



HEADQUARTERS intercom

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

74-27 July 1, 1974

AF CONFERENCE

The first meeting ever of Airway Facilities Evaluators from the regions and Washington went off recently at headquarters. The conference dealt with nearly all aspects of Airway Facilities program evaluation, technical inspection and aircraft accident litigation in relation to the use and reliability of navigation aids in the National Airspace System.

FLYING CHEESECAKE

Breaking reached new heights of zaniness last month when an aircraft circled the Space Needle Restaurant in Seattle, Wa. with an unclad male hanging from a strut of the plane. The light aircraft orbited the restaurant twice, causing considerable commotion among the patrons. Some of the diners applauded. Everyone was too startled, however, to get an identification of the plane, so FAA was unable to take any action.

FOR ADVERSE ACTIONS

UNIFORM CSC APPEALS SYSTEM SET

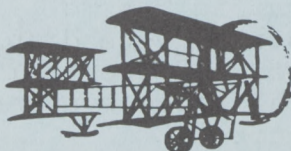
A new, single-level Civil Service Commission system for appealing adverse personnel actions, eliminating individual agency appeals systems, has been authorized by an Executive Order signed recently by the President. The new system, which is scheduled to become effective this Sept. 9, is expected to cut the average time for final decisions on employee appeals of adverse actions from about 300 days to 90 days or less. Under the new system, employees will be able to appeal adverse actions directly to special Civil Service Commission appeals officers, whose decisions will be final in most cases. Employees and agencies will be able to appeal decisions of these appeals officers on limited grounds to a newly formed CSC Appeals Review Board. The Commissioners of CSC, in turn, will retain the right to reconsider ARB decisions which, in their view, involve major policy issues. Adverse actions that can be appealed under the new system are separations, suspensions of more than 30 days, and--pending authority from Congress--"reductions in grade or pay." All internal Federal agency systems for appealing these adverse actions are to be eliminated, and the CSC two-level appeals system is similarly abolished and replaced by the new single-level CSC appeals system. Employees will continue to receive 30-day notice of adverse actions. FAA's grievance system, permitting employees to seek redress of other complaints, will not be affected. Adverse actions with an effective date before Sept. 9 can be appealed only under the present system; adverse actions with an effective date after Sept. 9 can be appealed only under the new system. FAA will retain a small appeals system for "minor" adverse actions, such as suspensions of less than 30 days.

BACK PAY PAID . . . FAA General Schedule employees joined the ranks of other Federal employees receiving back pay when checks were mailed to FAA employees last week. Back pay was owed as a result of a delayed GS salary increase. Total payment to FAA employees is estimated at \$13.5 million.

IMPROVE DISTRIBUTION PRACTICES! . . . The current paper shortage has put a renewed emphasis on proper distribution. Sending material to someone who doesn't need it, or sending more copies than are needed, wastes paper and increases costs. Out-of-region distribution of local directives should be controlled. Purely local directives such as directives checklists should not be cross-distributed unless requested. However, many local directives contain information which could be of value to counterpart offices in other regions and centers. Selective cross-distribution of such directives is encouraged to reduce duplication of effort among related offices. Initial out-of-region distribution should be limited to two copies to Directives Management Officers who retain one copy in their master reference file and send one copy to the local office of primary interest.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is anxious to receive applications for the following position: Manpower and Training Expert (3), Salary: Level 5, Step 1 Gross-\$28,530; Net (free of tax)=\$20,118 (subject to confirmation). This project will be implemented by a team of three experts, one of them to be designated Team Leader, to carry out a 12-month manpower and training survey related to air services in and between countries of Asia and the Far East. The ICAO Regional Office in Bangkok will serve as a base for the experts who will work various periods in the countries concerned. Applications due in AIA-29 by July 10, 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.

TRANSPONDER REQUIREMENT POSTPONED . . . Citing a "serious equipment supply problem," FAA has granted a six-month postponement of the effective dates for aircraft to carry improved transponder and associated altitude reporting units when operating in Terminal Control Areas. The airborne unit is the 4096-code beacon transponder with associated altitude encoder. This equipment transmits aircraft identity and altitude for display directly on radar scopes used by air traffic controllers. The new effective dates are Jan. 1, 1975 in the nine Group I TCAs, and July 1, 1975 in the 12 Group II TCAs and 42 Group III TCAs. The effective date for this equipment in controlled airspace above 12,500 feet mean sea level remains unchanged--July 1, 1975.



MEDICAL HISTORY PROTECTED . . . The Civil Service Commission has moved to protect the privacy of Federal employees and applicants for Federal jobs by ordering the deletion of a question about medical history from Standard Form 171 (Personal Qualifications Statement). The question is no. 29--"Do you have, or have you had heart disease, a nervous breakdown, epilepsy, tuberculosis, or diabetes?" CSC said that health requirements should be made case-by-case depending on the job, and that only medical staff, not personnel officials, are entitled to such information. Until new 171s are issued, personnel offices should inform employees and applicants that they need not answer the question.

"AVIATION WEATHER" GETS \$\$\$ BOOST . . . Production of the public service TV program "Aviation Weather" for another year has been assured by a grant of \$110,000 by the Aircraft Owners and Pilots Association Air Safety Foundation to the Maryland Center for Public Broadcasting. Whether individual stations continue to carry the program, which is produced with the cooperation of FAA and the National Weather Service, depends on continued favorable viewer response. The program is currently carried by 173 stations in 44 states. George Merriken, a flight service specialist from the Washington FSS, presents the national weather briefing.

FROM THE BUREAUCRAT'S GLOSSARY OF TERMS . . .

Give Us The Benefit Of Your Opinion = We'll listen to what you have to say so long as it does not interfere with what we have already decided to do . . .

Give Someone The Big Picture = A long, confused, and inaccurate briefing usually reserved for new comers . . .

Have You Any Remarks? = Can you give me any idea of what this is all about? . . .

Herewith Are Forwarded = Your office will be blamed if the enclosures are missing . . .

I Approach The Subject With An Open Mind = I am completely ignorant of the entire matter . . .

In Due Course = Never.

GETTING THERE IS HALF THE FUN . . . A \$88,591 contract for a study of airport access traffic has been awarded to a minority business firm by the FAA. Verve Research Corp., Bethesda, Md., will devise a method for forecasting the growth of ground traffic in relation to the growth of air traffic at the nation's airports. Service provided by the firm will include an evaluation of the sensitivity of ground traffic to changes in the volume of air traffic at airports and development of a data bank on airport ground traffic.

A FEW WORDS ON DATA LINK . . . Data link, a system designed to reduce live radio voice messages by substituting message displays in the cockpit, was tested for two weeks at NAFEC last month. Ten general aviation pilot volunteers "flew" NAFEC's cockpit simulator while receiving various air traffic control information and advisories via the data link. Messages were displayed as short words and numbers on a readout device, on paper printouts and even as audible messages by a mechanical voice synthesizer. Later tests will be made on airline simulators.

PRE-RETIREMENT SEMINAR . . . The fourth Pre-Retirement Seminar for fiscal year 1974 was conducted June 10-14 with approximately 50 participants. Since the inauguration of the Pre-Retirement Seminar in Nov. 1970 by the Training and Career Development Branch, APN-130, approximately 500 employees have attended the 15-hour seminar. The Pre-Retirement Seminar is conducted four times a year for interested persons within five years of retirement eligibility. The seminar affords participants the opportunity to obtain valuable information from speakers on such subjects as "Civil Service Retirement Benefits," "Health in Retirement," "Avoiding Financial Tangles," "Social Security and Medicare," and an overview of planning for a new future. Employees who are interested in attending should contact their administrative offices.

CONGRESSWOMAN ADDRESSES FAA PERSONNEL . . . Rep. Shirley Chisholm (D-N.Y.), an articulate champion of civil rights and non-discrimination, spoke informally to some 300 FAA Headquarters personnel in the auditorium last week, urging them to help refute the myths held by many regarding women's ability to do a good job. Women should be judged solely on the basis of their competence and ability, she said. "The reason I have been able to survive and fight," Mrs. Chisholm said, "is because I have developed tremendous confidence and that's what you've got to do..." She was first elected to the House of Representatives in 1968 and is a member of the House Education and Labor Committee.

HELPING HAND NEEDED . . . Harry Helfrich, who transferred from FAA Headquarters to the Eastern Region last month, suffered a large financial loss when his home and personal possessions were totally destroyed by fire on June 21. Contributions to assist Harry and his family may be sent to Thomas H. Brown, AFS-460.

MIGHT AS WELL BE SPRING . . . For cleaning, that is. Plans call for contract cleaning of FOB-10A to begin July 1. The new contract specifies a higher level of cleaning than we've had. For examples: main corridors are to be swept or mopped daily. Twice a week, secondary corridors will be cleaned. Wastebaskets and ash trays will be emptied daily. Elevators and stair wells will be swept daily; drinking fountains cleaned daily. There's much more. But to have a clean building for us to use daily, we all have to do our part, too. Put trash and cigarettes in proper receptacles. Pick it up! Every litter bit hurts inside the building, too!

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FACILITY LEVEL CHANGES CAN BE MADE AGAIN

The regions have been notified that changes in air traffic field facility levels can be made on or after July 7, 1974. The regions are now in the process of reviewing facility activity and complexity factors. Changes in levels had been suspended since Sept. 12, 1973.



HOW TO FIND AN MD

Northwest Regional Flight Surgeon Dr. A. Cierebiej's suggestion for finding medical assistance while traveling may be very useful to FAA employees. Dr. Cierebiej suggests using FAA's Directory of Aviation Medical Examiners to find qualified doctors abroad and in many communities in all states. AMEs overseas are usually bilingual.

CONTROL FROM THE CAB

111 BRITES ORDERED FOR TOWERS

In a move to enhance air traffic control from the tower cab, FAA has awarded two contracts to ITT Aerospace/Optical Division (Fort Wayne, Ind.) for 111 BRITE units and related equipment. (Five of the 111 systems will go to U.S. Navy facilities.) The BRITES (Bright Radar Indicator=Tower Equipment) are 16-inch television-type radar displays with sufficient brightness, contrast and resolution for use in the extremely high and variable light levels inside tower cabs. FAA will install three units each at towers served by Airport Surveillance Radar (ASR), but without enough traffic to justify setting up a separate radar room. The agency also has a related program for installation of the units in non-radar equipped "satellite" towers, where radar data is received from a nearby ASR via microwave link. Deliveries will begin in 12 months and are expected to be complete in two years.

