents about 550 non-supervisory instructors at the Academy.

TRUST FUND USE PLAN . . . Legislation to finance most agency operations from the Airport and Airway Trust Fund has been sent to the Congress. The proposed legislation would allow use of aviation user tax revenues for airport/airway system operating expenses. Payments from General Fund revenues would be provided to pay for military and other Government uses of the system, regulatory and certain administrative costs, and to fill in the shortfall between airport/airway system costs and user tax revenues. The legislation does not propose any additional user taxes and contains language to guarantee that minimum funding for the agency's capital investment programs called for by the Airport/Airway Act are met. The trust fund was set up by the Airport and Airway Development and Revenue Act of 1970.

NAVIGATION SYSTEM DEMONSTRATED . . . Flight Standards Service personnel recently flew on a demonstration flight guided by very low frequency navigation signals sent from stations thousands of miles away from the flight path. The aircraft flew from Washington National Airport to a point over Maryland and then to Dulles International Airport and back to Washington National using VLF signals received from Great Britain, Panama and Maine. The navigation system being demonstrated, Ontrac II, located the aircraft's position within one-tenth of a nautical mile. Besides enabling properly equipped aircraft to fix their position at great distances from ground stations, the VLF system also provides true heading, time to next way point and true ground speed.

QUALITY CONTROL SYSTEM EXPLAINED . . . A presentation on FAA's Quality System Certification Program will be given by Dana Linden, Assistant Chief of the Industrial Division of Logistics Service, at the American Society for Quality Control 28th Annual Technical Conference in Boston, Mass., May 20-22. The FAA program ensures the quality and reliability of products and systems procured by FAA. Linden will make his presentation during the government session of the conference. The ASQC is a society of professional quality control experts.

MINI RECORDS . . . A centralized microfilming operation has been established within the Airway Facilities Service. Microfilming of all equipment specifications, electronic equipment modifications, handbooks and employee suggestions will greatly reduce the ever-increasing demand for file space. This was dramatically demonstrated when 196.5 cubic feet of equipment specifications were reduced to 0.5 cubic feet. Also, the microfilming will allow documents to be kept in a neat, safe and compact manner, reducing retrieval time.

MINORITY FIRM GETS CONTRACT FOR WORK AT NATIONAL AIRPORT . . . The agency has awarded a \$38,000 contract to minority-owned Delon Hampton Associates, Washington, D.C., for engineering services on runway and airfield problems at Washington National Airport. Commenting on the contract, Administrator Butterfield said "We have awarded millions of dollars in contracts to minority firms for hardware and non-technical services, and we hope to make equally substantial awards to qualified minority firms for technical services. This contract is only the beginning of our commitment."

JUDGE STAYS X-RAY ORDER INDEFINITELY . . . A U.S. District Court Judge last week granted an indefinite stay of his order banning the use of X-ray machines for screening carry-on baggage at the nation's airports. During the period of the stay, FAA will initiate rulemaking action to determine whether X-ray devices should be used for the present purpose and evaluate the environmental impact of such use.

RESCUE COORDINATION CENTERS CONSOLIDATED . . . The U.S. Air Force plans to reduce the number of its RCCs from three to one. Centers at Richards-Gebaur, Eglin, and McClellan Air Force Bases will be phased out and Scott Air Force Base will serve as the RCC for the entire 48 conterminous states. The Air Force plans for Scott to assume Richards-Gebaur search and rescue responsibility within the next 45 days. Thirty days later the Eglin workload will shift to Scott and a month after this, McClellan's area will be transferred to Scott. Field facilities will be informed, by GENOT, of effective dates and telephone numbers.

FLIGHT STANDARDS SERVICE EXPANDS SERVICE DIFFICULTY PROGRAM . . . After a 90 day trial period, the Flight Standards Service is now distributing to all GADOs, FSDOs and Region and Center offices a Daily Summary of General Aviation Service Difficulty Reports--malfunction and defect reports. This summary is identical to one for air carrier aircraft that has been widely distributed for years. The new General Aviation summary is also being sent to 12 industry organizations which plan to disseminate pertinent information to their members or clients. The development and distribution of this summary is aimed directly at lowering the general aviation accident rate by providing field offices with early notification of aircraft mechanical irregularities.

AIR MINDED EXPERT GIVES ADVICE ON TUNNELING . . . The Federal Highway Administration has asked Stephen A. Cannistra of the Support Facilities Branch, Airport Division, Systems Research and Development Service to sit in on a panel studying tunnel technology for future highways. The air-minded structural engineer has been asked to help with the tunneling problems because he has worked in the field of soil and foundation analysis in connection with FAA projects such as laying runways and building towers and other agency structures. The highway builders have found that heavy expenses are incurred when soil analysis is misleading.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL-2 years: PC-5/74 Technical Officer, OPS/AIR, P-4 (GS-12/13), Operations Airworthiness Section, Flight Branch, Air Navigation Bureau; 2 years: PC-6/74 Language Officer, (Interpreter/Translator), P-3 (GS-11/12), Russian Section, Language Branch, Bureau of Administration and Services. Applications due in AIA-29 by May 16, 1974. Two years: PC-7/74 Language Officer Interpreter/Translator), P-3 (GS-11/12), French Section, Language Branch, Bureau of Administration and Services. Applications due in AIA-29 by May 29, 1974. Additional information is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

COLOR MAY RED, WHITE AND BLUE--AND GREEN . . . Don't think of it as a U.S. Savings Bond Drive. Think of it as a "happening." Starting on May 1, the month of May will be punctuated by music, movies, fortune tellers, prizes, red-white-and-blue luncheons in the cafeteria, and other whimsies to prove that saving can be fun for old and new subscribers. Even the FA Club has joined the fun by sponsoring the "Savings BONDanza" May 1-17. During this time, subscribers will be eligible for weekly drawings for prizes. The Kensington Junior High School Band, under the direction of Mr. C. Martin Staub, gets the fun under way on Wednesday, May 1, during lunchtime with a special concert in the Headquarters lobby. On Thursday and Friday, May 2-3, the new FAA film "Flight 52" will be shown in the auditorium at 11:30, 12, 12:30 and 1. Watch INTERCOM during May for the weekly lineup of "Savings Surprises." Everyone gets something--most of all those who take advantage of the safe, easy, and uncomplicated way to save. When your bond canvasser stops by, buy.

BACK PAY MEANS MIDNIGHT OIL . . . Figuring out how much back pay employees will get from a deferred pay raise isn't as easy as it sounds. Specialists in the Office of Accounting and Audit's Accounting Operations Division have been laboring mightily to re-create payroll records for some 5,000 present and former employees for seven pay periods from Oct. 1972 to Jan. 1973 when a 5.14 percent pay boost for general schedule employees was delayed--an action held in error by a court ruling. Basic pay plus any changes in pay resulting from step increases, promotions, overtime, holiday pay, etc. must be figured out at the new rate for people paid by Washington Headquarters--including Washington FAAers, European Region, National Capital Airports, overseas and quality reliability employees. Changes in insurance premiums and benefits also must be cranked into the calculations. The Office of Management Systems' Data Systems Division and Data Processing Center--the computer programming people--are working closely with AAA to re-create two sets of magnetic tapes showing pay at the old and new rates for employees, including those who retired, died or transferred during or since the pay deferral. When the old is subtracted from the new, a lump sum difference will result. It will be paid in a separate pay check between regular pay days. Members of the payroll and data processing team have worked many hours overtime, and officials say the work is going well. A date for payment hasn't been set, since recent Civil Service Commission guidance is being analyzed and many factors must still be considered. When it comes, back pay will range from \$59 to \$432 depending on grade level.

AWARDS AND REWARDS . . . The Logistics Service presented a Special Achievement Award to Catherine M. Merkle. Washington National Airport awarded a Quality Within Grade Pay Increase based on an outstanding performance to William F. Entwisle.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-19 May 6, 1974

FLYING FLOATS

An FAA film stressing safety in flying light seaplanes recently took second prize, a Silver Screen Award, in the U.S. Industrial Film Festival in Chicago. "Flying Floats," filmed in color in Maine, Florida and Alaska, was honored in the Safety, Welfare and Insurance category. The film was produced by FAA as a safety education film for the flying public.

11th ANNUAL AWARDS

MECHANIC OF YEAR WINNER NAMED

An Alaskan air carrier maintenance manager and a California flight school owner-mechanic have been selected as the national winners of the agency's 11th Annual Aviation Mechanics Safety Awards Program. Arthur H. Walker, director of maintenance for Alaska International Air, Inc., of Fairbanks won in the air carrier category. In the general aviation category Hugh D. Fink, owner, operator and service manager of Burbank (Calif.) Piper Sales and Service was the winner. Both men will be flown to Washington for award ceremonies with the Administrator on June 25. Walker was named for extraordinary initiative and leadership in directing an eight-man crew in the repair and rebuilding of a 4-engine Hercules transport that crashed during a landing on remote Fletcher's Ice Island 400 miles from the North Pole. Although the aircraft had sustained extensive structural damage, they prepared it for a one-time flight to Fairbanks for permanent repairs. The six-month job was done on the site of the crash, under extremely harsh conditions, and in temperatures that often dropped to -45 degrees. Fink was cited for initiative and professionalism in designing improved parts for pilot side windows, propeller controls, fuselage attach bracket stabilizers, alternator switches, and rod end bearings for several models of a light aircraft. He notified FAA and the manufacturer of his ideas, which resulted in the issuance of manufacturers' service bulletins and an FAA Airworthiness Directive. Sponsored by the FAA, Flight Safety Foundation and other aviation groups, the Annual Aviation Mechanic Safety Awards Program honors mechanics who have shown outstanding work in advancing aviation safety through maintenance. Selection of national winners follows state and regional competitions.

**Perk up
your future.**



**Take stock in America.
Buy U.S. Savings Bonds.**

NATIONAL SAFETY CONFERENCE . . . FAA brought together more aviation safety minds in one place than it ever has before at a two-day meeting in St. Louis last week. For the first time, all 86 General Aviation Accident Prevention Specialists met and were joined by the chiefs of the agency's 86 General Aviation and Flight Standards District Offices for a review of the Accident Prevention Program. Speaking to the group, which included regional Accident Prevention Coordinators, Central Region Director A.L. Coulter and Associate Administrator for Aviation Safety Oscar Bakke, Administrator Butterfield said, "I want you to know that your individual efforts to carry out FAA's primary mission--flight safety--are deeply appreciated." On the evening of the first day, the agency held a pilot safety education clinic which featured presentations by FAA Accident Prevention Specialists and Brig. Gen. William Spruance, a strong advocate of aviation safety.

LEARNING FROM CRASHES . . . A joint FAA/NASA program to study the crash-worthiness of light, general aviation aircraft is underway at the NASA Langley Research Center. The program includes crashing airframes under carefully controlled conditions to provide information on what happens to light aircraft when subjected to crash loads. The second simulated crash in the series was staged last week. The five year program has four basic objectives: to develop analytical methods, define a survivable crash envelope, define human tolerance levels and improve restraint methods. The tests are expected to lead to the development of structural design techniques to improve the capability of light aircraft to withstand crashes and increase the chances of occupant survival.

TO PROGRAM THE PROGRAM . . . Data Systems Specialists from six ARTS III Area Support Facilities will attend a special programming course on the 9300 computer taught by UNIVAC of St. Paul, Minn., beginning June 12. Sperry Rand/UNIVAC is the manufacturer of the ARTS III High Speed Peripheral (9300) computer used to individualize the national ARTS III computer program for specific sites. Data unique to each terminal area, such as approach and departure areas, are cranked into the program and the tapes are reassembled at the six support facilities. These facilities are co-located with ARTS III towers across the country and serve ARTS III facilities in the surrounding geographical area. Also attending the course will be Data Systems Specialists and maintenance technicians from NAFEC.

NEW RULES FOR SHIPPING "HOT" MATERIALS . . . A new safety regulation that would require the outside container of any dangerous article, including radioactive materials, carried on aircraft to be inspected before flight and would require the outside container of radioactive materials to be scanned with radiation monitoring instruments has been proposed by the agency. FAA took this action following reports of several incidents of improper packaging of radioactive materials on airline flights. The agency proposal would require that each shipment of radioactive or other dangerous articles be inspected by the operator before loading on the aircraft to assure that, among other things, it "has no dents, holes, leakage or other indications that the integrity of the packaging has been compromised."

AGENCY FEELS IMPACT OF ALASKA PIPELINE . . . Faced with the job of certifying the airworthiness of hundreds of helicopters and other aircraft being shipped to Alaska for the pipeline project, the agency has issued an Order calling on regions in the lower 48 states to assist the Alaskan Region in meeting a massive workload. The Order--8320.11--requests the lower nine regions, whenever possible, to certificate modified or rebuilt mothballed and military surplus aircraft before they are shipped north. In other cases, the regions are asked to send Alaska pertinent data on aircraft already shipped to ease the job of the Alaskan Flight Standards Division in collecting information necessary for airworthiness approval of each aircraft.

THE FAA WORLD MAYPOLE . . . is adorned with "Men on the Move"--the Executive Development Program... "It's a Gasser"--car conversion to natural gas... "MTS Milestone"--the 10,000th graduate... "Making Good Neighbors"--a tower chief did just that... "A Kilowatt Saved Is a Kilowatt Earned"--basement-built computer conserves energy... "When the Siding Was Adobe"--memories of PCS... "The Cold Facts on Hot Air"--first FAA balloon seminar... "The SST Drops In"--the Concorde shivers in Alaska. Other floral tributes include Faces and Places, Federal Notebook, Direct Line, Small World and Heads up.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL = PC-8/74 Director, Air Navigation Bureau, D Step II (GS-15/16), Air Navigation Bureau, Office of the Director. Applications due in AIA-29 by Aug. 9, 1974. PC-9/74 Senior Legal Officer, P=5 (GS-13/14), Legal Bureau. Applications due in AIA-29 by June 4, 1974. PC-10/74 Chief, Staff Administration Section, P-4 (GS-12/13, Staff Administration Section, Personnel Branch, Bureau of Administration and Services. Applications due in AIA-29 by May 17, 1974. PC-11/74 Personnel Officer, P-3 (GS-11/12), Staff Administration Section, Personnel Branch, Bureau of Administration and Services. Applications due in AIA-29 by June 26, 1974. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

EMPLOYEE HOUSING UNITS TO BE BUILT . . . The agency recently awarded two contracts totalling almost \$1.4 million for employee housing units to be built in Alaska. Toombs & Co., Inc. of Fairbanks was awarded the contract for construction of the units in Kotzebue, and K. Inc. & William Champion, Inc. of Anchorage will build the units in King Salmon. Both contracts include related facility work. Work is expected to be completed in approximately eight months. A third contract for \$1 million plus to construct living quarters for FAA employees stationed at remote locations in Alaska was subsequently awarded to K.K. Larsen Construction Co., Inc. of Seattle. Under this contract living quarters will be built at Bettles, Cold Bay, Johnstone Point and Yakutat. Work on these projects is scheduled to be completed by December 1974.

FIRST WOMAN OFFICER ON TV . . . Addie Rodrigo, the first woman to be assigned by FAA to airport police duty will appear on a special Mother's Day program on WMAL-TV's (channel 7) "Apartment C-410" on Sunday, May 12 at 2 p.m. Mrs. Rodrigo will talk about work as a policewoman in New York for 14 years as well as her duties at Washington National Airport. The main emphasis of the hour-long special program, hosted by Ruth Hudgins, will be on her personal life as a widow and mother of three sons.

FA CLUB SUPPORTS BOND DRIVE . . . The FA Club is supporting the 1974 Bond Drive by offering a grab bag of prizes for present participants and new subscribers who sign up before May 17. Drawings for prizes, which include appliances, lamps, clocks and other gifts, will be held May 8, 15 and 21. When you enroll as a subscriber, your name automatically will be entered by your office's bond canvasser. And remember, with the new high six percent rate for Bonds, everyone is a winner for safe, secure and easy financial investments and protection for the future.

. . . AND SO DOES MADAME BIABOND . . . What do the signs portend? Ask Madame Biabond!!! This unique sayer of the future knows all, sees all--and if you are a new bond subscriber--will tell you all! If you would like to have Madame Biabond tell you what's in store, become a U.S. Savings Bond subscriber. Your new bond allotment card will entitle you to a free reading. You don't of course need to have Madame Biabond tell you that your future will be more secure when you enroll in payroll savings. But she'll be glad to tell you everything she knows...So make an appointment by calling x63893. She will be viewing the future outside the cafeteria from noon to 1 p.m. May 9 and May 10.

TRANSCENDENTAL MEDITATION . . . Want to expand your awareness? Increase your clarity of perception? Have a more profound knowledge of life? Then why don't you participate in the Transcendental Meditation sessions being conducted in support of FAA's 1974 Headquarters Bond drive by Ian MacPherson Brown, Director of Maharisha International University. Classes for FAA employees are scheduled Monday and Tuesday, May 13 and 14 in the auditorium from 12 noon to 12:30 p.m. each day.

BEGGING YOUR PARDON, LADIES AND GENTLEMEN . . . "Flight 52" did not take off last week, as several Headquarters FAAers may have noticed. FAA's new film about a coast-to-coast flight and air traffic control was rescheduled for showing in the third floor auditorium this week, Monday through Friday, at 11:30, 12 noon, 12:30 and 1. Beautifully filmed in color, the movie takes the viewer aboard a United Airlines DC-10 and into the various FAA Air Traffic facilities controlling the flight from Los Angeles to Dulles International Airport.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-20 May 13, 1974

NEW FINFO CHIEF

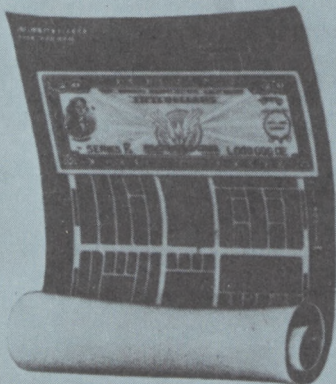
William D. Crawford has been appointed chief of the newly established Flight Inspection National Field Office in Oklahoma City. He stepped up to the new job from Chief of the Regulations Staff, Flight Standards Service in Washington. Before that he was Assistant Chief of the Operations Division and prior to that Chief of the Flight Standards Training Branch at the Aeronautical Center. He joined the agency in 1952 as an Airman Standards Agent in the St. Louis GADO.

N. PHILA., SEATTLE, WINDSOR LOCKS

YEAR'S TOP AT FACILITIES NAMED

The North Philadelphia Airport control tower, the Seattle air route traffic control center and the Windsor Locks, Conn., flight service station have been selected as 1973 Air Traffic Facility of the Year Award winners. North Philadelphia Tower controllers were cited for keeping traffic moving without interruption in spite of a fire in January 1973 which completely destroyed their facility. Within minutes of evacuating the tower, air traffic control services were resumed using emergency equipment located in an FAA station wagon. That vehicle served as the airport tower for three days until a small, portable tower was delivered. For the next eight months, until a new tower was ready in October, 1973, controllers operated out of the portable unit. During this period, they handled a record volume of traffic despite the cramped and crowded quarters and frequent technical problems. The Seattle Center was cited for increasing productivity with no operational errors despite extensive modernization work underway at the facility throughout most of the year. The Center handled 597,167 aircraft during 1973, an eight percent gain over the previous year. The flight service station at Windsor Locks, which provides pre-flight/in-flight and emergency services over most of western Massachusetts and Connecticut, was recognized for outstanding gains in productivity in 1973. The facility provided 480,900 error-free flight services during the year. This is an average of 26,716 for each journeyman specialist--better than twice the national average.

**Building
plan.**



Take stock in America.
Buy U.S. Savings Bonds.

BLUE-COLLAR WAGE CONTROLS LIFTED . . . Many blue-collar rates under the Federal Wage Grade System will be increased as a result of the lifting of price and wage controls on April 30. Under the Economic Stabilization Act, which expired on that date, pay adjustments could not exceed 5.5% per year, although most annual wage surveys for the past two years have indicated that greater increases were due. However, this was not true in all cases; wage survey data for some wage schedules, and for some grades on particular wage schedules, did not show that increases greater than 5.5% were justified, and these rates will not now be increased. Where increases are required, the new rates will be effective in FAA on May 12, 1974. Actual payment will be made as soon as possible, but a considerable delay is expected due to the processing work involved, much of which occurs outside FAA.

MLS FLIGHT TESTS NEAR WIRE . . . Flight testing of the Microwave Landing System (MLS) is nearing completion at NAFEC and Wallops Island, Va. Four different systems developed by Bendix, Hazeltine, ITT-Gillfillan, and Texas Instruments have been subjected to exhaustive tests which should be completed by June 1, 1974. After that all data will be examined and reexamined, and final test results are scheduled to be available by July 1. The next step will be technique selection. A panel of experts from government and industry will analyze the data from the tests in order to choose between the Doppler-Scan and Scanning Beam techniques. Then the MLS program will move into phase III which will consist of building and testing prototype hardware. Eventually the technique selected by the U.S. will be entered into an International Civil Aviation Organization (ICAO) competition to pick an international standard system for use around the world.

FOUR FAA PHYSICIANS were honored at the Aerospace Medical Association meeting in Washington last week. Dr. H.C. Haynes, Chief of the Behavioral Sciences Division, AAM, received the Raymond F. Longacre Award for "outstanding accomplishment in the psycholological and psychiatric aspects of Aerospace Medicine." Dr. Stanley R. Mohler, Chief of the Aeromedical Applications Division, AAM, received the Harry G. Moseley Award for "the most outstanding contribution to flight safety." Two FAA doctors were among the 20 elected as Fellows of the Aerospace Medical Association: Dr. Audie Davis, Chief of the Aeromedical Certification Branch, CAMI, and Dr. Gordon K. Norwood, Chief of the Aeromedical Standards Division, AAM.

FAA PAYS BACK AIR FORCE . . . The agency has ordered three new Airport Surveillance Radars (ASR-7s) to replace three previously borrowed from the Air Force. The three were included in an order of 10 systems which FAA is providing the Air Force and the Navy through an FAA continuing contract with Texas Instruments. The three systems borrowed from the Air Force became part of FAA's air traffic control system in 1973 when they were installed at Allentown, Penn., Beaumont, Tex., and Burlington, Vt. If they had not been available from the Air Force on a loan basis, installation of radars at these locations would have been delayed about two years.

May 13, 1974

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NOTES ON USE OF POVS . . . As a result of the fuel shortage there have been some changes in the Federal government regulations with regard to the use of privately owned vehicles on official business. GSA has increased the \$.11 POV mileage rate to \$.12 a mile, but at the same time the administration stressed that common carriers should be used whenever practical...The Aeronautical Center has expanded its bus service and arranged for adequate student housing on the bus routes to reduce the necessity for students to drive POVs.

THREE GROUP II TCAS ADDED . . . Group II Terminal Control Areas are scheduled to go into operation at Cleveland, Detroit and Pittsburgh on the 23rd of this month. This will up the total of operational Group II TCAs to eight. The Group II control areas are characterized by somewhat less stringent requirements than Group I where virtually all planes are required to carry transponders. In Group II TCAs, this rule applies only to instrument flights to and from the primary airport. Also, student pilots are permitted to operate at the primary airport in Group II TCAs. Other locations where Group II TCAs are operational are St. Louis, Seattle, Minneapolis, Denver and Houston.

BACK PAY TARGET DATE SET . . . FAA will be prepared by June 28 to send its General Schedule employees three months back pay owed as a result of the overruled delay of a salary increase. Payment, which will total approximately \$13 million, could be made around that date if a supplemental appropriation is enacted and arrangements are completed with the Office of Management and Budget for release of the funds. The appropriation, now making its way through Congress, will take up the slack between the amounts FAA and other Federal agencies have available to pay and the total needed.