DOT TO ASSIST U.S. INT'L AIRLINES

Secretary of Transportation Claude S. Brinegar has announced an Action Plan to assist financially pressed U.S. international air carriers. The Action Plan will: deal with rates which are too low; work to reduce the number and capacity of international routes that are far in excess of demand; encourage U.S. citizens to travel on U.S. carriers; and try to reduce economic discrimination by foreign nations against U.S. carriers. Brinegar said the Action Plan, if successful, will eliminate the need for special legislation or Federal subsidies to the airlines. A new Aviation Economic Policy Office has been established in the Office of the Secretary to implement the plan.

PILOT DIES ALOFT; THREE SAVED . . . The calm, diligent assistance of Atlantic City approach controller Thomas Van Swearingen and the invaluable aid of other FAA employees and a pilot helped save the lives of three passengers whose pilot died while flying a Piper Commanche last month. Van Swearingen learned from the Millville, N.J. FSS that the pilot's wife, very inexperienced in flying, had taken the controls. Overhearing the distress calls, the pilot of another plane offered assistance and was directed to the Piper by the tower. Van Swearingen, with the help of arrival controller James Simmons and flight data assistant Robert Bachand, chose McGuire Air Force Base as the landing site. After receiving directions from Van Swearingen and piloting instructions from the other aircraft, the woman landed hard, but safely.

MORE PLACES TO LAND . . . Aircraft landing facilities in the U.S. and its possessions showed a net increase of 295 facilities in 1973, bringing the year-end total to 12,700, according to a recent FAA report. The increase occurred despite abandonment of 353 facilities during the year. Texas continues to lead all states with 1,169 facilities, followed by Illinois, Alaska, California, Pennsylvania, Ohio and New York. The total includes 10,961 airports, 1,280 heliports and 459 seaplane bases; 4,536 are publicly owned and 8,164 are privately owned, with 5,210 of these closed to the general public.

HOW'S THE WEATHER? . . . Tests are now underway at the Reading, Pa. control tower of an easy-to-read device showing local weather conditions. The device replaces a group of pointer-type dials with a digital display in a single location that provides actual numbers for quick and accurate readings. Tower controllers radio the information to pilots nearing the airport and relay it for distribution by FAA's nationwide teletype system. The device is being tested for possible use at other Limited Aviation Weather Reporting Stations besides Reading.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL-PC-15/74 Language Officer (Translator), P=2, Gross-U.S. \$14,780-\$19,880 per annum; Net (free of tax) = U.S. \$11,346-\$14,722 per annum. Ability to translate into, and to write into Spanish with a sound knowledge of syntax and stylistics is essential. A sound knowledge of English is essential, and a working knowledge of French or Russian would be a valuable additional qualification. Applications are due in AIA-29 by July 19, 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.

July 8, 1974

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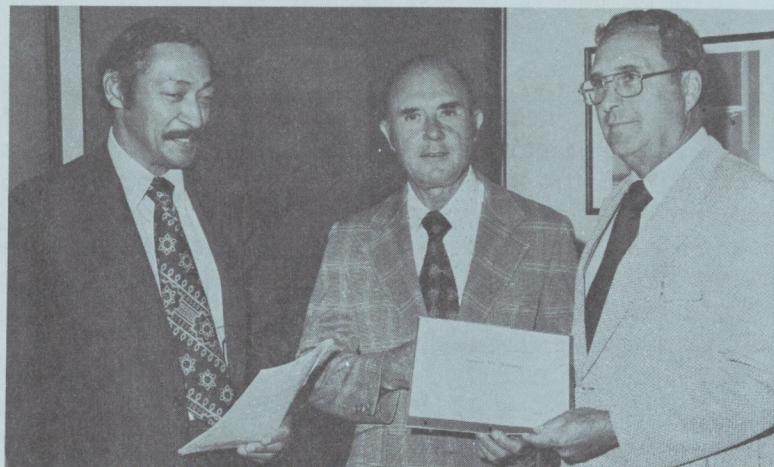
HIGHER TRAVEL PAY PROPOSED . . . The Nixon Administration has endorsed legislative plans to increase official travel pay for government employees. The Administration's proposal calls for an increase in per diem from \$25 to \$30 and authority for up to \$40 a day when employees travel to certain high-cost cities. Under special circumstances \$50 a day would be allowed. The proposal also asks for an increase in the auto mileage rate from the present 12 cents a mile to 14 cents. The Administration will be discussing its proposal with Congress where several members have sponsored similar legislation.

"SNOW TIME" IN JULY . . . This week FAA air traffic controllers along the east coast will aid the Air Force's North American Air Defense Command (NORAD) and Strategic Air Command (SAC) forces in training exercises dubbed "Snow Time." The participating Air Force aircraft will be monitored by air traffic controllers as they maneuver in late evening and dawn over cities and towns from Key West, Fla. to Maine, and over some Canadian provinces on July 9 and 10.

RULES PROPOSED FOR AIR TRANSPORT OF HANDICAPPED . . . FAA has proposed new rules to ensure more equitable treatment of physically handicapped persons in air transportation. Under the proposal, only those persons who need assistance to make an emergency evacuation are considered "handicapped." Airlines could not refuse to carry: 1) blind or deaf persons; 2) anyone who presents a current medical certificate stating that assistance is not needed; or 3) those requiring assistance, except that the number of such persons that could be carried on any one flight could not exceed the number of emergency exits. Other restrictions would be put on the number of handicapped persons not accompanied by personal attendants and on litter patients. Certain requirements would also have to be followed in seating arrangements and stowage of crutches, canes, etc. FAA will consider comments on the proposal received up to Oct. 3.

AVIATION MEDICINE REPORTS INDEXED . . . An index of fascinating titles of aviation medicine reports has been published by the agency. Limited numbers of the "Index to FAA Office of Aviation Medicine Reports: 1961 Through 1973," (FAA-AM-74-1) are available from the Office of Aviation Medicine.

FAA WORLD JULY, AN EXTRA MEASURE OF SUMMER SUNLIGHT . . . leading off with "Helping Youth Get a Perspective on Tomorrow's Aviation Careers Today" . . . AF types brag about working at "The Hub, It's the Greatest" . . . "A Hiker's Odyssey" tells about an FAAer's trip to the Soviet Union . . . July brings with it the ELT requirement, and "The ELT Saves" points up its value . . . An ATCS retrieves "A Bell From the Sea" for his church . . . a short take on how a facility beat the energy crisis with "A Lot of Hot Air" . . . There's also a word-search puzzle and Faces and Places, Direct Line, Small World, Federal Notebook and Heads Up.



IF SOMEBODY ASKS which way to turn and you say "Turn left," and the person says, "Left?" and you say "Right!"—well, that's a communications gap. Realizing that similar problems can occur in air traffic control, James W. Nimmo (center), of the Air Traffic Service evaluation branch, conceived, scripted and supervised production of a videotape training aid to make the point to air traffic controllers. For his work he received a Special Achievement Award from William Broadwater, Chief of the AT Evaluation Staff. Clay Hedges, Evaluation Branch Chief is at right. The videotape, "The Communication Gap," has been sent to all regions for viewing by controllers.

SCHOLASTIC HONORS FOR STUDENT EMPLOYEE . . . At her graduation from Chamberlain Vocational High School on June 10, Deborah Johnson, ARD-200, received the Civitan Award given by the Civitan Club of Washington, one of the highest student honors for outstanding leadership and good citizenship. Debbie was cited for her superior scholastic work and community activities. She has been employed by FAA since last October as a participant in the shared school/work Vocational Opportunity Training program. She has received a scholarship for D.C. Teachers College beginning next fall; her goal is a Ph.D. in elementary education.

WARM PRAISE . . . Washington National Airport police officers John Zimmerman and Robert Morehouse were recently commended for the selfless aid they gave to a stranded motorist at the airport. In a letter from a McLean, Va. woman, the two officers were praised for their "backbreaking job of changing a tire." The woman also thanked the officers for setting such a fine example for her children who were passengers.

CIVIL RIGHTS SUBCOMMITTEE MEETING. . . All persons interested in women's rights are invited to attend the next meeting of the FAA Civil Rights Subcommittee for Women this Friday, July 12, at 11:30 a.m. in room 5A; or contact chairperson Doris Mangiapane, AAF-126.1, x63697.

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74-29

July 15, 1974

NAACP OFFICIAL HONORED

Civil rights officials from all agencies of DOT honored Clarence M. Mitchell, Jr., Director of the Washington Bureau of the National Association for the Advancement of Colored People, at NAACP's recent 65th annual convention in New Orleans. Mitchell received a special award from James Frazier, Director of the Departmental Office of Civil Rights, and a tribute from Howard King, Deputy Director of FAA's Office of Civil Rights.

MORE WOMEN

Gains in the percentage and upward movement of women in the Federal work force have been reported by the Civil Service Commission in its 1973 survey. Despite an overall decrease in Federal employment, the number of women employed rose by 1,926 and the percentage increased from 33.7 in 1972 to 34 in 1973. At grade levels GS-13 and above, the percentage climbed from 4.2 to 4.5.

ATLANTA TO GET STANDARD SYSTEM

SUN SETS ON PROTOTYPE ARTS

After nine years of faithful service, the prototype automated radar terminal system (ARTS) at Atlanta International Airport will be replaced by the agency with a standard ARTS III system. Sperry Rand's UNIVAC Division will provide the new equipment under a \$2.03 million FAA contract. Atlanta will become the 62nd airport to receive ARTS III equipment, which provides controllers with direct radar readout of vital flight information such as aircraft identity, altitude and ground speed. The system will be installed in a new radar room to be built at the airport. Installation of the prototype ARTS was begun at Atlanta in 1963. Based on the Atlanta experience, FAA awarded a contract to UNIVAC in Feb. 1969 for 64 ARTS III systems--61 for operational use in towers and three for training and research and development. All systems have been installed, and all but two are now in full operational use.

INSPECTORS LOOK AT THE OTHER SIDE

A creative new approach to help FAA General Aviation Inspectors implement a revised rule relating to pilot schools has been launched by the agency. Following two try-out sessions in the Southern Region last month, a series of seminar/workshops will be held this month and next throughout the country for inspectors representing every General Aviation and Flight Standards District Office. Participants will play the role of pilot school operators and design sample courses of instruction that are intended to meet the new rules. Then, workshop participants will revert to their roles as FAA inspectors and evaluate each other's training courses.

(Continued on page 2)

FAA PLANS AHEAD ON PILOT SCHOOL RULE (Continued from page 1) . . .

Workshop participants will return to their facilities and spread the word on what they have learned, so the inspector work force will be thoroughly tuned in to the techniques and problems of implementing the rule (Part 141, revised), which becomes effective this Nov. 1.