PORTABLE RADAR ANTENNA TO SAVE \$\$\$. . . A mobile radar beacon siting system has been developed at NAFEC to evaluate proposed sites for en-route center and terminal radar beacons and to investigate field problems at existing sites. Housed in two trailers, the system was designed to detect false targets and vertical lobing before the cost of installing a permanent radar beacon facility is incurred. One trailer=van houses the electronic components including a data processor, developed at NAFEC, that gives information on the reflection characteristics of a site and vertical lobing. The second trailer, to be delivered by the contractor in August, is a flat-bed type carrying a beacon antenna, an erectable tower and a power generator.

INTERNATIONAL SATELLITE AGREEMENT SIGNED . . . The Administrator last week signed a Memorandum of Understanding for a joint international program to test, evaluate, and demonstrate the use of aeronautical satellites to provide improved communications and air traffic services over the North Atlantic. Other participants are: Belgium, Canada, Denmark, France, West Germany, Great Britain, Italy, The Netherlands, Spain, Sweden and Switzerland. Under the aeronautical satellite project, known as AEROSAT, two satellites in synchronous orbit over the North Atlantic are planned. The first launch will be in late 1977 or early 1978.

ROUND ONE WINNERS IN THE SAVINGS BOND-ANZA . . . FAA Headquarters winners of the first-round drawing for Savings Bond Sur-Prizes, sponsored by the FA Club, were selected on May 8. In the category of Headquarters employees who had been subscribers prior to the start of the Bond Drive, winners were Mary Jo Oliver, AGA-300 and David Sheftel, AAV-1. Winners in the category of "new" subscribers were Ellis Thorp, ARD-162, and Robert Thompson, AMS-350. There will be two more drawings, one on May 15 and the last on May 21. Winners are being selected each time by FA Club President Phil Harris and Vice President Helen Larman. To be eligible, employees must be on the Savings Bond rolls on or before May 17.

EPHEMERAL TRANSCENDENTAL MEDITATION . . . The classes for FAA employees scheduled for May 13 and 14 are cancelled until further notice.

AWARDS & REWARDS . . . Dulles International Airport presented Special Achievement Awards to George E. Madigan, Franklin F. Hahn, John L. Walsh, Howard L. Pennington, Bernard A. Smith, Kenneth E. Lyons, Alfred Swift, Nathaniel G. Winston, Charles W. Harrison, Thomas B. Roberts, Reed Gale, James E. Garrison, Gary L. Everett, Thomas E. Thompson, Selma Cockrell, Kenneth W. McDonald and Ray L. Tubbs; Quality Within-Grade Pay Increases to Barbara S. James, Ivan J. Money, Jr., Ray R. Weisgerber, M. Lindsey Hagood, Leo J. Memolo, Pearl C. Cooper, Samuel A. Duncan, James W. Schuyler, Paul J. Farnham and Mary H. Boesche; and Beneficial Suggestion Awards to Robert G. Smith, Herbert M. Frazier, Zula M. Bowman, Robert R. Gould, Howard L. Pennington, Harry M. Taulton, Bruce N. Buckelew and Carlton P. Harris. The Office of Training presented a Quality Within-Grade Pay Increase to Catherine B. Bracy and a Special Achievement Award to Clarence L. Wright.

THREE HEADQUARTERS FAAERS DIE . . . Tragedy struck an FAA couple May 4 when Robert M. Holsey, Logistics Service, and his wife Violet, Office of Accounting and Audit, and their eldest son, William, 19, were drowned in a boating accident in the Chesapeake Bay. More sad news occurred May 6 when John H. Martini, Office of Management Systems, died of a heart attack in the FAA building. The Holseys are survived by a daughter, age 17, and three sons, ages 16, 15 and 12. Logistics Service and Office of Accounting and Audit personnel have donated funds for the benefit of the children and for flowers at the funeral. Bob Holsey, 42, was a general supply specialist in the ALG Material Management Division. He joined FAA in 1957 at the Aeronautical Center, left the agency for stints in business and the Dept. of the Army and rejoined FAA in 1967. Violet Holsey, 40, was an accounting technician in the AAA Accounting Operations Division. She joined FAA last August after working at the U.S. Naval Academy in Annapolis. John Martini, 48, had 27 years Federal service and was assistant chief of the AMS Information and Statistics Division. He is survived by his wife, Alice, and a daughter. The Martini family requests that any donations be made to the Washington Heart Association.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-21 May 20, 1974

IN CASE OF A NATIONAL EMERGENCY

Emergency national planning and preparedness continue to play a vital role to assure continuity of our government in case of a national emergency. Among the plans to cope with an enemy attack is the Civil Service Commission registration system which CSC will operate for employees in an affected area. All FAA Civil Service employees with or without emergency assignments would follow the CSC registration system. For this reason it is important that all FAA employees review details of the system which are outlined in appendix 3 to Order 1900.1A, FAA Defense Readiness and Emergency Preparedness Plan. (This article fulfills the annual requirement for notifying FAA employees of this emergency registration system.)

AIDED CONTROLLERS IN FLIGHT SAVES

TOP FLIGHT INSTRUCTOR NAMED

Winner of this year's Flight Instructor of the Year Award is Williard C. Marvin of Fullerton, Calif., who first began flying in the mid-40s and since that time has spent almost three years aloft. On a number of occasions he has worked with FAA controllers to carry out flight saves. The most recent incident of this kind was on March 28, 1974, when he aided ATC in guiding a pilot lost on top of an overcast to an area where he could descend to a safe landing. Over the years Marvin has taught hundreds of pilots to fly and has been active in numerous aviation safety programs. The award will be presented to him by Administrator Butterfield in Washington on May 24. The award program is jointly sponsored by the AOPA Air Safety Foundation and the FAA and is supported by other segments of the aviation community.

ARM THOSE ELTs

The agency is urging pilots with emergency locator transmitters in their aircraft to make sure the equipment is "armed" when the plane is in flight. The ELT must be armed in order to send out a distress call and speed up search and rescue operations in case of an accident. There have been a number of general aviation accidents in which ELTs in the plane were found to be unarmed. In one case where the ELT switch was found in the "off" position, a passenger had lived for 30 hours before dying of injuries and exposure. Public law requires that after June 30, 1974 most of the more than 145,000 U.S. registered aircraft must carry an ELT and have it armed during flight.

BUY BONDS,

BUY BONDS

AND BUY MORE BONDS

JUNK NOT FOR SALE . . . What do you do with flood-damaged aircraft and aircraft parts to make sure they are not inadvertently used again? You put them in a mass grave. Or at least that's what the Piper Aircraft Co. is doing at their Lock Haven, Pa., plant with equipment that was damaged when the plant was inundated by the waters of the West Branch of the Susquehanna River following the disastrous tropical storm Agnes in June 1972. In response to an FAA order to get rid of all the flood-damaged equipment, they are demolishing and burying an estimated \$20 million worth of parts, partial aircraft and complete aircraft. A bulldozer is being used to push the "junk," which ranges from \$2 parts to a \$250,000 Navajo airplane, into trenches near the main plant.

ALERT CONTROLLERS GUIDE PLANE TO SAFETY . . . Cleveland, Erie, Penna., and Burke-Lakefront, Ohio tower controllers teamed up recently to bring a disabled light twin aircraft in for a safe landing. The pilot first called in over Lake Erie and reported that one of his engines had failed and he was losing power on the other due to icing. By using Direction Finding (DF) equipment, Erie and Cleveland fixed the plane's position. After two closer airports were ruled out because of marginal weather, the pilot made a minimum altitude approach to Burke-Lakefront. A successful landing seemed assured until alert controllers noticed that the plane's landing gear had not been lowered. They contacted the pilot just in time, and a normal landing was made. During the month of April 1974, 257 flight assists were reported--99 by flight service stations, 117 by towers and 41 by centers. The primary causes for the assists included 151 lost pilots, 29 low on fuel, 41 involved in adverse weather and 66 with some type of equipment malfunction.

RADIO CONTROLLED LIGHTING . . . The agency has awarded a contract to ASE Inc. to develop and furnish a radio control link to turn on and off airport navigation lighting. Under the \$99,000 contract, the company will deliver a system that will replace existing buried cable methods of controlling lights with an over-the-air radio signal system. The system will come complete with digital coding for security, control and monitoring. The first system will probably be tried out at NAFEC beginning in late 1975.

NOISE REDUCTION EFFORTS CITED . . . The two engineers primarily responsible for muffling the jet engines on the McDonnell Douglas DC-10 and the Lockheed 1011, forerunners of the new breed of quieter jet transports, were presented FAA's Award for Extraordinary Service in Los Angeles last week. The Award is the highest honor bestowed by FAA on persons not employed by the agency. Receiving the awards for developing the aircraft, considered to be the quietest in the industry, were Ray E. Bates, who guided technical direction of the DC-10, and Harry Drell, who spearheaded the effort to quiet the L-1011. Bates is Vice President, Engineering & Development, for the Douglas Aircraft Co., McDonnell Douglas Corp; Drell is an acoustics engineer for the Lockheed-California Co., Lockheed Aircraft Corp.

SAVING PAPER . . . In support of the agency's paper conservation program, the distribution of Order 1375.4, Standard Data Elements and Codes-- Facility Identification and Supplemental Standards, has been reduced. It will now be distributed to division level in Washington and regions; section level in centers; minimum distribution in field offices. The new distribution code is WR-2, NC-4, FOF-0 (minimum). Recipients holding original basic issues and changes through change 6, who are not on the new distribution, should be aware that they will no longer receive changes.

FEDERAL LABOR RELATIONS REVIEWED . . . In three days of public hearings recently, the Federal Labor Relations Council (FLRC) reviewed the Federal government's labor relations program under Executive Order 11491. Eighteen unions and Federal agencies gave oral testimony on the program in addition to written statements from several other agencies, including DOT. The review, second such since the Order was issued in Oct. 1969, will probably lead to an amended Order within a year or so. Indications from the testimony were that an amended Order would facilitate mergers of small, fragmented units and ease the requirement for secret ballots as a prerequisite to exclusive union recognition.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO), is anxious to receive applicants from qualified individuals who may be interested in senior level posts in the fields of airport, electro-mechanical, communications and architectural engineering in Saudi Arabia. The eleven posts are: TA-74/20 Aerodrome Engineer (New Works); TA-74/21 Aerodrome Engineer (Maintenance); TA-74/22 Aerodrome Engineer (Design-Planning), TA-74/23 Airport Structural Engineer; TA-74/24 Airport Architect; TA-74/25 Airport Electro-Mechanical Engineer; TA-74/26 Airport Electro-Mechanical Engineer (Maintenance); TA-74/27 Electronics Engineer (Airport Lighting); TA-74/28 Airport Mechanical Engineer; TA-74/29 Electronics Engineer (New Works) and TA-74/30 Electronics Engineer (Planning-Maintenance). Salary is established at Level 5 (GS-14/15). Applications due in AIA-29 by May 28, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

GOOD LISTENERS . . . The agency's "Listening Session" program moves into high gear this month with two separate sessions. On May 16 top agency officials, including the Administrator, heard suggestions and sometimes complaints from a group of private pilots. Scheduled for May 23 is a session with business aircraft operators. These informal sessions are designed to open up the communications pipeline between key agency people and the users of FAA's services.



The Spirit of '76 was much in evidence recently as three youngsters paraded through the FAA building drumming up support for this year's U.S. Savings Bond Campaign. There are still two weeks left for employees to sign for Bonds in order to help Headquarters reach its goal, so don't delay. In the photo, from left: Lou Churchville (not a youngster), Assistant Administrator, Office of Information Services, Anne Warran, James Mathias, and Kurt Sodee. The young people attend Kensington Junior High School.

SON OF AIRPORT . . . "OK, can you turn on the escalator now?... "We gotta kill this row of lights"... "We may wanna move that airplane up a bit"... "Can you ask that taxi to turn off his lights?" To each request, operations officer Hank Cloutier and FAA police officers, airport electricians and other FAAers responded quickly and quietly as a Universal Studios production crew forged ahead amid lights, cables and boxes on five days of filming at Dulles International Airport the week of May 6. Several National Capital Airports secretaries, along with scores of airline employees, were hired as extras for scenes in and around the terminal, and hundreds of on-lookers caught glimpses of people like Charlton Heston, Efram Zimbalist, Jr., Gloria Swanson, Myrna Loy, Helen Reddy and Karen Black who will star in the film, "Airport 1975," to be released next year. The plot actually centers on in-flight tribulations aboard a crippled 747.

MIDDAY MATINEE . . . A conservation film about Alaska, "New For Tomorrow," explaining what is being done to safeguard the environment in connection with the North Slope oil exploration, will be shown as a Mid-day Matinee next week. Show times for the 25-minute film in the third floor auditorium are 11:30 a.m. and 12:30 p.m. this Thursday, May 23.

CANCER INFO FILMS . . . "Skin Cancer" and "7 Warning Signals" will be shown this Tuesday, May 21, in the Trans Point Building, room 3201 between 10 a.m. and 2 p.m. Total show time is 30 minutes.

LET YOUR FINGERS DO THE WALKING . . . The Washington Yellow Pages are now available in the lobby of the FOB-10A B-Level garage. Take what you need for your office, but get them before June 7.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-22 May 28, 1974

ACCIDENT PREVENTION CHIEF NAMED

Abby J. Wilkes has been selected as Chief, Accident Prevention Program Staff, Flight Standards Service. He will serve as national coordinator for the General Aviation Accident Prevention Program, reporting directly to the Director, Flight Standards Service. Wilkes was previously an Accident Prevention Specialist in the Western Region's Flight Standards District Office in Van Nuys, Calif. He has been with the FAA since 1969. Before joining the agency he had considerable flying experience with various aviation organizations as well as military experience as a flight instructor.

NINE FATAL AIRLINE ACCIDENTS RECORDED

GENERAL AVIATION DEATHS DOWN

According to preliminary figures published by the National Transportation Safety Board this month, total general aviation accident fatalities were down from 1,400 in 1972 to 1,340 in 1973. The number of airline fatalities rose slightly from 190 in 1972 to 227 in 1973. These deaths occurred in a total of nine fatal accidents; 204 were the result of only three accidents. One of these occurred at Boston, another at St. Louis and the third in Tahiti. The preliminary total for all transportation fatalities in 1973 was down one percent--from 60,765 in 1972 to 60,118. Of these totals, highway accidents accounted for 55,600 in 1973, down two percent from 1972, and recreational boating accidents--the second highest single cause of transportation deaths--accounted for 1,754 fatalities, a figure that exceeds the total number of aviation fatalities.

ANNUITY GOES UP

A Civil Service annuity increase of 6.4 percent will go to all retired Federal employees in July--including those who retire before July 1, 1974--and will be reflected in annuity checks dated August 1. The annuity increase results from a rise in the Consumer Price Index of three percent or more for three consecutive months above the base month of October 1973. Employees who retire after June 30, 1974 will receive the higher of:

- (1) an annuity computed on their service up to June 30 plus the 6.4 annuity increase; or,
- (2) their earned annuity computed on their total creditable service to the date of retirement.



"Full Flaps!"

GUIDELINES FOR HANG GLIDERS . . . In order to enhance safety, advisory information covering the fast-growing sport of hang gliding has been issued by the agency. The agency will continue to monitor the growth and safety status of the sport to determine the need for additional action. Safety recommendations spelled out in a new Advisory Circular, which is available at FAA Field Offices, include: flying no higher than 500 feet above the general terrain; no operation within five miles of the boundary of any airport, in restricted or prohibited airspace, or within 100 feet of, or at any altitude over, dwellings or populated areas.

AIRWORTHINESS DISCUSSIONS PLANNED . . . The agency has invited aviation experts from here and abroad to a two-day "Airworthiness Standards Consultative Conference" on June 6 and 7 in Washington for technical discussions on FAA's aircraft certification program and the correction of service difficulties on type-certificated aeronautical products. Discussions will center on these four subject areas: aircraft pressure containment and protection from sudden decompression hazards with emphasis on wide body jet design concepts; equivalent safety findings in type certification; application of "probability terms" in type certification and airworthiness directives.

ATC PERFORMANCE STANDARDS . . . Representatives of System Development Corporation will be visiting the Seattle and Cleveland Centers on May 29 and 30 and the Chicago and Denver Centers on June 3 and 4. They will be working with controllers and supervisors to field test performance standards and measures developed for the enroute option. These field tests are the latest in a series which have been undertaken in ATC towers and centers across the country over the past two years.

AIR FORCE OFFICERS TO VISIT HEADQUARTERS . . . As a part of the agency's overall consultative planning process with user organizations, a group of 35 Air Force officers visited FAA Headquarters on May 22 for a series of briefings and discussions as well as a tour of the ATC Systems Command Center. The group consisted of students in the communications and electronics staff officers course at Keesler Air Force Base, Miss. This is the second such group to visit in recent months.

BUYING BONDS . . . The first two reporting periods for FAA's U.S. Savings Bond Campaign show a healthy overall agency participation rate of 76 percent. Here's the percentage rundown for regions, centers and Headquarters: AAC, 90%; AAL, 72%; ACE, 83%; AEA, 66%; AGL, 75%; ANA, 73%; ANE, 70%; ANW, 79%; APC, 87%; ARM, 74%; ASO, 73%; ASW, 81%; AWE, 73% and Washington Headquarters 79%. New subscribers since December 31, 1973 total 2,151, and 1,778 persons have increased their allotment during the current campaign. FAA is still a little short of the government-wide participation goal of 80%, but prospective subscribers still have until Friday to get their money down. Remember, interest on bonds is free of state and local taxes.

COLLISION AVOIDANCE SYSTEMS ON THE WAY . . . In a report to Congress last week, Gustav Lundquist, Associate Administrator for Engineering and Development, outlined some of the progress FAA has made in the field of collision avoidance systems. Speaking of conflict alert systems for all National Airspace System and ARTS III terminal facilities, he said the agency has nearly completed the engineering, development and testing of this equipment. He explained that this is an automated function that will alert the controller to the possibility of a potential midair conflict. "Its design and intent is to serve as a safety backup to the controller," he added. Lundquist went on to point out that development and testing of independent airborne collision avoidance and proximity warning indicator systems also is being pushed ahead.

FARS AVAILABLE IN INDIVIDUAL PARTS . . . Federal Aviation Regulations are now being published in individual Parts as a convenience to users. Seventeen of the 61 Parts are now available and FAA expects that all will be published by Feb. 1975. The most commonly used Parts will be available by subscription from the Superintendent of Documents. Lesser used parts will be available as single sales items. Current subscribers will be notified by Superintendent of Documents of prices and ordering procedures for individual Parts as Volumes are phased out.

AVIATION REVIEW CONFERENCE COMING UP . . . "Progress Through Planning" will be the theme of the sixth annual Aviation Review Conference to be held in Washington, June 3-5. Administrator Butterfield will preside at the opening session of the three-day meeting which serves as a forum for highlighting major issues affecting the aviation community. During the first day of the conference, FAA officials will cover such topics as aviation forecasts, FAA's Ten Year Plan, the consultative planning process, and airports and air traffic control. Featured on subsequent days will be presentations from industry and discussions on environment, airport design standards and delegation of Federal programs to states.

WOMEN'S ADVISORY COMMITTEE MEETS . . . The tenth anniversary meeting of the FAA's Women's Advisory Committee on Aviation was held in Washington last week, May 20-22. Kicking off the Monday night banquet meeting was Administrator Butterfield. Much of the meeting was devoted to developing recommendations in such areas as accident prevention, aviation education and increasing citizen and community involvement in state aviation programs and in airport planning and development.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL-PC-12/74 Technical Officer, RAC/SAR, P-3 (GS-11/12, Rules of the Air, Air Traffic Services and Search and Rescue Section, Ground Branch, Air Navigation Bureau. Applications due in AIA-29 by June 10, 1974. Additional information about duties, salary, qualifications, and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

BIRNBAUM LAUDED BY AVIATION TECHNICAL GROUP . . . Irving Birnbaum, who has served with the Flight Standards Service and its predecessors in Washington for some 20 years, recently received a high award from an industry association for his "tireless effort and faithful devotion...in improving the techniques and standards of airman technical schools." Birnbaum has spent many years developing certification and training standards for aviation maintenance technicians in cooperation with technician schools. He was awarded a plaque by the Aviation Technician Education Council at its 14th annual conference in Los Angeles last month.

TRANSCENDENTAL MEDITATION . . . As the Grand Finale for the 1974 Savings Bond Drive, the Transcendental Meditation sessions conducted by Ian MacPherson Brown have been rescheduled for the FAA auditorium from 12 noon to 12:30 p.m., Friday, May 31 and Wednesday June 5. It will give employees an opportunity to expand their awareness, increase their clarity of perception, and meditate on the joys of saving through the Payroll Deduction Plan. Subscribers and non-subscribers are invited to attend the presentation which has been given to various other government elements.

"NO ONE SHOULD BE DENIED EQUAL RIGHTS BECAUSE OF THE SHAPE OF HER SKIN"
To quote Pat Paulsen, former presidential candidate. The next meeting of FAA's Civil Rights Subcommittee for Women will be held May 28 in Room 9C at 11:30 a.m. Show your interest by contacting Chairperson Doris G. Mangiapane, x63697.

UPWARD MOBILITY PROGRAM . . . The following have been selected from 185 applicants for FAA Headquarters first Upward Mobility Program: Jane Mehrtens, AAS-10; Catherine Maus, AFS-103; Ola Melvin, APN-100; Mary Powers, AAV-200; Catherine Bracy, ATR-200; Don Lang, AMS-353; Judith Lott, AIA-20; Susan Dion, AAF-350; Veta Donock, ARD-170; Marilyn Hansohn, AAT-370; Constance Hansbrough, ARD-110; Jere Styer, AAT-375; and Judith Bain, AFS-4. Present jobs range from communication equipment operator to secretary, grade levels from GS-6 to GS-8, and ages from 23 to 51. Ten are high school graduates and three are attending college at night. They will be going into target jobs in the accounting technician and management, program and personnel assistant fields. Their training will consist of formal course work and on-the-job-training and will last until they achieve a GS-9 grade.

WINNERS IN THE SAVINGS BOND-ANZA . . . FAA Club drawings were held on May 15 and May 21 for Savings Bond Sur-Prizes. In the May 15 drawing, winners were James Goldstein, AGC; Nona Quarles, AIS; John Power, AEQ; and Sylvia Rose, AAA. The last-round winners were Carol Kelley, ALR; Dr. Oliver Hood, AAM; Edith Jackson, APN; and James Collins, AAF.

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SPECIAL

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

May 28, 1974

For Headquarters Employees

JOB ADS POSTED ON BULLETIN BOARDS

In a continuing effort to provide more efficient and more timely personnel services, the Personnel Operations Division, Office of Personnel, has adopted a new system for advertising certain vacancies in the Washington Headquarters.

Effective June 1, whenever the minimum area of consideration is within an office or service or is Washington Headquarters wide, the vacancy announcements will be posted on bulletin boards located in prominent places in FOB-10A and the Trans Point Building. Arrangements have also been made to post announcements at selected locations at the National Capital Airports for ACA employees, in Hangar 6 for the Headquarters Aircraft Management Branch (AFS-750), and in the NASSIF Building for the Data Processing Center (AMS-350). The specific locations are given in this INTERCOM.

With this change the "blue sheet" will no longer be circulated. Individual employees will be responsible for checking the bulletin boards on their own to see what positions are open for applications. It is the responsibility of employees to be aware of this change in procedures.

Announcements will be mailed to personnel outside of the Washington, D.C. commuting area including employees of the Systems Research and Development Service, Air Traffic Service, the Industrial Division of the Logistics Service (ALG-400), the European Region, Office International Aviation Affairs overseas employees, and the FAA Records Center employees. A file will always be maintained in the Personnel Office reception area in room 512.

No change is being made in the length of time employees will have to file applications for vacancies, nor in the procedures for application. The only change being made is how employees are notified of vacancies. Also, no change is made in the method of announcing, or applying for positions for which applications must be solicited on an FAA-wide or DOT-wide basis.

Employees who are to be in a travel status, those on detail or attending training courses or on extended leave should make arrangements with their supervisors to be considered (see paragraph 39a4-s1 of agency order 3330.1A, "Merit Promotion Program," regarding this matter). For further information, contact Lionel R. Driscoll, x63383.