FAIR LABOR STANDARDS ACT . . . The Fair Labor Standards Act (FLSA)

included Federal employees as of May 1, 1974. Under FLSA employees are either exempt or nonexempt from the overtime provisions of the Act. Nonexempt employees are covered by FLSA; exempt employees are not. Generally, exempt employees are in professional, executive, or administrative positions. FLSA guarantees time and one-half overtime pay to nonexempt employees for work performed in excess of 40 hours in a week. Under FLSA, an employee does not begin to accrue overtime until he has completed 40 actual hours of work in a single week. Paid time off (e.g., holidays, sick or annual leave, etc.) is not considered actual work time for overtime purposes under FLSA. An employee is not entitled to overtime pay under FLSA until his actual hours on the job exceed 40 during an administrative workweek. FLSA requires that overtime payments be computed on a weekly basis. FLSA does not amend or replace the current legislation (Title 5, U.S.C.) governing overtime payments for Federal employees. Non-exempt employees will have their overtime pay computed under both Title 5 and FLSA and will receive the higher of the two computations. FAA employees are not being paid under FLSA until the exempt or nonexempt status of all employees is determined. Overtime payments are presently being computed under Title 5. The Civil Service Commission has not yet issued complete and final guidance for determining which employees are exempt and which are non-exempt. FAA is moving as fast as possible to make determinations on the basis of guidance that has been issued. When the FLSA status of all FAA employees has been decided and the CSC has issued final pay regulations, those who are in the non-exempt category will be paid retroactively to May 1, 1974 where appropriate. The retroactive payment will consist of the difference between overtime computed under Title 5 and that computed under FLSA.

HOW REFRESHING . . . Aviation Mechanic Refresher Clinics, co-sponsored by FAA and Aircraft Owners and Pilots Association, are enjoying favorable response from mechanics. The third such clinic will be held this week, on July 17-18, in Dallas. Presentations will be given by agency personnel and industry representatives. The Dallas clinic is also sponsored by Braniff Education Systems, Inc. AOPA has scheduled four more clinics for 1974. The first two were held earlier this year in Columbus, Ohio and Chicago.



NEW SELECTION SYSTEM FOR KEY FS POSITIONS . . . A new method of selecting persons for key Flight Standards positions has been approved for use in conjunction with the agency's Merit Promotion Program. Under the new system, a general announcement covering all Flight Standards GS-15 supervisory positions is being issued in lieu of individual vacancy announcements. Applicants will be evaluated by special national panels and successful candidates entered on central registers for referral for selection consideration as specific vacancies occur. An important part of the screening process is the use of simulated exercises and problem solving situations to assess a candidate's managerial skills. The announcement covering the new system is now being distributed. Applications under this first announcement must be received by August 23, 1974. Further information appears in Change 14 to Order 3330.1A, Merit Promotion Program.

DOT AGAINST YEAR-ROUND DAYLIGHT SAVINGS TIME . . . Claiming that year-round daylight savings time has saved little if any energy and has seriously inconvenienced the public, DOT has recommended that the country go back to standard time this November through next February. A DOT report found that energy saved during this year's daylight time experiment was minimal or non-existent. In addition, the Department stated that any danger to school children of early morning darkness could be reduced. DOT's recommendations will soon be sent, in the form of a bill, to Congress.

EMISSIONS AND SAFETY . . . In an effort to determine the effect of environmental controls upon the safety of aircraft piston engines, FAA has contracted with two companies to conduct tests at NAFEC. Teledyne-Continental Motors of Mobile, Ala. and Avco-Lycoming of Williamsport, Pa., will test engines to determine what adjustments are required on existing general aviation aircraft to meet the Environmental Protection Agency's 1979 emission standards. The 14-month testing program will investigate if safety problems, such as engine overheating, might result from the EPA requirements regarding fuel/air mixtures and engine timing settings.

WARNING SYSTEM PLANNED . . . FAA has awarded a \$98,648 contract to Sperry Rand's UNIVAC Division, St. Paul Minn., to develop a "minimum safe altitude warning" capability for automated radar terminal systems (ARTS III). With this new capability, a visual/aural signal on the ARTS III would be automatically triggered when an aircraft nears a minimum safe altitude in terminal airspace, thus enabling controllers to alert pilots to potentially dangerous deviations in altitude. The system would also warn controllers of significant deviations by an aircraft making an instrument approach for landing. Evaluation of the new system is scheduled to begin at Denver's Stapleton Airport in late fall with completion early in 1975.

WOMEN'S SAFETY PROGRAM . . . Presentations on women's safety will be sponsored at the three DOT headquarters buildings on July 22 by the Office of Investigations and Security, OST, in conjunction with the Federal Protective Service. These presentations, which are approximately one hour in duration, are given by specially trained Federal Protective Officers from Fort Worth, Texas. Each presentation includes: ● 20 minute film "Walk Without Fear," ● demonstration and explanation of door locks, ● preventive action to take during a woman's day--at work, at home, in a car, during leisure activities, etc., ● physical self-defense techniques demonstration. The schedule for the presentations on Monday, July 22, is:
 Trans Point - 10:00 A.M. - Room 3201
 DOT Headquarters Building - 1:00 P.M. - Room 2234
 FOB-10A - 3:00 P.M. - 3rd floor auditorium.

KEEP YOURSELF HEALTHY . . . The FAA Headquarters clinic will be conducting a health screening program in FOB-10A from Aug. 5 to Aug. 23. The Multiple Medical Screening Program is designed to detect cases of diabetes, high blood pressure (hypertension), overweight and glaucoma. Two percent of the U.S. population has diabetes, but 50% of this group doesn't know it. Don't play with percentages. High blood pressure can lead to stroke or heart disease, and glaucoma can cause blindness. Have yourself tested. Fill out the form below and mail it to the Health Unit, AAM-410, room 327, for an appointment.

NAME _____

PHONE EXTENSION _____

ROUTING SYMBOL _____

UNION PETITION DISMISSED . . . A petition for a bargaining unit composed of Office of Management Systems employees at FAA Headquarters has been dismissed by the Assistant Secretary of Labor for Labor-Management Relations. The petition was filed by the American Federation of Government Employees. In the decision, the Assistant Secretary found that AMS employees "do not possess a clear and identifiable community of interest separate and distinct from other employees employed at FAA Headquarters... the unit petitioned for is not appropriate for the purpose of exclusive recognition."

COMPUTER CONSOLIDATION . . . Data processing services formerly performed by AMS-350 are now consolidated in the Nassif building's Transportation Computer Center. The DOT center will also do: machine operations, scheduling, support, input/output control, data entry and systems programming for all elements of the Department. The FAA's AMS-350 now serves as a liaison with the new DOT Computer Center and will continue to provide applications programming for FAA elements. Requests for ADP services should be directed to AMS-350 (x68750), following existing procedures. The Federal Highway Administration will actually operate the center for DOT.

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HIGH HONOR TO MURPHY
James T. Murphy, Acting Director, Metropolitan Washington Airport Service, has been named winner of a prestigious National Civil Service League Special Achievement Award. Murphy, whose 26 years of public service includes aviation, law enforcement, security administration, and executive management, won the award for his personal contributions in solving the vexing problem of skyjacking. Murphy came to FAA in 1963 and served as Headquarters Operations Manager, Deputy Director of National Capital Airports and Director of Air Transportation Security before holding his present position.

MOON MEMORIES
The Apollo 11 astronauts, first men to land on the moon, were in Washington, D.C. last weekend, participating in ceremonies marking the fifth anniversary of their flight. Neil Armstrong and Edwin Aldrin, Jr. landed on the moon at 4:17 p.m. (EDT), July 20, 1969, while Michael Collins orbited overhead.



"TERRIBLY FREE"

U.S. AVIATION SYSTEM PRAISED

"I was told by a number of pilots...they were terribly tied up in a maze of rules and regulations administered by people who didn't really know private aviation. What I found was quite the reverse...instead of seeing American pilots as being terribly restricted, I see them as being terribly free..." So wrote Mr. A. Encel, Managing Director of the Australian firm Aerodyn, to FAA. In a response, Administrator Butterfield wrote: "You were very thoughtful to let us know your views about general aviation in the United States as a result of your recent cross-country flight... You might be interested to know that in an effort to improve the dialogue between FAA and the pilot community, I have instituted a series of 'listening sessions'...I feel we are making progress in understanding each other's problems and in working together toward mutually acceptable solutions..."

BRINEGAR DEFENDS DOT BUDGET

In recent testimony on the FY 1975 DOT budget bill, Secretary Brinegar urged a Senate subcommittee to delete language added by the House which would restrict FAA's ability to close low-activity FSSs under the FSS consolidation plan. "I cannot emphasize enough the need to proceed now with improving the FSS system under the careful plan which the FAA has developed," Brinegar said. He also asked the Senate to restore cuts made by the House in funding and staffing requested for the operation of air traffic facilities. He said the House linked these cuts to the energy shortage, but noted that the President's budget already took into account the aviation slowdown caused by the shortage.

SECOND PHASE FOR SELF-BRIEFING . . . An experimental self-briefing terminal operated by NAFEC personnel has been evaluated at three airports and has drawn very favorable response from pilots. The pilot self-briefing tests were used to determine the format and data acceptable to pilots in briefing themselves on weather and other aeronautical matters. The tests now will move into the second phase, using actual weather and other data instead of the earlier simulated information. Self-briefing plays a major role in FAA's FSS modernization plan. Tests will continue through next February at 14 selected locations throughout the country.

IMPROVE AND INCREASE . . . In an effort to improve and increase air traffic control equipment, FAA has awarded three contracts totaling almost \$6.6 million. Honeywell, Inc. received the largest contract, \$2,797,531, for ten Central Control and Monitoring Systems to monitor various utilities in ATC facilities. The other two contracts went to ITT Aerospace/Optical Division (\$1.97 million) and Texas Instruments Inc. (\$1.88 million). ITT will provide 175 UHF transceivers and ancillary items for control centers' Back-Up Emergency Communication Systems. Texas Instruments will supply 38 vertical displays and auxiliary equipment for ARTS III.