FOB-10A

	<u>Floor</u>
West end of building in the snack area	10
North side by the Conference Rooms	9
North side by the Conference Rooms	7
North side by the Conference Rooms	6
North side by the Conference Rooms	5
South-across from Conference Rooms	4
South-across from Conference Rooms	3

TRANS POINT BUILDING (SRDS)

East and West ends of the building	3
East and West ends of the building	1

HANGAR 6 (AFS=750)

Hangar 6 Bulletin Board

NASSIF BUILDING (AMS=350)

Bulletin Board--Room 2106

NATIONAL CAPITAL AIRPORTS

Office of the Manager

Hanger 9--Room 205

WASHINGTON NATIONAL AIRPORT

<u>Routing Symbol</u>	<u>Location</u>
ACA-120	Engineering & Maintenance Division
ACA-124	Plumbing Shop
ACA-122	Shops Building (Structures & Grounds) (Automotive, ACA=125)
ACA-123	Electrical Shop
ACA-124	Heating Plant Building

WASHINGTON NATIONAL AIRPORT-Continued

<u>Routing Symbol</u>	<u>Location</u>
ACA-126	Terminal Building=Room 46 (Janitor Branch)
ACA-101	Main Terminal=Room 204
ACA-110	Main Terminal Room
ACA-111	Firehouse (Squad Room)
ACA-112	Main Terminal=Room 56
ACA-113	Main Terminal = Room 72 (Squad Room)
ACA-130, 131, 132	Main Terminal = Room 206
ACA-133	West Lab Building = Room 156C
ACA-134	Warehouse Building (Main Section)

DULLES INTERNATIONAL AIRPORTTerminal Building

<u>Routing Symbol</u>	<u>Location</u>
ACA-210	Operations & Safety Division Office-- Opposite entrance
ACA-212	First Aid Room--Right of entrance
ACA-213	Police Squad Room--Right of entrance
ACA-226	East of the custodial branch office-- between rest rooms

Terminal Building - Base of Tower

ACA-215	Mobile Lounge Ready Room--Left of door
ACA-213	Police Training Room--Left of door and opposite door

West AreaWarehouse and Shops Building

ACA-230	Room W-20
ACA-223	Plumber's Shop -- Lunch Room
ACA-223	Electrician's Shop -- Right of entrance
ACA-222	Structural Maintenance Shop -- Right of entrance
ACA-222	Grounds Maintenance Shop -- Both sides of entrance
ACA-224	Engineering Branch -- Left rear of drafting room
ACA-239	Warehouse -- Left of entrance
ACA-220	Engineering & Maintenance Division -- Right side, south end of building

Shop 1

ACA-225	Lunch Room -- Right of door
---------	-----------------------------

Firehouse

Routing Symbol

Location

ACA-211

Day Room/Outside of Kitchen--East end,
bottom of stairs

East Area

Utilities Building

ACA-223

Main Corridor -- South end

South Area

Shop 2

ACA-225

Outside the shop 2 office--on left



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-23 June 3, 1974

SAVING PAPER

A new streamlined FAA Catalogue of Training Courses will be ready for distribution in July. Changes in format have more than halved the size of the catalogue--from 600 to 225 pages. Because of the paper shortage, distribution also has been reduced. These reductions have cut the cost of printing the new publication from \$35,000 to \$12,000.

SUMMER EMPLOYMENT

Authorization for 1974 summer employment through Sept. 20 has been issued to regions, centers and the Office of Personnel at Headquarters. The hiring quota for disadvantaged youths is one for every 40 regular full-time employees or 1,300 in all.



ACROSS-THE-BOARD GAINS

AIR TRAFFIC OPERATIONS UP 6%

Air Traffic activities increased six percent at FAA control towers, enroute centers and flight service stations in 1973, according to a report released by the agency last week. Total operations (takeoffs and landings) at the agency's 386 towers was 56,533,953. Chicago's O'Hare International Airport remained the nation's busiest with 695,303 operations. The next four busiest towers were Santa Ana, Van Nuys, and Long Beach, all in California, and Atlanta, Ga. Total aircraft handled by FAA's 27 air route traffic control centers was 23,348,832 last year. Cleveland was the busiest center with 1,728,590 aircraft handled, followed by Chicago, New York, Atlanta and Washington. Total flight services provided by the more than 350 FSSs was 57,219,000. Los Angeles FSS ranked on top with 965,023 flight services, followed by Chicago, Miami, Washington National and Detroit City.

MINORITY CREW TO TEST FOR FAA

The agency has signed a contract with a minority firm, HH Aerospace Design, Inc. of New York City, to conduct a series of research test flights. The contract provides for the test crew to perform research flights in a specially instrumented FAA aircraft at JFK International Airport in support of current aircraft wake vortex avoidance system studies. The tests will involve flying at low altitudes--50 to 1,000 feet--in the vicinity of Runway 31R at JFK. The crew was trained by Systems Research and Development personnel to conduct eight weeks of test flights which began last week. This is believed to be the first Black research flight test crew engaged by FAA.

ARTS III PROGRAM NEAR WIRE . . . With last month's commissioning of the Automated Radar Terminal System (ARTS III) at San Antonio, 59 of the 61 towers in the program now are using this equipment on a full-time basis. Actually the ARTS III components have been delivered to all 61 sites but commissioning is being delayed at Oakland/San Francisco and Dallas/Fort Worth pending readiness of support equipment and facilities. Commissioning is scheduled to take place at the West Coast site near the end of next month, but the system probably will not go into use at Dallas/Fort Worth until near the end of the year after a new terminal communications system is delivered and installed. Of the 64 systems originally ordered from the UNIVAC Division of the Sperry Rand Corp., three are in use for training, research and development and system support.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). PARIS: PC-14/74 Air Transport Specialist, P-3 (U.S. \$18,410-\$25,610 gross, U.S. \$13,766=\$18,366 net free of tax); incumbent will be assigned to the European Civil Aviation Conference. Applications due in AIA-29 by June 18, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

AIRWAY FACILITIES DIVISION CHIEFS MEET . . . Washington and Regional Airway Facilities Division Chiefs met on May 7-9 in Atlantic City. Among the top issues covered were: field and Headquarters EEO objectives, the Fair Labor Standards Act, management of field facilities, maintenance, and F&E programming requirements. C.A. Commander, NAFEC Director, provided the conferees with a tour of the new Microwave Landing System, terminal beacon radar system and automation test facilities at NAFEC to cap off a highly successful conference.

FAA WORLD BLOSSOMS IN JUNE with stories on certificating Dallas-Fort Worth Airport in "9 Hectic Days"...a GADO program for disabled would-be fliers that help their "Wheelchairs Take Wing"...a tale of bringing in a bizjet for "A Two-Point Landing"...a profile of Executive School Director Vic Onachilla as "A Man to Remember"...on the lighter side, an odyssey of region brass who defy the elements to make a dedication but get "Lost in the Snow"...and a "Flight of Fancy" you wouldn't believe...finally, a shortie on controllers "Inn Control" atop an inn. You'll also find Direct Line, Heads Up, Faces and Places, Small World and Federal Notebook.

CONTRACT LET FOR NEW TOWER . . . A contract for the construction of a new air traffic control tower at Eppley Airfield in Omaha, Neb. has been awarded. The structure will be six stories high and will be capped by a government-furnished type control cab. The shaft will be structural frame with brick facing and will measure 32 by 38 feet. It replaces an old structure of World War II vintage. Completion date for the new building is June 1975.

BACK PAY SCHEDULE . . . Here are the estimated amounts of back pay (before deductions for retirement, social security, Government life insurance, taxes, etc.) that GS employees may expect to get as a result of the pay raise which was delayed from October 1, 1972, to January 6, 1973. Amounts will vary if you had a pay change during this period. Checks will go to all present and former employees and to beneficiaries of deceased employees who were on the payroll during that period. Payment computations will be completed and the agency will be prepared to pay by the end of June. However, Congress must still authorize the funds through a supplemental appropriation which must then be signed into law. Thereafter, the Treasury Department must release the funds prior to issuing the actual pay checks. Some agencies have issued checks for the back pay because they had funds available. Unfortunately, FAA is not in that posture and requires the supplemental appropriation to be able to pay all affected FAA employees. Please keep your old payroll office advised of your address if you change payroll offices or leave the agency.

GS	Steps									
	1	2	3	4	5	6	7	8	9	10
1	\$67	\$62	\$67	\$73	\$67	\$73	\$78	\$78	\$78	\$84
2	73	73	78	78	84	84	84	90	90	90
3	84	78	84	90	90	95	95	101	101	106
4	90	95	95	101	101	106	106	112	118	118
5	101	101	112	112	112	118	123	123	129	134
6	112	118	123	123	129	134	140	134	140	146
7	129	129	134	134	146	146	151	151	162	162
8	140	146	146	151	157	162	162	168	174	179
9	151	157	168	168	174	174	185	190	190	202
10	168	174	179	185	190	196	202	213	213	224
11	185	190	196	202	213	213	218	230	230	241
12	218	230	230	241	246	258	263	269	280	286
13	258	269	274	286	291	302	314	319	330	336
14	302	314	325	336	342	353	364	375	386	392
15	353	364	375	392	403	414	426	437	448	459
16	409	426	437	454	465	370	106	0		
17	448	140	0							
18	0									

NAMED FOR LONG-TERM TRAINING . . . The following employees have been selected for long-term training programs under FAA sponsorship: Education for Public Management Program--John P. Foundos, Deputy Chief, Washington ARTCC, Cornell Univ.; Richard F. Layne, Los Angeles AF Sector, and Dennis J. Warth, AF Division, Western Region, both Univ. of Southern California; Industrial College of the Armed Forces--Vincent J. Mellone, O'Hare Tower Chief; Air War College--Clinton A. Murphy, Miami AF Sector Manager; Air Transportation Systems Specialist Program--Univ. of California at Berkeley--Vianna Briscoe, Donald E. Johnson, Kenneth A. Kraus, and Peter A. Serni (all Headquarters); Bennett D. Flax, SRDS (NAFEC); Jack L. Grigsby, Dallas ACDO; and George C. Paul, Denver ADO.

FAA IDENTIFICATION CARD . . . Effective July 1, 1974, the FAA identification card, FAA Form 1600.13, will no longer be valid. The standard DOT identification, DOT F 1600.1.3, will replace FAA's blue and white ID card. Employees will not be afforded access to the DOT Headquarters buildings during security hours with the FAA card. Employees who have not applied for a new card are urged to contact the Headquarters Security Branch, ASE-210.

JMB GETS NEW OFFICERS, MEMBERS . . . The Junior Management Board has elected new officers and members for the May 1, 1974-April 30, 1975 term. The new chairman is Kay Keener, APN-40; vice chairman, Lowell Johnson, AAS-440; and executive secretary, Elizabeth Walker, AMS-330. New members are: Robert E. David, AAS-560; Joseph W. Dorsey, AGC-11; Kenneth W. Harris, AAV-120; Kenneth E. Lopez, ASE-200; Paul W. Martin, AFS-160; John M. Rodgers, AEC-100; Gerald A. Seguin, AAF-42; Joseph P. Tymczyszyn, AEM-20 and James P. Witeck, ABU-20.

AWARDS AND REWARDS . . . The Systems Research and Development Service presented a Quality Within-Grade Pay Increase to John E. Reed and Special Achievement Awards to Donald W. Tisdale, Cloyd J. Combs and Gregory W. Tomsic. The Airports Service presented Quality Within-Grade Pay Increases to Arthur K. McGraw (based on outstanding performance) and to Raymond Uhl, Joy Kenlon and Mary D. Carter; and a Special Achievement Award to James K. Thompson. The Airway Facilities Service presented Quality Within-Grade Pay Increases to Harry Fonoroff and Rosemary Smith; Special Achievement Awards were presented to Sharon Corbett, John Meile, Ann Kallal, Harry Smith, George Swisher, Frieda Johnson, John Ward, Mary K. Born, Gilbert Christiana, Robert Pumphrey and K. O. Bridgeman. The Office of Training presented a 30-year career service emblem to Donald L. Cooney. The Logistics Service presented Quality Within-Grade Pay Increases to Santiago Guerra (based on outstanding performance) and to Lois B. Reitz; Special Achievement Awards to Dorsey W. Daniel and Kirk Lang; and Length of Service Awards to Fitzhugh Murfree and Vincent Clark, both 30 years.