FIRST OF A FLOCK . . . The first prefabricated air traffic control tower constructed under an FAA contract with AVCO Corp. (Cincinnati) was commissioned at Lewisburg, W. Va., on June 30. This is the first tower to be completed of the 31 being constructed at low activity airports under the \$5.6 million contract. Dedication ceremonies took place last weekend. The other 30 towers will be located throughout the U.S. and all should be completed by September, 1975.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization wants applications for the following positions in Saudi Arabia: TA-74/33 Principal, Training Center, Dhahran, Level 5, Step 1, Gross \$28,530 and Net (free of tax) \$20,118; TA-74/34 Administrative Officer, Jeddah, Level 4, Step 1, Gross \$22,680 and Net (free of tax) \$16,542; TA-74/35 Senior Aerodrome Engineer, Jeddah, Level 5, Step 5, Gross \$31,730 and Net (free of tax) \$22,038; and TA-74/36 Training Advisor, Jeddah, Level 5, Step 5, Gross \$31,730 and Net (free of tax) \$22,038; and TA-74/37 Air Transport Expert, Jeddah, Level 5, Step 1, Gross \$28,530 and Net (free of tax) \$20,118. Duration of assignments, except the Air Transport Expert position, will be one year, but renewable by mutual consent. Duration of the Air Transport Expert position is initially for nine months. Applications due in AIA-29 by July 26 for positions TA-74/33, 34 and 36; September 24 for position TA-74/35; and August 26 for position TA-74/37. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

NEW NAMES IN THE SKY . . . In the interest of saving space on airspace charts and reducing the volume of information stored in FAA computers, the agency is renaming all airway intersections in the national airspace system. The project began early this year and is expected to take about three years. A five-letter pronounceable name will be given to all current intersections and to presently unnamed and new intersections. Most of the new names will be shorter than the old ones, and many will be based on the old names. The five-letter names could also be processed by a computer that would accept flight plans filed by pilots at pilot self-briefing terminals which the agency plans to install at many locations across the country.

COMPARE AND CONTRAST CONTRACT . . . Two FAA contracts totalling \$340,632 have been awarded in an effort to study and compare alternative airborne collision avoidance systems (ACAS). The Institute for Defense Analysis, Arlington, Va., will study the adequacy of various ACAS devices, and the Annapolis, Md. based ARINC Research Corp. will assess ACAS life-cycle costs. The two studies are expected to establish a rational basis for selection of one of the various ACAS systems now being considered by the FAA.

TALLAHASSEE SAVE . . . East of Tallahassee, the pilot was nearly surrounded by thunderstorms and reported ten minutes of fuel remaining. He had two passengers aboard his single-engine plane. The Tallahassee FSS located the plane by direction-finding, and Jacksonville Center spotted the aircraft on radar. The plane's engine sputtered, then continued running. Just as it appeared the pilot would have to make an emergency landing on Interstate 10, the FSS was able to guide him to Tallahassee Commercial Airport where he made a safe landing with less than a gallon of fuel remaining. During June 1974, 223 flight assists were reported--106 by flight service stations, 93 by towers and 24 by centers. There were a total of 477 people reported on board the aircraft involved. The primary causes for the assists included 125 lost pilots, 24 low on fuel, 29 involved in weather and 63 with some type of equipment malfunction.

AIRLINES INCREASE BUSINESS AND PROFITS . . . Despite problems caused by the energy crisis, the nation's airlines set service records in 1973 by carrying more than 200 million passengers and taking in more than \$1 billion in freight revenues. The Air Transport Association reported the industry's earnings jumped \$8 million, to a total of \$223 million. The airlines' profits and business increased despite the elimination of more than 1,500 daily flights due to the fuel shortage.

ACCIDENT PREVENTION PREVENTS AN ACCIDENT . . . After avoiding a serious accident recently, a San Diego-based pilot wrote a letter of thanks to Accident Prevention Specialist William Hughes (Reno, Nev. GADO). The pilot had just seen an FAA pilot safety film (presented exclusively in the accident prevention program) on safe technique in "hand-propping"--pulling the propeller to start the engine. "...as a taxpayer," he wrote, "I think FAA's accident prevention budget is money well spent...Your accident prevention program did prevent an accident."

ABOARD FOR THE SUMMER . . . Headquarters has again provided summer jobs for a diverse group of students. This year roughly 175 high school, college and graduate students are being employed at Trans Point, FOB-10A and at the Capital Airports. Their jobs range from laborers to clerk-typists to research assistants; many are disadvantaged high school students, while others come from Ivy League institutions. The students were oriented to FAA and its functions by trips to Dulles Airport and the Washington ARTCC at Leesburg, Va. Administrator Butterfield and Secretary Brinegar each welcomed the summer employees. Following his address, Brinegar answered spirited questions, ranging from nationalized transportation to Watergate. Brinegar ended the orientation by assuring the students that he and the Department stood for "integrity, honesty and judgment."

UPWARD MOBILITY IN ATC . . . 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. Existing regulations provide 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, July 31, 1974 from 9 a.m. to 12 noon in FOB-10A, conference rooms 7AB; Thursday, August 1, 1974 from 9 a.m. to 12 noon in FOB 10A, conference rooms 6AB, and the examination on Friday, August 2, 1974 from 9 a.m. to 1 p.m. in FOB-10A, conference rooms 5ABC.

OPEN CONTINUOUS ANNOUNCEMENT FOR CLERICAL RECRUITMENT . . . The Personnel Operations Division, APN-100, is instituting a new system for advertising certain clerical positions in Washington Headquarters. Starting on July 22 an open continuous announcement, APN-74-538, will be issued to handle recruitment and promotion for the positions of Clerk (Typist) GS-2 through 4; Clerk (Stenographer) GS-3 through 5; Secretary (Typing) GS-4 through 6; and Secretary (Stenography) GS-4 through 6. Individual job announcements will no longer be posted on the Merit Promotion Plan Bulletin Boards for positions covered by this announcement. Current DOT employees who qualify for these positions, and are interested in promotion, and outside applicants interested in working for the FAA should apply under this announcement. To obtain the required forms and further information, please contact Bambi Felty, room 512, x63229.

WOMEN'S SAFETY PROGRAM . . . Here's a reminder about the Women's Safety Program on July 22. Presentations will be given in the Trans Point Building at 10 a.m., room 3201; DOT Headquarters (Nassif) at 1 p.m., room 2234; and FAA (FOB-10A) at 3 p.m., 3rd floor auditorium.

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HEADQUARTERS intercom

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

74-31 July 29, 1974

NIXON ON EXECS

In a Congressional message last week, President Nixon proposed far-reaching changes in the education and hiring of career executive personnel. Stating that it would improve the efficiency and quality of executive personnel, Nixon instructed the Civil Service Commission to establish a Program Management Fellowship. The Fellowships would offer post-graduate education programs in public management for Federal, state and local executives. A new Executive Personnel System, built on flexible financial compensation, was also urged. The President felt that the increased flexibility in salaries would provide more incentive for Federal executives. Nixon also advocated a pay hike for executives and more careful hiring of individuals in managerial positions.



NOMINATED BY PRESIDENT

DOW NAMED DEPUTY ADMINISTRATOR

A career civil servant for 31 years, FAA's James E. Dow has been nominated by President Nixon to become Deputy Administrator of FAA. Dow has been serving since July 1973 as acting Deputy Administrator on a collateral basis with his regular job of Associate Administrator for Administration. He received the DOT Meritorious Achievement award in 1968 and 1973 and also received FAA's Meritorious Service Award in 1966 for his management of the agency's enroute air traffic control automation program. He was Director of Budget for FAA before his appointment in August 1972 as Associate Administrator for Administration. Dow began his government career with CAA in 1943 as an air traffic controller in the Central Region. In 1956 he was transferred to the Headquarters Air Traffic Service where he held increasingly responsible positions in the expansion and (Continued on page 2)

AIRPORTS AND ENVIRONMENT

Speaking at Los Angeles this month, Administrator Butterfield reminded the California Association of Airport Executives that the total aviation noise problem is not solvable solely at the aircraft noise source. More actions are required that "get right down to the airport and its surroundings," he said. Noting that FAA actions to reduce engine noise are only the beginning, Butterfield said the task of making good neighbors of airports can be fully achieved only with the help and cooperation of airport operators. He also called upon members of his audience to foster committees to support airports similar to the Committee for National (Airport) in the Washington area.

DOW NAMED DEPUTY ADMINISTRATOR (Continued from page 1) . . . modernization of the air traffic control system. He joined the Systems Research and Development Service in 1961 and then served as Director of the National Airspace System Special Projects Office from 1965 to 1966. In 1966-67 he held a Fellowship at Princeton University's Woodrow Wilson School for Public and International Affairs. He was named Director of Budget in 1967. Dow is a 1943 graduate of the University of Maine with BS in education. The Senate must confirm his nomination.

HEROIC RESCUE . . . Bob Mulligan, a controller at the Washington ARTCC, heroically saved the life of a 5-year-old girl who was in a light plane crash in early June. Mulligan, a member of his county's rescue squad, received word that a plane hampered by poor weather had struck high tension wires and crashed into a mountain-side. Racing to the scene, he cut a hole in the rear of the plane's fuselage and entered the cabin where found the girl under much debris. After calming the girl, who was suffering shock and multiple fractures, he rushed her to an ambulance. Mulligan has been nominated by his facility for an Heroic Act Award.

NEW WAYS TO GET AWAY . . . The Departments of Transportation and Interior are jointly sponsoring a study of access to parks, recreation areas, historic sites and natural resources. The study will highlight alternatives to private automobile use and emphasize access for city dwellers. VTN Consolidated, Irvine, Cal., in association with Midwest Research Institute, Kansas City, Mo., will conduct the \$230,000 study. Environmental problems, possible future energy restrictions and weekend traffic congestion will be considered. Also slated are surveys in two metropolitan areas and case studies in six recreational areas. The report will be sent to Congress by Jan. 1, 1975.

ON THE LABOR FRONT . . . Labor Management Relations activity in FAA was fairly quiet during the last quarter of FY '74. The number of unions recognized by the FAA and certified by the Department of Labor actually dropped from 152 to 151. The number of agreements with unions rose slightly, from 46 to 49. However, the number of employees represented by unions jumped 630, for a total of 29,586. Air Traffic was by far the most heavily unionized segment of FAA.

PROGRAMS, COURSES AND THE COMPUTER . . . Fifteen Data Systems Specialists (DSSs) from six ARTS III Area Support Facilities and NAFEC recently completed the initial 9300 Programmer Course. UNIVAC, the manufacturer of the ARTS III High Speed Peripheral (9300) computer, conducted the course. The lessons are designed to teach the DSSs to perform programming required for ARTS III computers. The recent course was the first of four. The next will begin August 7 and will be attended by electronic technicians in addition to other DSSs.

FAA CENSUS . . . Total civilian employment in FAA reached 56,386 on June 30, 1974, the end of FY '74. That included 2,425 employees in other than permanent positions. Total employees in Air Traffic were 26,581; Airway Facilities, 11,349; Flight Standards, 4,701; and Airports, 678. There were also 2,063 in Logistics; 284 in Aviation Medicine; and 446 enrolled in second career training for air traffic controllers. Southern led the regions with 8,397 employees, followed by Great Lakes, Southwest, Eastern and Western Regions all with over 5,000 employees.

LAMPS WITH MORE LEEWAY . . . Tests by NAFEC and Systems Research and Development Service personnel will begin in early to mid-August in an effort to develop a safer approach lighting system (ALS). The initial tests will examine the strength of small aircraft wind screens when propelled into approach lights. The tests will last for three or four weeks. Information obtained from these NAFEC-based tests will complement the work being done to develop a more frangible, low impact ALS lamp.

URGENT REQUEST - ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is still seeking qualified applicants for position no. 11-14, Metrology Expert (weights and measures), for six months with the Technical Assistance Project in Brazil. Salary: Level 5, Gross U.S. \$28,530 per annum, Net (free of tax) U.S. \$20,118 per annum. Applications due in AIA-29 by August 9, 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.

MLS DISCUSSED . . . The Microwave Landing System (MLS) Advisory Committee recently held a meeting which focused on the status of MLS Phase II development. The Committee is made up of users such as: the military, air carriers, and general aviation manufacturers and pilots. This group discussed with FAA officials the progress of Phase II, which consists of building feasible MLS hardware. The system's third and final stage was also considered. The building of prototype hardware will occur in Phase III. The initial MLSs will then be deployed to airports (about June 1977).

PACK FAA WORLD'S AUGUST ISSUE IN YOUR LUGGAGE for vacation reading. "From Dreams to Designs" tells about the little known Transportation Systems Center in Cambridge, Mass. . . . "A New Path Upward" describes the novel selection process in a headquarters Upward Mobility Program . . . Dulles International Airport's mobile lounges were admirably "Designed for the Jet Age." Here's how they work . . . The first certificated hospital heliport faces "The Real Thing" during its dedication ceremonies . . . "Getting the Job Done" might well be the motto of Western F&E personnel as they tackle a remodeling on their own . . . No one would argue that a Detroit controller who tackles any and all do-it-yourself projects has "The Busiest Hands in Town." You'll also find the regular features Direct Line, Faces and Places, Small World, Federal Notebook and Heads Up.

NOONTIME INFORMATIVE BRIEFINGS . . . The Training and Career Development Branch, APN=130, of the Personnel Operations Division is sponsoring a series of monthly noontime briefings presented by heads of Offices and Services or their designees. Join your fellow employees and hear about what FAA offices and services are accomplishing. The first session, presented July 11 by James T. Murphy, Acting Director of the Washington Metropolitan Airport Service, was well received by some 100 attendees. The second briefing will be presented by Spencer Hunn, Director, Systems Research and Development Service, August 14, conference room 9ABC, 12:20-1 p.m.

OPPORTUNITY FOR CITY PLANNER . . . The city of Scranton, Pennsylvania, is seeking a Director of Planning (under the auspices of the Intergovernmental Personnel Act) for an initial period of one year on a shared-cost basis. The person selected for this assignment will be under the Office of the Mayor of Scranton and will work in close cooperation with the city's Bureau of Urban Affairs. Applicants should have a master's degree in Urban Planning with a minimum of five years experience in this field, including significant involvement with comprehensive planning, zoning, sub-division, land use etc. 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-200, x68832.

DOT TENNIS NEWS . . . Tennis anyone? Lessons will be given, beginning July 30, for beginners, advanced beginners and intermediates. Call Carl Schulten, x69396, for more information. Intermediate players who want to participate in the on-going DOT League should contact FAA team captain, Bill Miller, 68082. Those wishing to play on the Departmental team should call team manager Ezio Cerrelli, x61503. Tennis shirts with the DOT emblem can be bought for \$4.25, if there is sufficient interest. Call Carl Schulten, x69396.

NEW CHIEF IN EMPLOYMENT BRANCH . . . Lionel R. Driscoll has been selected as Chief, Employment Branch (APN-150) for Washington Headquarters. Driscoll, who most recently has served as a personnel management specialist, brings to his new position eight years of diversified personnel management experience. He has served with FAA since 1966 and has experience at the Headquarters level and in the Pacific Region.

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HEADQUARTERS

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

74-32 Aug. 5, 1974

ACCIDENT FREE AWARD

Forty-three U.S. Air Force Aero Clubs, from Korea to Little Rock, Ark., will receive FAA's annual Flight Safety Award for completing a full year of flight operations without a single aircraft accident. Ten of the Aero Clubs will receive special recognition for compiling perfect safety records over a continuous series of years. Club members, who include enlisted men, officers and civilian personnel, flew 233,655 flight hours during 1973. The FAA-USAF Flight Safety Award program was initiated in 1964.

FAA-PATCO

TALKS CONTINUE

Full-scale negotiations for a new agreement between FAA and the Professional Air Traffic Controllers Organization (PATCO) resumed last week in Easton, Md. The Federal Mediation and Conciliation Service is represented at the negotiations. Talks on a new agreement began in February.

BUTTERFIELD:

AEROSPACE EXPORTS ENCOURAGED

Pointing to benefits in balance of trade, employment and national security, Administrator Butterfield outlined the scope of the U.S. international aviation activities in a recent speech to the International Aviation Club in Washington, D.C. Butterfield highlighted FAA's technical assistance programs, and emphasized the importance of aircraft and aeronautical product exports from American industry to other nations. The Administrator noted that aerospace exports "is really big business," involving 22% of total industry sales. If the export market were allowed to deteriorate, Butterfield asserted, U.S. airlines would have to pay "substantially more for each aircraft purchased." He also cautioned against discontinuing the export financing programs of the U.S. Export-Import Bank, which "has played a key role in enabling our manufacturers to sell their products overseas."

BRIGHT IDEA FOR SUGGESTIONS

The Airway Facilities Service has come up with a better way of handling employee suggestions. The Service is cranking up a computer retrieval system to scan the files of past suggestions in order to help evaluators look at all relevant material on any particular piece of hardware for which a suggestion is received. AF says that such suggestions--aimed at improving various items in FAA's vast array of technical gear--arrive at Headquarters at a rate of 100 a month. Computer terminals in Washington, the regions and centers will allow evaluators to get instant identification of all past suggestions on a given topic. Then, a microfiche file would be used to read the suggestions. The system is expected to be operational four months from now.

ACTION ON RADIATION . . . The Atomic Energy Committee has recommended changes in FAA's regulation governing the transportation of radioactive materials on passenger aircraft. The changes would reduce the radiation level for any single seat by half, cut the radiation level from any radioactive package by more than two-thirds, and prohibit unnecessary shipments of radioactive material. AEC said the proposals would not prohibit the shipment of medical radio-isotopes. The recommendations were based on the results of a 16-month study conducted by AEC in cooperation with FAA to determine the adequacy and effectiveness of existing regulations.

TCA EQUIPMENT PROPOSAL . . . FAA has proposed a rule which would drop the requirement that aircraft carry automatic altitude reporting equipment when operating in 12 designated Group II terminal control areas (TCAs) after July 1, 1975. Aircraft operating in the Group II TCAs at these locations still would be required to carry a transponder capable of automatically sending discrete identity information to the ground for display on air traffic control radar. FAA said this equipment, in combination with two-way radio communication, should satisfy air traffic control operational requirements for Group II TCAs. The proposed rule will not affect aircraft operating in the nine designated Group I TCAs.

THIRD CENTER COMMISSIONS ALPHANUMERICS . . . The Cleveland center became the third ARTCC to commission its radar data processing system on July 17. This is the system which displays flight information, such as aircraft identity and altitude, directly on radarscopes in alphanumeric form. The Kansas City and Los Angeles centers commissioned their systems in March. Center automation also continued to move ahead last month when the Houston and Albuquerque ARTCCs attained initial operating capability with their radar data processing systems. They were the 16th and 17th centers to reach that milestone.

NEW SERVICE FOR PILOTS . . . FAA began an experiment last week to provide greater service to general aviation pilots and others by broadcasting recorded aeronautical information for airports not served by control towers. During the three-month test, managers of the Woodbridge, Leesburg and Manassas, Va. airports will send and update information on runways in use, winds and other data to the Washington Flight Service Station. The FSS, in turn, will record the information and send it for broadcast over the Armel, Va. VORTAC for pilots using the three airports. Broadcasts will be made from 8 a.m. to 9 p.m., coinciding with the hours of operation of the airports. The test is an extension of the Automatic Terminal Information Service (ATIS), which up to now has been available only at airports with control towers. At current ATIS locations, controllers themselves make note of the information and record it for broadcast.

QUIET PLEASE . . . FAA has again asked pilots flying under visual flight rules (VFR) to reduce aircraft noise near noise sensitive areas. The proposed methods of noise reduction included flying at altitudes higher than the minimum permitted, choosing flight paths that will reduce aircraft noise and avoiding prolonged flight at low altitudes. The recent request describes typical noise-sensitive areas as: outdoor assemblies of persons; churches, hospitals, schools, nursing homes, and National Park Areas. The request applies to pilots operating fixed and rotary-wing aircraft under VFR when weather and air traffic clearances permit. FAA hopes cooperation with these suggestions will obviate the need for regulations.

EGGSPUEHLER PULLS OUT . . . College professor Jack Eggspuehler has asked FAA to withdraw his name as a candidate for the post of Assistant Administrator for General Aviation. Eggspuehler, Chairman and Professor, Department of Aviation at Ohio State University, would have taken a two-year leave of absence to serve at FAA. He asked not to be considered in view of possible conflict of interest.

HAZARDOUS MATERIALS PROGRAM IN GEAR . . . An FAA study has concluded that failure of shippers to comply with regulations governing the packing, marking, labeling, and documenting of hazardous materials is a major problem. The report found the problem also extends to other modes of transportation. Ninety percent of the shipments found to be in noncompliance with FAA regulations also failed to meet the shipping regulations of many surface carriers. The FAA has moved to strengthen its hazardous materials surveillance program by assigning 18 hazardous materials coordinators to regional offices as well as increasing part-time help in this area. Frequently used shipping points are being identified so that inspection efforts may be concentrated. In addition, hazardous materials training courses have been established for FAA inspectors, airlines, air taxis, freight forwarders and shippers. Finally, the number of hazardous materials inspections have increased.

ICAO SEEKING APPLICANTS . . . Headquarters, MONTREAL=Director, Air Transport Bureau, PC-13/74. 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 in economics or equivalent academic qualifications preferably with specialization in economics of transport; extensive high level experience in policy formulation in the air transport field of civil aviation; responsible experience in high level negotiations with government authorities. Applications due in AIS-29 by September 3, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA personnel accepting ICAO assignments are entitled to restoration rights.

FLOOD CONTROL AT AIRPORT . . . An Army Corps of Engineers project to improve the Four Mile Run Channel at Washington National Airport began recently. The channel cuts through the south end of the airport's property. The project to widen, deepen and at some points relocate the channel is part of a flood control project in South Arlington. Work on the channel is not expected to affect the airport's business. The channel improvement should benefit the Arlandria area which has experienced frequent flooding.