EMERGENCY BROADCAST SYSTEM INSTALLED . . . Emergency public address systems are being installed in the three downtown Washington Department of Transportation buildings--FOB 10A, the Nassif Building and the Trans Point Building. Designed primarily for use during building evacuations, the system can be used for any kind of emergency broadcast. Messages can be piped to all outlets in all three buildings or to selected floors in any one of the buildings. If, for instance, there was a blockage on one of the stairs, this information could be circulated to appropriate areas. Also, if a high level of carbon monoxide was accumulating in the garage during an evacuation, motorists could be warned about this situation.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

JAN

74-24

June 10, 1974

STAND UP FOR AVIATION

Speaking at the Reading Air Show in Pennsylvania last week, Administrator Butterfield declared, "The need to involve the general public in aviation and to revitalize their interest in air transportation is long overdue." He said that few of the public understands the benefits or even the meaning of "general aviation"—business and personal flying. He called for efforts by the aviation community to "multiply the advocates" of aviation. In this vein, the Administrator announced the reorganization of FAA's Women's Advisory Committee on Aviation as the Citizen's Advisory Committee on Aviation.



BOUND FOR MIAMI CENTER

LAST CDC ACCEPTED AT FACTORY

The last of 17 Computer Display Channel (CDC) systems ordered from the Raytheon Co. was factory accepted by FAA last month. It will be delivered to the Miami Air Route Traffic Control Center in mid-June, marking the end of a program begun in Jan. 1967 to equip 15 of the 20 NAS Stage A centers on the U.S. mainland with this type of automated system. The other two systems are used for training at the FAA Academy and for software support at NAFEC. The CDC accepts messages from the center's IBM computer complex, stores them, makes up display images and sends them to be displayed at the controller's radarscope. Data displayed includes alphanumeric flight information, radar targets, airways and other data. Although the last system has been accepted, the Raytheon contract is expected to continue for another 18 months to complete procurement of ancillary items and spare parts.

GROUND, AIR TEAM UP FOR SAVE

Combining talents on the ground and in the air, an FAA flight service station, enroute center and tower joined forces last month to bring a lost pilot home to a safe landing at the Pendleton, Ore. airport. First, the Redmond, Ore. FSS relayed the call for help to the Seattle center from another plane that heard the lost pilot's request for assistance. The FSS then relayed the center's instructions to the lost aircraft. The center, in turn, notified Pendleton tower. Communications problems prevented the center (continued on page 2).

GROUND AND AIR TEAM UP FOR SAVE (Continued from page 1) . . . from pinpointing the aircraft's position and the tower from transmitting to the lost pilot. Then another aircraft took off to look for the plane and relay the center's instructions to it. Finally, as the aircraft neared Pendleton airport, the tower was able to relay directions to the distressed aircraft through a United Airlines flight and then directly to the aircraft. Fourteen air traffic control specialists and three pilots took part in the rescue--truly a team save. During May, 214 flight assists were reported--92 by flight service stations, 93 by towers and 29 by centers; 347 people were reported on board the aircraft involved. There were 119 lost pilots, 23 low on fuel, 35 involved in weather and 52 with some type of equipment malfunction.

ADAP PASSES \$1 BILLION MARK . . . More than \$1 billion has now been allocated by the agency under its Airport Development Aid Program (ADAP). ADAP was established by the Airport and Airways Development Act of 1970 which was signed into law by President Nixon in May of that year. First allocations under the new program were approved in July 1970. To date funds have been approved for 1,955 projects. Included were funds for the construction of new runways at three major airports, Denver Stapleton, Honolulu and the most recent--approved last week--at Detroit Metropolitan-Wayne County Airport.

GATE ABOUT TO OPEN . . . Four air traffic controllers and a four-engine jet and its six-man flight crew will be FAA's contribution to a complex and far-flung weather study of the Atlantic tropics this June to September by the World Meteorological Organization, an agency of the UN. The controllers will work at the Dakar, Senegal air traffic center to handle the movements of aircraft between the airport and over-the-ocean routes. FAA's KC-135 aircraft from the Aeronautical Center will drop radio transmitting packages which will measure wind, pressure, temperature and humidity during parachute descents to the Atlantic Ocean. The study, dubbed GATE for Global Atmospheric Research Program--Atlantic Tropical Experiment, enlists the efforts of 66 nations, 38 ships, 13 aircraft, six satellites, nearly 1,000 land stations and 4,000 scientists, technicians and crew members.

FAA ADOPTS NEW QUALITY CONTROL PROGRAM . . . New quality assurance requirements have been adopted by the agency for contractors who provide FAA with air traffic control equipment, navigational aids, and related items intended for use in the National Aviation System. FAA's "Quality System Certification Program" requires prospective contractors to submit a Quality Control System Plan (QCSP) to the agency for evaluation along with their technical proposals for building the equipment. A successful contractor will receive a certificate from FAA attesting that the contractor's QCSP is adequate, when followed, to assure that products submitted to FAA for acceptance meet all contract requirements. The certificate will become part of the contract.

RETIRING? DON'T FORGET LAST JANUARY'S ANNUITY INCREASE . . .

Employees who retire before July 1, 1974, will receive the 6.4 percent annuity increase mentioned in the May 28 INTERCOM. But did you know that under a law passed in October 1973, some of those same people also will benefit from last January's annuity increase? Under the law, anyone who retires before July 1, 1974 will have his annuity computed by the Civil Service Commission in two ways--(a) the amount of annuity that would have been earned if retired prior to January 1, 1974, with the addition of the 5.5 percent increase which was effective on that date; and (b) amount of annuity earned as of the date actually retired: the retiree will automatically be given the benefit of the higher annuity resulting from (a) or (b). In addition, he'll get the 6.4 percent increase to be effective July 1. Note that under the law, persons retiring after June 30, 1974, cannot have the benefit of any part of the January 1, 1974 annuity increase.

LOW-VISIBILITY FLIGHT SIMULATION . . . In cooperation with the Air Force, FAA will participate in low-visibility flight simulation tests at Wright-Patterson AFB in Ohio. The technique involves electronic creation of "fog" and poor weather conditions in the TV system which is used to project a picture of terrain and airport runways in front of the cockpit simulator. FAA, airline and Air Force pilots will "fly" the simulator during tests, which are expected to begin late this month or early July and last about one month. Data will be applied to both flight simulator techniques and to real-life flying problems associated with poor weather landings.

THEY WANT YOUR NUMBER ON THE BOND . . . The Treasury Dept. has directed that all employees who buy U.S. Savings Bonds on the payroll deduction plan provide their social security numbers for printing on the face of the Bond. Payroll offices have been told by Treasury to discontinue payroll deductions for current Bond subscribers and to refuse new subscribers if they do not provide the social security number of the first-named person on the Bond. Form letters requesting the information have been sent to all Bond subscribers.

URGENT REQUEST--ICAO SEEKING AN FAA REPLACEMENT . . . For the position of Flight Operations Adviser in Beirut, Lebanon. The initial assignment will be 18 months (possibly longer). Salary: Level 5, Step 1, Gross U.S. \$28,530; Net (free of tax) U.S. \$20,118. Applications due in AIA-29 by June 24, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

CATALOGUE DISTRIBUTION . . . The streamlined, paper-saving FAA Catalogue of Training Courses, 3010.6D, mentioned in a recent INTERCOM, will be distributed around October rather than in July.

1974 FAA HEADQUARTERS BOND DRIVE MOST SUCCESSFUL IN HISTORY . . .

Signing up nearly half of the Headquarters employees who were not subscribing at the start of the 1974 U.S. Bond Drive, FAA office and service canvassers recorded the most successful gains and highest participation ever. Washington Headquarters finished the campaign at 87.1 percent participation, an increase of 12.5 percent from the start of the drive. Eight percent of those subscribing when the drive began increased their allotments during the campaign.



WINNERS of drawings for prizes donated by FA Club during Bond campaign are (underlined) from left: Ed Day, FA Club president; David Sheftel, AAV, flashlight; Ellis Thorp, ARD, pen; Sylvia Rose, clock, James Dow, Acting Deputy Administrator; Carol Kelly, ALR, lunch box; James Goldstein, AGC, clock; and Helen Larman, AIS (FA Club vice president), and Louis Churchville, Assistant Administrator, Office of Information Services. Six others not in photo also got prizes.

FOB-10A CREDIT UNION TO CLOSE TEMPORARILY . . . The Credit Union branch in the FAA Headquarters building (FOB-10A) will be closed for remodeling June 24 and will reopen on July 1. During this period service will be provided to account holders at the Nassif building branch of the Transportation Federal Credit Union in room 3246 and in the Trans Point building branch in room 3600. Limited service for loans, withdrawals, deposits and loan payments by check only will be provided in room 539 of FOB-10A. The remodeling involves installation of five new teller counters with three computer terminals to speed up service during transactions. The credit union waiting area will also be enlarged by the removal of a closet.

EDMUND BURKE said, "All that is required for the triumph of evil is that good (wo)men remain silent and do nothing." The next meeting of the FAA Civil Rights Subcommittee for Women will be Tuesday, June 11, at 11:30 in room 5A. Join the meeting or contact Chairperson Doris G. Mangiapane, AAF-126.1, x63697.

UPWARD MOBILITY . . . All persons in jobs with limited promotional opportunities who are willing to work hard have an excellent opportunity for career development in the challenging field of air traffic control. The ATC Act of 1972 provides a maximum age limit of 30 at the time of appointment for all candidates considered for tower and center positions. The Personnel Operations Division, APN-100 will be offering orientation sessions for the ATC examination for career and career-conditional employees on Wednesday, June 19, 1974, 9:00-12:00 noon in FOB-10A, conference rooms 7AB; Thursday, June 20, 1974, 9:00-12:00 noon in FOB-10A, conference rooms 7AB, and the examination on Friday, June 21, 1974, 9:00 a.m.-1:00 p.m. in FOB 10-A, conference rooms 7AB.

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WV

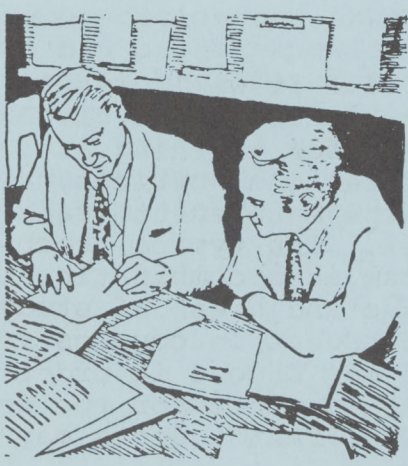
SPECIAL intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

June 17, 1974

COLLEGE OPPORTUNITIES IN FAA

Opportunities for college education are springing up all over FAA, thanks to a special program instituted nationally by the agency late last year. Called FAACOP, for Federal Aviation After-Hours College Opportunity Program, the program gives FAA employees a headstart on a bachelor's degree and an opportunity to take college courses in order to earn the degree. FAACOP grew out of local



efforts by several agency facilities which made agreements with colleges beginning about two years ago. With the assistance of a contractor, Educational Research and Services Corp., over 20 more such programs have been or will be set up throughout FAA at various field facilities, regional offices and urban areas. Additional programs can be set up at any facility where employees have the time and desire to do it. (More about this later.) Under the program colleges give FAA employees up to two years of college credit based on their previous FAA training. Col-

leges may also allow employees to transfer credit from other institutions and to receive credit for the College Level Examination Program (CLEP). Employees attend classes a few days each week during non-working hours to fulfill the remaining requirements for a bachelor's degree. Courses of study presently include majors in accounting, business administration, sociology, history, psychology, human resources mathematics and general studies. Programs are open to employees at the full performance journeyman level in air traffic, airway facilities, flight standards, administrative and other technical occupations.



EMPLOYEE NEEDS

In terms of class schedules and locations and college admission requirements, FAACOP puts the needs of FAA employees first and the convenience of the college second. This means that colleges, where possible, have scheduled repeat classes for employees whose working hours don't permit them to attend the first class. Some colleges allow FAA to videotape a class for subsequent presentation to FAA students if an instructor is not available for a repeat class. Furthermore, arrangements have been made with some colleges for classes to be held in FAA facilities as an additional convenience to employees. Admission is also simplified for FAA students. College entrance examinations are usually waived and only a high school diploma or equivalency is required.

Several colleges offer reduced tuition to FAA students. Each college offers full academic counseling to FAA students.

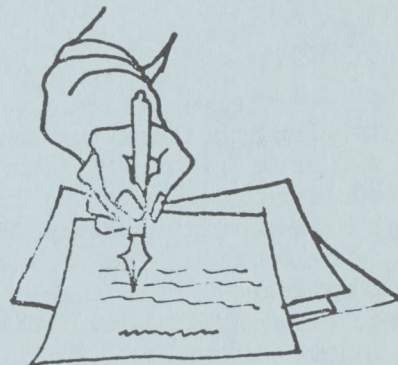
ACADEMIC CREDIT

The college determines how much academic credit it will give to FAA employees based on their FAA training. Credit may be given not only for training at the FAA Academy, but for training at



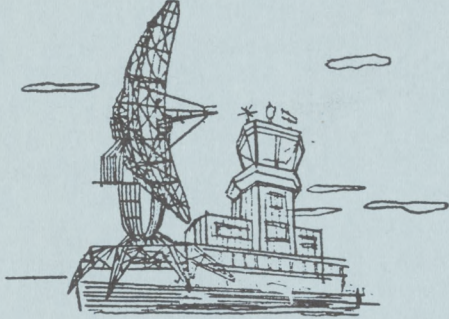
field facilities, regional offices, Headquarters and the Management Training School as well. The typical bachelor degree program is a combination of required courses and areas of study and other general education courses from which the student may choose in order to meet the total requirements for the degree. Under FAACOP, FAA students may receive as many as 60 equivalent

course credits (roughly two years college work) for their FAA training. These credits are usually given in place of general education courses. Remaining areas of study and any specific courses required for the degree are taken by the FAA student after enrollment in the program. Some colleges may permit flight service station specialists and airway facilities technicians to waive non-elective natural science and mathematics courses ordinarily required for a degree.



YOUR FACILITY CAN HAVE A PROGRAM

College opportunity programs are not limited to those locations that currently have them. Locations getting programs under the contract were picked due to their greater numbers of FAA employees,

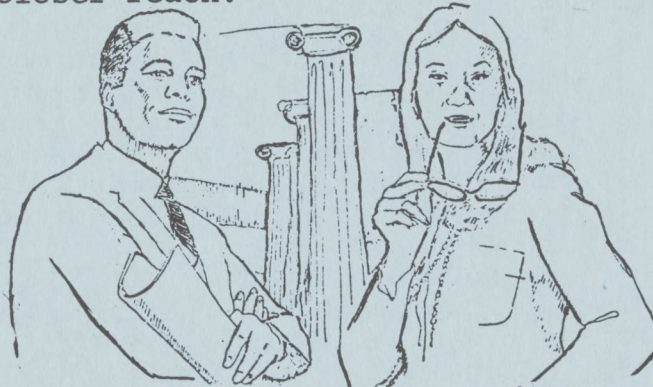


but any FAA facility may establish its own program if there is sufficient employee interest and an agreement can be reached with an appropriate college in the local area. Detailed information on how to set up a program is contained in an Office of Training booklet, "Guidelines for Establishing After-Hours College Opportunity Programs," distributed recently to all field facilities, and to region, center and area offices. Region-

al Training Branches can also give assistance to facilities that want to set up a program. Normally, the programs are established and maintained by Higher Education Committees composed of interested employees at each location.

ADVANTAGES

College education can enhance an employee's career progression, improve his or her knowledge, abilities and competence, and provide a solid base for further training and experience. All employees are encouraged to evaluate their own education and experience and take the initiative when needed to obtain college education through FAA after-hours programs to bring their career goals within closer reach.



The following locations now have college opportunity programs:

Rivier College
Nashua, N. H. . . . Boston ARTCC

Dowling College
Oakdale, L.I., N.Y. . New York ARTCC

Aurora College . . .Chicago ARTCC and
Aurora, Ill. . . . Great Lakes Reg. Of

Jones College
Jacksonville, Fla. . . Jacksonville are

Baldwin-Wallace College
Berea, Ohio (near Cleveland) . . Cleveland area

Pepperdine College
Los Angeles, Calif. . . Los Angeles area

Westminster College
Salt Lake City, Utah . . Salt Lake City area

Mid-America Nazarene College
Olathe, Kansas . . . Kansas City ARTCC

Marian College
Indianapolis, Ind. . . Indianapolis area

Univ. Northern Colorado
Greeley, Colorado . . . Denver ARTCC

Univ. Albuquerque
Albuquerque, N.M. . . Albuquerque area

Prairie View A&M College
Houston, Texas . . . Houston area

Miami Education Consortium
Miami, Florida . . . Miami area

Barry College
Miami, Florida . . . Miami area

Mercer Univ.
(Atlanta Campus) . . . Atlanta area

Embry-Riddle Univ.
Miami, Florida . . . Miami area

Johnson & Wales College
Providence, R.I. . . Providence Tower

Hawaii Pacific College
Honolulu, Hawaii . . Honolulu ARTCC

Oklahoma City Univ.. Oklahoma City area,
Oklahoma City, Okla. Towers & Academy

Texas Wesleyan U. . Ft. Worth ARTCC &
Fort Worth, Tex. S. W. Region Office

Mankato State College
Mankato, Minn. . Minneapolis ARTCC

Stockton State College
Pomona, New Jersey . . . NAFEC

George Washington U. .Washington ARTCC
Wash. , D. C. & Washington Tower

Univ. Baltimore
Baltimore, Maryland . . Baltimore area

Golden Gate Univ. . . . San Francisco &
San Francisco, Ca. Oakland area

Here are locations where programs are tentatively planned or will begin shortly:

Des Moines

Detroit

Memphis

Milwaukee

New Orleans

New York

Phoenix

Sacramento

San Antonio

San Diego

San Juan

Seattle

Tampa

Washington, D. C. (Hdqtrs.)

Wichita



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service to man in flight

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3 EXEC OFFICERS NAMED

New Executive Officers have been named for the Alaskan and Pacific-Asia Regions and the Aeronautical Center. They are Donald T. Keil in Alaska, Donald C. Davidson in Pacific-Asia and John K. Hall at the Aero Center. Keil moves up from the post of supervisory management analyst, Office of Management Systems, OST. He originally joined FAA in 1956 and held positions in Alaska in personnel, evaluation and management engineering. Davidson was Chief, Management Systems Division in Pacific-Asia. He served with the Navy Overseas Employment Branch, Veterans Administration and NASA before joining the agency in 1964 in Honolulu, where he held several positions in personnel and training. Hall leaves his post as Chief, Budget Division at the Aero Center. He joined FAA in 1958 at the Center as chief of the fiscal branch after serving with the Air Force in several budget and accounting positions.

OFFICES CREATED, ELIMINATED

WASHINGTON PUTS ON NEW FACE

Get out your scorecard and take notes on the following reorganizations which became effective last week in Washington Headquarters: The position of Associate Administrator for Aviation Safety (ASA) is established. Reporting to it are the Flight Standards Service and the Civil Aviation Security Service (ACS), which takes over air security functions of the former Office of Air Transportation Security. The Associate Administrator for Plans is redesignated the Associate Administrator for Policy Development and Review (APD). The Office of Aviation Policy and Plans and the Office of Aviation Economics are replaced by an Office of Aviation Policy (AVP) and an Office of Aviation System Plans (ASP), which both report to APD. The position of Associate Administrator for Airports (ARP) is established, with Airports Service reporting to it as well as the new Metropolitan Washington Airport Service (AMA), which is responsible for Washington National and Dulles International Airports. The position of Associate Administrator for Air Traffic and Airway Facilities (ATF) is established, with the Air Traffic Service and Airway Facilities Service reporting to it. The position of Associate Administrator for Operations is eliminated, with its functions divided among the other Associate Administrators. An Office of Investigations and Security (ASE) is established under the Associate Administrator for Administration. The Quiet Short-Haul Air Transportation System Office is eliminated; its functions are transferred to the Office of Aviation Policy and the Systems Research and Development Service. (Continued on page 2)

WASHINGTON REORGANIZES (Continued from page 1) . . . The Office of Appraisal is eliminated, leaving each Associate Administrator responsible for evaluation of his functions and the Associate Administrator for Administration responsible for monitoring such evaluations. The Office of Personnel and the Office of Training are combined into a new Office of Personnel and Training (APT).

PROPOSALS FOR AIRWORTHINESS CONFERENCE PUBLISHED . . . FAA has published a compilation of over 1,000 proposals received in response to a notice soliciting possible agenda items for the agency's First Biennial Airworthiness Review Conference in Washington this December. FAA is asking for comments on the proposals prior to Aug. 1 before preparing the final conference agenda, which should be distributed by mid-October. The proposals relate to various Federal Aviation Regulations on airworthiness standards for aircraft, propellers, engines and parts and products. The compilation was sent to all persons who submitted proposals and may be obtained by others by writing to FAA's Flight Standards Service, Airworthiness Review Staff, AFS-70.

NEW RULE ON PILOT SCHOOLS . . . The agency has issued a new rule, effective Nov. 1, 1974, on certification and operating standards for FAA-approved pilot schools. The new regulations give full recognition to the ability of certificated schools having examining authority to recommend their graduates for most pilot certificates and ratings without taking FAA flight or written tests. However, the rules establish the quality of instruction and assure that graduates are fully qualified to operate in today's complex aviation environment. Some 2,500 certificated schools will be affected by the rule.

VISUAL DEPARTURE DEVICE . . . Officials of the Systems Research and Development Service and NAFEC helped set up and check a visual departure path indicator last month at Lakefront Airport in New Orleans. The device, first of its kind, is designed for safer night VFR departures by general aviation aircraft over huge Lake Pontchartrain which lies immediately north of the airport. Two high-intensity narrow light beams are aimed from the runway over the lake at an angle approximating aircraft departure paths. Pilots use the light beams for visual reference on climbout to about 800 feet. Pilot reaction, which initially has been favorable, will be solicited in-depth from questionnaires.

ATTENTION . . . To clarify any misunderstanding concerning the use of an "Attention" line in correspondence, remember that the FAA Correspondence Manual does not require or encourage the use of an "Attention" line when addressing letters. It states that an "Attention" line can usually be avoided by including in the address the reference that was included after the "In Reply Refer To" line in the incoming letter, or by using as specific an address as possible.

"OPERATION GROUND ASSIST" LAUNCHED . . . A 30-day campaign of personal visits to selected airports to raise safety consciousness in general aviation flying and learn more of its problems was launched last week by FAA. Dubbed "Operation Ground Assist," the project is aimed at heightening pre-flight safety awareness among pilots, mechanics and supervisory personnel. General Aviation District Office inspectors will visit the airports, making suggestions and asking how FAA can better serve airmen, fixed base operators, flying clubs, etc. Cooperation is also being sought from general aviation segments such as accident prevention counselors, the Ninety-Nines, Civil Air Patrol, flight instructors and others.

FIRST JET COMMANDER ACCEPTED . . . Following ground inspection and flight tests in Fort Worth last week, FAA accepted its first Jet Commander twin-engine flight inspection aircraft. The plane was flown to the Aeronautical Center to begin its career as a familiarization and training plane before going into flight inspection work. The second of five Jet Commanders ordered by the agency will be delivered near the end of June; all planes are expected to be in FAA hands by October. Each aircraft carries about \$500,000 worth of specialized avionics gear on board, installed by Qualitron Aero Corp., for precise inspection of nav aids. Jet Commanders and twin-jet Sabreliners will eventually replace FAA's DC-3 fleet.