NEW SELECTIONS IN OFFICE OF ACCOUNTING AND AUDIT . . . Charles Stephanson has been selected as Deputy Director of Accounting and Audit. Stephanson, who most recently was Chief, Financial Systems Division, has served in a variety of accounting and audit positions in the Bureau of Engraving and Printing, General Services Administration, Small Business Administration, and Justice Department, and with various CPA firms in the Washington area. Replacing him as Chief, Financial Systems Division is George F. Pecor, previously assistant chief of that division.

ARD EDITOR PLAYS ROLE IN NEW NATIONAL STANDARD . . . Technical Publications Editor John S. Nigro, ARD-54B, played a major role in developing the new American National Standards Institute standard "Guidelines for Format and Production for Scientific and Technical Reports," ANSI Z39.18-1974. The published national standard evolved from guidelines originally suggested by Mr. Nigro, who served as head of an ANSI subcommittee. The ANSI guidelines are intended to aid in the interchange of information among U.S. technical societies, universities and industry by contributing to format uniformity, eliminating excessive paper consumption and reducing costs of report preparation, production, distribution and storage.

NOONTIME BRIEFING . . . All employees are invited to the second in a series of informal Noontime Informative Briefings about FAA activities. It will be presented by Spencer E. Hunn, Director, Systems Research and Development Service, August 14, 1974, from 12:20-1:00 p.m. in conference room 9ABC.

TIRED OF THE HEAT? . . . Play it cool and attend the next meeting of the Civil Rights Subcommittee for Women, to be held this Thursday, Aug. 8, in conference room 5A at 11:30 a.m.; or contact chairperson Doris G. Mangiapane, x63697.

AWARDS AND REWARDS . . . The Airports Service presented a Quality Within-Grade Pay Increase to Helen M. Shields (based on outstanding performance). The Systems Research and Development Service awarded Quality Within-Grade Pay Increases to Darlene Kirby, Francis S. Carr and Donald E. Johnson. Washington National Airport presented a Special Achievement Award to Charles A. Metzdorf (based on outstanding performance) and to David H. Davenport.

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HEADQUARTERS intercom

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

74-33 Aug. 12, 1974

TOP POSTS FILLED

James E. Dow was confirmed as FAA Deputy Administrator by the Senate last week. Two other top FAA officials were approved for new positions by the Civil Service Commission last week. They are William M. Flener as Associate Administrator for Air Traffic and Airway Facilities and James F. Rudolph as Associate Administrator for Aviation Safety. Flener is former Air Traffic Service Director and Rudolph is former Flight Standards Service Director.

OAKLAND IS "UP"

Another enroute center commissioned its radar data processing system on Aug. 1--Oakland. Four ARTCCs are now fully operational in the use of their alphanumeric radar display systems. Ten more of the 20 NAS centers are scheduled to go operational with these systems before the end of the year.

GOV'T GETS MORE AUTHORITY

TOUGH ANTIHIJACK LAW SIGNED

A comprehensive antihijacking bill was signed into law by the President last week. The Antihijacking Act of 1974 empowers the President to suspend air transportation between the U.S. and nations which act in a manner inconsistent with an international agreement against air piracy, or aid terrorist organizations or permit them to use their territory. The law also provides for prosecution and punishment of hijackers caught in the U.S. even if the hijacking took place on an aircraft outside the territory of both the U.S. and the nation where the aircraft is registered. Further, the U.S. may suspend, revoke or impose conditions upon foreign air carrier operating rights if the carriers don't maintain security standards set forth by the International Civil Aviation Organization. On the domestic side, the Act specifically requires FAA to prescribe or continue in effect passenger and baggage screening procedures. FAA is permitted by the Act to use Federal personnel, including FAA officers, to supplement law enforcement officers in airport security programs. The law also directs FAA to require air carriers to refuse to carry persons not consenting to personal searches and to refuse to carry any article which a passenger does not allow to be inspected. The Act makes it a crime for unauthorized persons to carry weapons or explosives aboard aircraft.

3-D: NOT A SCARY MOVIE . . . FAA has joined several airlines in a series of tests at Denver and Chicago to gather data on a three-dimensional area navigation (RNAV) system. 3-D refers to the system's ability to determine altitude, as well as geographic location, and display it in the cockpit. FAA research and development officials indicated the tests will be very valuable, since the agency thus far has had little opportunity to obtain data on 3-D RNAV from tests using aircraft in flight. Tests began last week at Denver's Stapleton International Airport using a DC-10 and two other smaller aircraft, one of them a NAFEC aircraft. Data gathered in the cockpits will be compared to data recorded by FAA on the ground and will later be used to simulate 3-D RNAV in NAFEC laboratories. FAA officials will also get controller reactions to the handling of planes using 3-D RNAV systems.

AGREEMENT ON AEROSAT . . . Plans for aeronautical satellite services over the North Atlantic Ocean took a giant step forward early this month when Canada and the European Space Research Organization (ESRO) signed a Memorandum of Understanding on the joint international program. Administrator Butterfield signed the memorandum for the U.S. in May. The memorandum provides for testing, evaluation and demonstration of aeronautical satellites as a prelude to an operational system in the 1980s. The AEROSAT project will provide improved communications and air traffic services over the ocean.

COMING IN OUT OF THE RAIN . . . On his first extended cross-country flight--from Charleston, S.C. to Jacksonville, Fla.--the pilot became lost in a rainstorm. He called the Jacksonville Center for help, saying he was very frightened. Controller Buddy Friedlin reassured the pilot and gave him directions to reach Brunswick, Ga. Flying at low altitude, the pilot wanted to land on any available open ground. Then he caught sight of an airport beacon and was guided by the center to a safe landing at Fernandina Beach Airport, Fla. During the month of July 1974, 293 flight assists were reported--166 by flight service stations, 86 by towers and 41 by centers. There were a total of 447 people reported on board the aircraft involved. The primary causes for the assists included 196 lost pilots, 41 low on fuel, 29 involved in weather and 70 with some type of equipment malfunction.

MAGNETIC MESSAGE . . . An FAA advisory circular dealing with the preparation and loading of magnetic materials for shipment in civil aircraft was recently issued. The circular outlines procedures that shippers and carriers may use in order to comply with FAA's regulations on the packaging, identification and loading location of air-shipped magnetic materials. The regulations are designed to prevent stray magnetic fields from interfering with magnetic compasses and other navigational equipment aboard aircraft. The circular is a response to the proliferation of magnetic materials which increasingly are being shipped by air.

BUDGET MAKES ITS WAY THROUGH SENATE . . . The Senate last week restored to the FAA FY 1975 budget \$13.8 million and 708 positions for air traffic control that had been cut by the House. The Senate also restored a \$1.2 million cut in the air traffic controller second career program. Agreeing with the House, the Senate did not change language in the budget bill which restricts FAA's authority to decommission or remote flight service stations under the agency's FSS consolidation plan. The Senate also restored a \$6.7 million cut for the training of air traffic controllers, saying in its report that it is essential "air traffic controllers reach journeymen qualifications at the earliest possible date and...maintain proficiency."

REVIEW OF PROGRAM MANAGEMENT . . . In an effort to improve the efficiency and management of various programs, DOT has implemented recommendations from an outside study. The report, developed by McKinsey & Co., recommends improvements in research, development and demonstration (RD&D) programs throughout the department. Currently the department is evaluating the management of two FAA RD&D programs--the Airport Development Aid Program and the upgraded 3rd generation air traffic control system. The department expects the entire RD&D review to last from 12 to 18 months.

ACCIDENT REPORT AVAILABLE . . . The National Transportation Safety Board has released issue No. 4 of "Aircraft Accident Reports, U.S. Civil Aviation-1973." The report contains a synopsis of 898 selected general aviation accidents during 1973. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated in various categories. The report may be purchased for \$10 from the National Technical Information Service, U.S. Department of Commerce, Springfield, Va. 22151. The request number is PB 233-204.

ACCOUNTING IMPROVEMENTS ON THE HORIZON . . . A contract has been let with Coopers and Lybrand, a leading certified public accountant firm, for the design, programming and installation of upgraded accounting systems for use FAA-wide. The new systems will greatly improve the accuracy and timeliness of accounting data and reports used at all levels of FAA. Systems design and data and reports used at all levels of FAA. System design and development activities will be conducted with strong participation by region and center accounting divisions under the guidance of the Office of Accounting and Audit. Data processing techniques will require extensive participation by the Office of Management Systems. In addition, offices, services, regions and centers will be asked to assist in defining their financial reporting requirements. Work commenced on the first phase of this project early in July.

COPS AND GOWNS . . . A four-week intensive training course will be given to all newly selected police officers at Dulles and Washington National Airports by the Federal Consolidated Law Enforcement Training Center under the sponsorship of the FAA Headquarters Training and Career Development Branch. This course will replace the 12-week course formerly given by the Center. The new course is designed specifically for FAA law enforcement personnel as well as for other agencies with similar law enforcement programs. The first course will begin Aug. 28.

AWARDS AND REWARDS . . . The Office of Aviation Medicine presented a Quality Within-Grade Pay Increase to Evan W. Pickrel, Ph.D. and a Beneficial Suggestion Award to Margaret A. Cole. The Air Traffic Service awarded Quality Within-Grade Pay Increases to Leonard E. Sinks, Felix F. Sadowski, Gordon K. Hull, John R. Hayes, Diane P. Hall, David L. Anderson, Mary Lynch, Jean E. McLimans, Spann Watson, Victoria F. Bland, Marilyn J. Hansohn, Robert H. Orr, Robert A. Simmons, John O. Renz, Leonard B. McHugh, James V. Flanagan and Henry L. Dickson; Special Achievement Awards were presented to John F. Schultz, James W. Nimmo, Edward Day, Albert W. Lundeen, Ray Hollemon, John P. Keenan and Bernard Isralow. Dulles International Airport presented Special Achievement Awards to John F. Horstman, Vitchel Cornett, Kenneth R. Blair, Thomas H. Phillips, James W. Haller, James R. Brown, Edward G. Rowe, William H. Jenkins and Charles E. Shupienus; Quality Within-Grade Pay Increases were awarded to Harold K. Huffman, Charles M. Wiggs, Mary K. Caston, Merle E. Whitmer, Robert C. Church, Allan J. Simpson, Edward J. Mann, Thomas E. Hancock, Harold D. Blaylock, Elmer D. Shaffer and Paul P. Benarick; Beneficial Suggestion Awards were presented to Phalam J. Jordan, James W. Haller, and John L. Walsh.