ICAO SEEKING APPLICANTS FOR A TOP LEVEL POST . . . MONTREAL-Director, Air Navigation Bureau, PC-8/74. Salary range: Gross U.S. \$40,140-\$42,360 per annum; Net (free of tax) U.S. \$26,670-\$27,780 per annum. Qualifications required: advanced university degree or equivalent academic qualifications in a scientific or engineering field closely related to aeronautics; extensive high level experience in an executive and policy formulation capacity in the air navigation field of civil aviation. Responsible experience in the planning and direction of technical work programs and in high level negotiations with government authorities is desirable. Applications due in AIA-29 by July 12, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

AIRPORT STANDARDS STUDIED . . . FAA is taking a careful look at engineering standards prescribed for general aviation airport construction under the ADAP program. Burns and McDonnell of Kansas City have been hired to conduct the study in which airports developed with and without FAA (ADAP) financial assistance will be compared to determine if FAA's design/ construction standards are too stringent in some areas and should be modified in the interest of economy. The contractor will select and investigate ten pairs of airports--half developed with ADAP funds and half with state funds. Special attention will be given to paving, lighting and flight safety considerations. Cost will be estimated on the basis of at least a 20-year life with reasonable maintenance.

NEW BLOOD AT DIVISION HELM . . . Norman R. Edwards has been selected as the Chief, ATC Systems Division, SRDS and Robert M. Buck as Assistant Division Chief. Edwards has been associated with the ATC Systems Division for the past two years. Prior to that he managed the agency's successful ARTS III Program. Buck had previously been assigned to the Communications Division, SRDS, as the Assistant Division Chief.

ROAD SHOW FOR WASHINGTON NATIONAL . . . Plans are afoot to improve ground transportation at Washington National Airport. The first phase, scheduled for completion this summer, involves construction of 125 short-term parking spaces in the area now occupied by the grassy circle and flagpole; widening the road at the circle approach to facilitate taxi movement; adding a dropoff and pickup lane in addition to the taxi lanes; and adding another traffic lane in the circle. The second phase is the development of a one-way road system through the airport, which could be completed next summer if funds are made available this year.

NEW DOCTOR IN THE HOUSE . . . Arnold Schwartz, who works in the Aviation Forecast Division, Office of Aviation Economics, became Dr. Arnold Schwartz early in June. He was awarded a Ph.D. in economics from New York University following the completion of his doctoral dissertation. Its title is: "Forecasting General Aviation Activity at Federal Aviation Administration Facilities: An Econometric and Time-Series Analysis." Schwartz also holds bachelor and master's degrees in statistics and economics from NYU. He joined the agency in 1972 after working at the Center for Naval Analysis in Virginia.



FOR HIS WORK at FAA in closing out the complex SST contract over the last four years, Col. Robert Murdy was presented the Legion of Merit award by Administrator Butterfield recently. Col. Murdy left FAA last week to return to the Air Force as director of procurement for the space shuttle program. He and his wife Jean were congratulated by members of the Logistics Service, his office at FAA, following the award ceremony.

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74-26 June 24, 1974

BAKKE RETIRING

Oscar Bakke will retire from his position of Associate Administrator for Aviation Safety on June 28, closing out a distinguished 28-year career of public service. Bakke joined FAA in February 1960 as Director of the Flight Standards Service after 4 years with the Civil Aeronautics Board. He then became Director of the Eastern Region (1961-1967), Associate Administrator for Plans (1967-1971) and Assistant Administrator for the Europe, Africa and Middle East Region. He returned to Washington in January of this year to head up the new Office of Aviation Safety. Bakke's numerous awards and citations include the Northeast CAP Region's Aviation Man of the Year Award (1965), National Civil Service League Award (1966), Rockefeller Public Service Award Nomination (1968), FAA Decoration for Exceptional Service (1969), and DOT Award for Meritorious Achievement (1971).

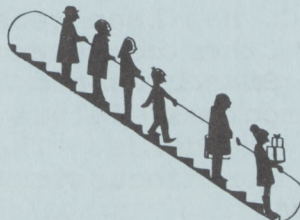
JACKSONVILLE, FORT WORTH ON LINE

CENTER AUTOMATION PUSHES AHEAD

Two more air route traffic control centers began limited use of their alphanumeric radar display systems this month to control live traffic. The Jacksonville and Fort Worth centers initiated a phase known as "system shake-down," designed to make controllers and technicians proficient in using and maintaining the NAS Stage A system, which displays flight information directly on radarscopes. System shake-down is followed by full commissioning, scheduled for September at both Jacksonville and Fort Worth. With the addition of these two, 15 of the 20 NAS centers have reached initial operating capability with their automated radar systems. Eleven centers are now using the system to control live traffic during system shakedown. Two centers, Kansas City and Los Angeles, fully commissioned their systems in March, as reported at that time.

FAA PROPOSES X-RAY RULE

FAA has proposed a regulation which would govern the installation and safe operation of X-ray devices for screening carry-on luggage at airports. The rule would assure that all such X-ray units comply fully with performance standards recently issued by the Food and Drug Administration of the Dept. of Health, Education and Welfare. Provisions for training operators of the equipment and protecting them on the job are also included in the proposal. (Continued on page 2)



FAA PROPOSES X-RAY RULE (Continued from page 1) . . . Use of the equipment was challenged in the courts, but a Federal judge subsequently stayed his order prohibiting use of the equipment after receiving assurance that FAA would initiate rule-making action that would permit the public to comment on the use of X-ray equipment at airports.

CONFLICT ALERT HEADED FOR TEST . . . A small step towards fulfillment of long-range plans for conflict prediction and resolution in air traffic control will be taken at the Kansas City center this fall when a conflict alert function is tested. When satisfactory results are achieved at Kansas City, the test will be extended to the Denver and Fort Worth centers. Initially, conflict alert will operate only at high altitude sectors--24,000 feet and above. The computer will detect potential conflicts about two minutes in advance and alert the controller by flashing the alphanumeric data blocks of the aircraft involved directly on the radarscope. An additional display identifying the aircraft will appear at one side of the scope.

INDIANS TRAIN TO BECOME TECHNICIANS . . . American Indians will be trained to qualify for employment as electronics technicians with the FAA under a special arrangement with the Bureau of Indian Affairs. In August the Indians will begin a new 40-week training program, funded by BIA, at the Madera, Calif. Employment Training Center. Training materials and equipment for the program will be supplied by FAA. Ten FAA regions and the Aeronautical Center are committed to hiring Indians who successfully complete the training program. During the past two years the Madera Center has trained several Indians for general facilities equipment technician positions in the FAA.

FLAMMABILITY AND FLIGHT ATTENDANT UNIFORMS . . . FAA reached agreement for flammability testing of flight attendant uniforms with the National Bureau of Standards this month, as a follow-up to consultations on the matter between the agency and the Association of Flight Attendants, which represents some 20,000 stewardesses and stewards. NBS will burn uniforms and compare resulting data with its standards for sleepwear. In two later phases, FAA will make in-depth flammability tests and will contract a private firm for further tests. The program is expected to lead to FAA standards on flammability of flight attendant uniforms.

AVIATION REVIEW CONFERENCE PRAISED . . . The "Industry and Manufacturers Day" at the recent three-day FAA Aviation Review Conference held in Washington, D.C. has been receiving high praise in comments received at FAA. Other conference highlights were the sessions on Airport Design Standards and agency presentations on engineering and development programs, future plans for the air traffic control system and flight standards. The Aviation Review Conference served as a forum for discussion of major issues affecting the aviation community.

GREAT LAKES CONTROLLERS TAKE MODIFIED TRAINING . . . Beginning next month, developmental controllers from the four enroute centers in the Great Lakes Region will take an experimental training course designed to emphasize agencywide control procedures before the procedures of a specific facility are taught. Trainees will take five weeks of national instruction at the FAA Academy and four weeks of local training at their home facility. The usual nine-week training course--all at the Academy--mixes national and local procedures together and requires the presence of home facility instructors. Facility instructors are not needed at the Academy in the experimental course. The course will be given to about 200 Great Lakes center controllers throughout FY 1974, and a decision for or against agencywide implementation of the course will probably be made by the end of that period.

EFFORTS TO CONSERVE PAPER NOW PAYING DIVIDENDS . . . Through the concerted efforts of FAA personnel to conserve the critically short supply of paper, Washington Headquarters was able to save close to 66 million sheets of paper during the first ten months of FY 1974. The year-end report is expected to reflect even greater savings when the full impact of all programs materialize and reports are received from regions and centers. Your continued support, particularly in reducing the amount of office copying, is vitally needed if we are to continue this downward trend in the use of paper.

CONSULTATIVE PLANNING STRIKES A BLOW FOR AIRWORTHINESS . . . A well-attended Consultative Planning conference on airworthiness standards was sponsored by the agency in Washington early this month. Attending were some 150 representatives of foreign and domestic aircraft manufacturers, airlines, industry associations and several foreign civil aviation agencies. Administrator Butterfield, James Rudolph, Director of the Flight Standards Service, and Oscar Bakke, Associate Administrator for Aviation Safety were among the FAA participants. Topics discussed included "equivalent safety findings," the wording of FAA regulations and airworthiness directives.

THIS IS CONFIDENTIAL . . . It's time again to get ready to submit the annual supplemental statement, which is required from all employees who submit a Confidential Employment and Financial Interest Statement. Supplemental statements, due by July 31, update the confidential one, which is designed to ensure that employees do not become involved in conflicts of interest. Paragraphs 4 and 8 of FAA Order 3750.3A contain more information on these statements, as well as on the yearly requirement of supervisors to call employees' attention to standards of conduct while serving the agency.

A MODEST PROPOSAL . . . Retiring employees whose normal workweek is Monday through Friday will want to consider having their retirement date effective at close of business on June 28, so they will be on the annuity rolls and get civil service annuity for Saturday and Sunday, June 29 and 30. For someone with 30 years service having a "high three" pay of \$10,000, being on the retirement rolls for those two non-work days could mean approximately \$30 additional annuity.

MECHANICS GET THEIR DESSERTS . . . The national winners of FAA's 11th Annual Aviation Mechanic Safety Awards Program will receive their awards from Administrator Butterfield and the aviation industry in the FAA auditorium on Tuesday, June 25 starting at 10:30 a.m. Arthur H. Walker, Director of Maintenance for Alaska International Air, Inc., Fairbanks, Alas., was selected in the air carrier category, and Hugh D. Fink, owner, operator, and service manager of Burbank Piper Sales and Service, Burbank, Calif., is the winner in the general aviation category. Both men were selected from over 1,100 entrants. Walker was named for directing a crew in rebuilding a four engine transport that crashed on Fletcher's Ice Island, only 400 miles from the North Pole. Fink designed improved propeller controls, fuselage stabilizers, and other parts for general aviation aircraft. Both men receive monetary and other gifts provided by manufacturing firms and aviation organizations.

PROFESSOR HERE TO STUDY FAA POLICY-MAKING . . . Steve Rhoads, author of "Policy Analysis in the Federal Aviation Administration," has joined the agency for the summer to study and make recommendations on FAA policy formulation. Rhoads is assistant professor of government and foreign affairs at the University of Virginia. He is working in the Office of Aviation Policy and will be looking at the interaction of FAA's policy-making function with operating offices. According to Rhoads, determining clear-cut objectives and evaluating alternative ways of achieving them in quantitative terms is the most useful way of forming sensible policies.

CASTLEBERRY GOES TO COLLEGE . . . Selected recently as a Princeton Fellow in public and international affairs was Garland Castleberry, Executive Secretary, Office of the Administrator. He will attend the Woodrow Wilson School at Princeton University from this September to the following June. Each year the Woodrow Wilson Fellowship accepts five to ten civil servants who have demonstrated high competence and unusual promise. Castleberry began his FAA career as an air traffic controller at the Memphis center in 1958. He came to Washington in 1964 where he has held a number of executive positions. In 1965 he served in both the Senate and House of Representatives as a Congressional Fellow.

CREDIT UNION CLOSED THIS WEEK . . . Here's a reminder that the Credit Union branch in the FAA building (FOB-10A) will be closed this week for remodeling. It will re-open next Monday, July 1. During the closure, full service for account holders will be provided by Credit Union branches in the Nassif Building (room 3246) and in the Trans Point Building (room 3600). Limited service for deposits, withdrawals, loans and loan payments by check only will be provided in FOB-10A in room 539.

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