AIR AND SPACE MUSEUM WANTS VOLUNTEERS . . . The National Air and Space Museum of the Smithsonian Institution is seeking volunteers to serve as teaching guides for visiting school groups. Training of volunteers will begin September 10 for the school services program commencing in October. Persons with background experience in aerospace activities, such as FAA retirees or employees' wives, are sought by the Museum for the program. Basic qualifications include the desire to teach; to become recognized interpreters of the Museum's artifacts; and the ability to communicate effectively with young people. Volunteers will have to be able to give one morning a week of their time during the school year. If you're interested in working with children in a museum setting, call Barbara Taylor, 381-5240.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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FS KEY SELECTION

Remember that Aug. 23 is the deadline for submitting applications under the new Flight Standards key selection system for GS-15 supervisory positions in Washington, regions and centers. Registers established from these applications and an assessment process will be used to fill the positions. Full information is in the July 12 Merit Promotion Announcement, "Flight Standards Key Positions."

COUNTERPARTS

Civil servants working at the GS-16 through 18 levels make substantially less money than their private industry counterparts, according to the Civil Service Commission. The CSC's nationwide pay study, released recently, found a salary range of \$45,000 to \$71,000 in private industry for jobs equivalent to GS-16 to 18 positions. Currently, Federal jobs at these levels are limited by law to \$36,000 per year.

47 SYSTEMS ORDERED

ARTS II CONTRACT AWARDED

FAA took another major step in its program to automate air traffic control with the award last week of a \$5,068,423 contract to the Burroughs Corp. (Paoli, Pa.) for 47 ARTS II systems. These automated radar terminal systems will be installed at low to medium activity airports and perform nearly the same functions as the ARTS III systems now operating at 59 of 61 planned locations. Designed around a low-cost minicomputer, ARTS II will provide direct alphanumeric readout on terminal controllers' radar scopes of altitude and identity from appropriately equipped aircraft. Unlike ARTS III, it will not show ground speed. The contract calls for delivery and installation of the first two ARTS II systems within 11 months. All work is scheduled for completion in 37 months. The contract includes options for 26 additional systems.

EVS CONTRACT CANCELLED

Citing increasing cost estimates and schedule slippages, Administrator Butterfield told Congress last week the agency has cancelled its \$12.7 million contract with Philco-Ford for development and test of a prototype electronic voice switching (EVS) system. In testimony before the House Subcommittee on Government Operations, the Administrator said the primary basis for initiating the EVS program was related to cost savings from owning rather than leasing communications (such as interphone/intercom) at the air route traffic control centers. However, he noted that expected savings were "slipping away" as the system costs continued to rise. Butterfield pointed out that the present system in the centers is considered acceptable for the immediate future.

BUDGET APPROVED BY CONGRESSIONAL CONFERENCE COMMITTEE . . . FAA's portion of the FY 1975 DOT budget bill was approved by a Senate-House conference committee last week with a \$61.8 million cut in the agency's request. The new total is \$1,693.4 million. Among the bill's provisions is full funding for microwave landing system development, wake vortex research and advanced radar beacon development in the Research, Engineering and Development category. The conference bill now must pass the full House and Senate.

NOT SO EXPERIMENTAL . . . FAA has proposed a rule to establish a new "special" airworthiness category for amateur-built aircraft, presently classed as "experimental" by the agency. The experimental category would apply in the future only to aircraft used in experimental operations, such as flight testing and/or flight training for experimental work. The special category and its requirements also would include aircraft used in exhibition and air racing, marketing and sales, and research not related to aircraft development. Special certificates would remain in effect indefinitely (except for marketing and sales aircraft with a one year duration), provided aircraft were maintained properly and not subjected to major modification. Experimental certificates would still have to be revalidated every year.

CONTRACT TO MINORITY FIRM . . . The FAA in conjunction with the Small Business Administration has awarded a \$345,268 contract to minority-owned Oklahoma Aerotronics Inc. The contract is for 264 maintenance VHF transmitter-receivers. These "transceivers" will provide air to ground communication for flight inspectors checking air navigational equipment. The contract was the third awarded to the Oklahoma firm.

SHEETS SAVED. . . Efforts to relieve the paper shortage have proved successful in FAA, particularly in Washington Headquarters. The Office of Management Systems saved almost 98 million sheets in FY 1974 by closely reviewing printing and distribution requirements and increasing supervision of use. Washington Headquarters reduced its paper use by 30%. The regions and centers decreased their paper use by about 5%. Future savings, with full employee cooperation, are expected to be even greater.

NEW YORK CENTER CELEBRATES 10TH . . . An open house and a variety of spectacular aviation events will mark Eastern Region's 10th anniversary celebration next month for its air route traffic control center at Islip MacArthur Airport on Long Island. The center will be open to the public Sept. 14 and 15, with Sept. 13 designated as VIP day for tours given to Federal, state and local officials. Air shows and exhibits will include military aircraft flybys, free balloon and helicopter rides, and displays of WW I airplanes and antique autos. The center was FAA's third busiest in 1973.

PUBLIC ADVISES FAA . . . Public comments on the proposed agenda for FAA's first Biennial Airworthiness Review have poured into the agency. The deadline for comments was August 1st. So far, FAA has compiled over 3,800 comments from 74 interested persons and organizations. Numerous comments were submitted by the General Aviation Manufacturers Association, Aerospace Industries Association, Air Transport Association, and other business concerns. The conference will deal with the systematic revision of FAA's airworthiness rules.

CONTRACT TALKS . . . The FAA-PATCO contract negotiations, which were taking place in Easton, Md., have been temporarily recessed. No date has been set for their resumption, but the Federal Mediation and Conciliation Service will notify both sides when negotiations are to be resumed.

ANIMALS AND AIRCRAFT . . . Administrator Butterfield has signed into effect a new regulation dealing with the safe shipment of animals by aircraft. The rule states that no air carrier may carry a live animal unless the container is securely attached to the cargo compartment; isolated from other cargo; and, located in such a manner as to assure that the container's ventilation areas are not obstructed. The rule was prompted by recommendations made by the House Committee on Government Operations following its hearings on animal transport. FAA may supplement the new rule with additional regulations. Using data developed by veterinary experts, the agency will consider regulations prohibiting animals from being shipped by air unless their environmental needs can be met. Also under consideration is the collection of data and the development of standards for the construction of animal crates.

ICAO SEEKING APPLICANTS . . . Headquarters, MONTREAL=Director, Technical Assistance Bureau, PC-16/74. Salary range: Gross U.S. \$40,140=\$42,360 per annum; Net (free of tax) U.S. \$26,670-U.S. \$27,780 per annum. Qualifications required: Advanced university degree or equivalent academic qualifications preferably with specialization in aeronautics, economics or public administration. Experience essential at policy formulation level of a government administration in directing civil aviation services and planning. Experience desirable in international civil aviation, airline operations, conducting negotiations with governments and administering programs of technical cooperation. Applications due in AIA-29 by September 9, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower office. FAA personnel accepting ICAO assignments are entitled to restoration rights.

DOW TAKES OATH. . . . James E. Dow took the oath of Deputy Administrator from Secretary Brinegar before an auditorium crowded with spectators including several former Administrators and Deputies last Friday. Assuming the "co-pilot position," as he called it, Dow promised total commitment to excellence according to the "ability, strength and wisdom God has given me." He also praised FAA firing-line employees from Alaska to Guam to the Canal Zone as "the people that count."

YOU'LL SEE IT . . . The consumer problems of young people is the topic of a 25-minute color film, "You'll Earn It," scheduled for showing in the third floor auditorium Aug. 26, 28, 29 and 30, continuously from 11:30 a.m. to 5 p.m. Sponsored by the Transportation Federal Credit Union, the movie deals with credit, interest and other financial problems faced by young people.

GO BOWLING . . . The FAA Mixed Bowling League begins its 1974-75 season on Thursday, September 5, 1974, at 6:30 p.m. Anyone interested in joining the league as a regular, or in subbing once in a while, may contact Darlene Carter on x63854. Vacancies are limited, so call early. There will be a meeting of team captains and officers on Monday, August 26, at 12 noon in room 6A.

CLIP JOINT REOPENS . . . Leonard's Barbershop on the second floor of the FAA building is once again open for business after a seven-week shut-down due to illness. The shop can be reached from the third floor stairwell number 4.

ATTENTION-USERS OF PHOTOGRAPHIC SERVICES . . . Change in copy requirement: Submit an original and one copy only of DOT Form 1700.5, "Request for Photographic Service," to AMS-133 instead of the five formerly required.

AWARDS AND REWARDS . . . The Logistics Service presented a Special Achievement Award to Frank J. Hughes, Jr. and Quality Within-Grade Pay Increases to John P. Dickover, Dennis J. Bass, Joe H. McDonald, Beverly J. Moline, Lonnie Gordon and William F. Rae (all based on outstanding performance). The Office of Accounting and Audit presented a Special Achievement Award to Benjamin J. Waldo. The Airports Service gave Special Achievement Awards to Jane Mehrtens (based on outstanding performance) and Constance Wims. The Flight Standards Service awarded Quality Within-Grade Pay Increases to Gerald E. Gibson, Mary Alice Bartock, Bessie M. Waiters, Louis Petersen, Felix Kurdys, and Rene Cardona (based on outstanding performance); Paul D. Wilburn, Wayne C. Jacox, Carolyn H. McQuaig, Harry L. Earman and Bruce Romick were presented Special Achievement Awards.

SUMMER'S ENDING . . . But you can still get into the swim by attending the next meeting of Civil Rights Subcommittee for Women, this Thursday, Aug. 22, at 11:30 a.m. in conference room 5A, or contact chairperson Doris Mangiapane, x63697.

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INSPECTOR HONORED BY EAA

General aviation maintenance inspector Ernie Heald of the Seattle Flight Standards District Office recently received two top awards from the Experimental Aircraft Association. At its annual "fly-in" convention in Oshkosh, Wis. last month, EAA presented Heald with its Major Achievement Award for his efforts in improving the certification process for experimental (custom-built and restored) aircraft. Also in August, EAA awarded Heald its Chuck Crawford Memorial Trophy for the best contribution by an individual to the advancement of general aviation.

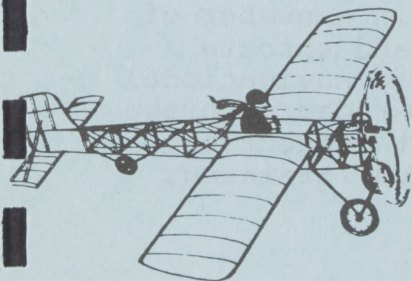
L.A. ARTCC GETS IST SYSTEM

NEW BACK-UP POWER FOR CENTERS

The first of a new generation Power Conditioning System (PCS), designed to provide continuous power to NAS Stage A enroute centers in the event of a commercial power failure, was accepted at the Los Angeles ARTCC on Aug. 5. The PCS assures a continuous and stable flow of electrical power of the precise voltage and frequency necessary for proper operation of computers, radar displays and other components of the automated enroute system. Operationally, the system continuously conditions the incoming AC power and switches to reserve battery power before engine generators take over upon interruption of the commercial source. Similar systems, built by AiResearch Manufacturing Co., a division of Garrett Corp. of Torrance, Calif., are scheduled to be installed in all NAS Stage A centers by September 1975. The second system is scheduled to be commissioned at Kansas City Center next month.

MLS DEVELOPMENT IN HIGH GEAR

After three years of development, FAA will plunge into full-scale evaluation of two types of microwave landing systems beginning this week. A decision on a preferred system is expected by December, to be followed by construction of prototypes by two separate contractors. One of the prototypes then will be chosen by FAA for entry next year in a world-wide competition conducted by the International Civil Aviation Organization, which in turn will pick a single system for international use. FAA is assembling a team of about 120 evaluators in Washington from FAA, other government agencies, the military and several nations to aid in selection of the U.S. system.



PAY RAISE ON THE HORIZON . . . A tentative decision to recommend a 5.52% pay increase for Federal General Schedule employees in October was reached last week by the Office of Management and Budget and the Civil Service Commission. The proposed increase is intended to maintain comparability with salaries in private business. Comments on the tentative decision, which are being solicited from officials of the Federal Employees Pay Council and from other employee unions and organizations, will be considered before a final recommendation is made to the President. The tentative decision is based on analysis of private sector salary data collected earlier this year by the Bureau of Labor Statistics.

WILL EVEL TRIUMPH? . . . When motorcycle daredevil Evel Knievel jumps across the Snake River Canyon in Idaho on Sept. 8, FAA will be there to prevent mid-air collisions between sightseeing aircraft. In fact, no sightseeing planes will be permitted anywhere near the jumpsite. The Northwest Region plans to restrict the airspace for five miles around and up to 8,000 feet above the site, which is three miles northeast of Twin Falls. Only those aircraft with accredited news media or related to the event will be allowed in the area. Two FAA aircraft will patrol the area as well. Knievel is expected to reach 2,000 feet altitude in his quarter-mile jump after a steam catapult launch that will send him off at a speed of 375 mph. He plans to ride his rocket-powered "sky cycle" to a gentle touchdown under a parachute canopy. Good luck.

LTA WORKSHOP . . . FAA is co-sponsoring with NASA a Lighter-Than-Air Vehicles Workshop to be conducted by the Massachusetts Institute of Technology at Monterey, Calif., Sept. 9-13. Approximately 40 papers will be presented at the workshop's ten sessions. Topics include: costing techniques, military and civilian applications, new technology and technical design. Bill Fromme, Office of Aviation Policy, will chair a session on operations. During the final two days working groups will attempt to define problem areas and potential research topics. They will concentrate on four major areas: market analysis, economics, technology, and policy and system implementation analysis.

GIVING A HAND ABROAD . . . A team of 16 FAA technical, operational and administrative experts recently returned from Iran where they conducted an ATC system modernization study. During a seven week stay, they surveyed 26 airports and conducted ATC system design analysis. Recommendations were generated in a number of areas including: airspace definitions, terminal and enroute automation, pilot briefing, facility establishment, navigational system expansion, communication system expansion, radar coverage augmentation, landing system establishment, flight inspection, physical plant and facility upgrading and expansion, training, and logistic system and organization.

NEW CERTIFICATION RULE FOR SMALL AIRPORTS . . . FAA has adopted a new rule providing for the issuance of "limited" airport operating certificates to airports serving CAB-certificated air carriers conducting only unscheduled operations or operations with small aircraft. Under the new rule, FAA certification of these airports would be based on a case-by-case assessment of safety conditions at each location. Airport operating certificates already have been issued to some 500 airports served by CAB-certificated air carriers operating large aircraft on a regularly scheduled basis. FAA estimates that as many as 500 additional airports will receive certification under the new regulation.

FORT WORTH IS GO . . . Fort Worth Center became the fifth ARTCC to go operational with the automated Radar Data Processing System this month. The system, with which controllers can read aircraft identity and altitude directly on the radar scope, passed its Operational Readiness Demonstration on Aug. 6. The four other centers already operational are Los Angeles, Kansas City, Cleveland and Oakland. Nine additional en route centers are scheduled to become operational in 1974.

ENGINE EMISSIONS STUDIED . . . A \$1.6 million study to determine if turbine engine emissions increase as the engines are used was recently funded by the agency. Under the study--to be conducted by Northern Research and Engineering Corp. of Cambridge, Mass.--turbine engines ranging from small models used on business jets to those used on wide-bodied jets will be tested to determine if exhaust emissions increase as hours of engine use increase. Results of the study will be used by FAA in formulating regulations to implement the Environmental Protection Agency's pollution control standards for aircraft engines in the 1978-1979 period.

CAN'T LEAVE THE GROUND . . . Notices of proposed registration certificate action (revocation) were recently mailed to aircraft owners who did not comply with FAA's annual Aircraft Eligibility, Identification and Activity Report. Of the approximately 180,000 forms sent to plane owners in January, 17,000 were not answered. But satisfactory responses are still expected from many of these owners, program officials say, and the number of final revocation actions is expected to be substantially less.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal-PC 21/74, Chief, Recruitment and Placement Section, P-4, Gross-U.S. \$22,680 - \$30,490 per annum; Net (free of tax) - U.S. \$16,542 - \$21,294 per annum. The initial assignment is for two years. Applications are due in AIA-29 by Sept. 12, 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.

REPORT FROM ACROSS INDEPENDENCE AVE. . . . The Hirshhorn Museum, that large circular structure which has sprouted directly across from FAA Headquarters, is being readied for its grand opening. The Hirshhorn is Washington's most recent museum; it will bring one of the most comprehensive collections of twentieth century art to the nation's capital. The museum is now a flurry of activity. The workmen are adding the final touches to the building; paintings for the inaugural exhibition are being hung; and numerous massive sculptures are being shipped from Joseph Hirshhorn's estate to the museum's accompanying sculpture garden. The inaugural exhibit of about 800 works will open to the public on October 4th; admission is free. The paintings will be hung on the museum's top three floors while most of the sculptures will be displayed in the outdoor plaza and sunken garden. The Hirshhorn's collection includes many noted examples of American painting from 1870 on, European and American sculpture from the middle of the nineteenth century, and European painting of the past three decades. For those accustomed to the traditional work of a Norman Rockwell or a Claude Monet, the Hirshhorn's collection of abstract expressionism, pop and minimal art will provide a true, and perhaps startling, change of pace. Even if you prefer the design of a 747 to a sculpture by Rodin, a walk through the new Hirshhorn should prove very enjoyable.



In the Hirshhorn's collection are "Bus Riders" by George Segal and "Portrait of an Italian Lady" by Mary Cassatt.



AWARDS AND REWARDS . . . The Systems Research and Development Service awarded Quality Within-Grade Pay Increases to Joseph Howell, Jean Casciano, Harry Grindstaff, Archie Millhellen, Richard Thoma and Herbert Wachsmann; also Special Achievement Awards to Joann Tinner and Deborah Johnson. The Airway Facilities Service presented a Quality Within-Grade Pay Increase to Joseph A. Love (based on an outstanding performance), and Special Achievement Awards to Patricia P. Carlton, Ellen J. Brinson, and Vivian Koger. The Logistics Service presented a Quality Within-Grade Pay Increase award Alan E. Gebhardt (based on an outstanding performance rating). The Office of Personnel and Training presented a Certificate of Achievement to Robert H. McGuigan.

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service to man in flight

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LINDBERGH

Probably the best known
pilot of all times,
Charles A. Lindbergh, 72,
died on the Hawaiian Island
of Maui last week. Lind-
bergh, who has been called
variously the "last of the
great heroes," "The Lone
Eagle," and "Lucky Lindy,"
won the adulation of the
world by flying solo and
non-stop from New York to
Paris May 20-21, 1927. By
doing so he won unprecedented
fame which for the shy
Midwesterner was a mixed
blessing. After his first-
born son was kidnapped and
murdered in 1932, he
avoided crowds and sought
solitude. His flight was
a boon to aviation and
credited with causing
much of the aviation en-
thusiasm in the late 1920s
and 30s. Throughout his
life Lindbergh remained
active in the aviation
world. Besides being a
consultant for both
government and com-
mercial enterprises,
he made survey flights
for airlines and flew
as a civilian instructor
for the Air Corps in
World War II.

TULL AVIATION GETS CONTRACT

FAA PICKS INTERIM STANDARD MLS

FAA has selected an interim standard micro-
wave landing system (ISMLS) pending develop-
ment of an international standard MLS. The
agency awarded a \$25,000 contract to Tull
Aviation Corp., Armonk, N.Y., for its design.
The contract stipulates that Tull will make
its design data available at no charge to
those who want it and sets licensing fees
for the actual construction of ISMLSs by
other companies. This arrangement will
ensure standardization of ISMLS systems at
airports which decide to install them in
the next several years. FAA plans to amend
the Federal Aviation Regulations to make
the ISMLS eligible for financial aid under the
agency's Airport Development Aid Program.
The ISMLS is intended for use at airports
where a conventional landing system will not
perform effectively, or where the airport's
needs can be more effectively met by an ISMLS.

DOT OPPOSES 'CAPACITY AGREEMENTS'

DOT has urged the Civil Aeronautics Board to
disapprove "capacity agreements" now under
review for domestic airlines and to reject
capacity agreements as a standard regulatory
tool. (Under a capacity agreement, two or
more airlines agree to fly no more than a
fixed number of flights on a given route.)
In filing its position with CAB, DOT said
capacity agreements "could change the whole
competitive structure of the industry," and
that adoption of such agreements "would mark
a significant departure from historical Board
policy. Such a departure should not be made."
The Board is presently considering capacity
agreements in four major transcontinental
markets and in the New York-San Juan market.

KEY STATISTICS HERE NOW . . . An advanced summary of key aviation statistics has been published by the agency in order to make these figures available immediately without waiting for the printing of large, detailed statistical reports. The report, Current Aviation Statistics, covers highlights for 1973 on airports, the air carrier fleet, air traffic activity, aircraft industry and airmen. It summarizes information from five publications that will not be available for several weeks.

UNICOM--A CROWDED FREQUENCY. . . . The Federal Communications Commission has published a Notice of Inquiry written with the help of FAA about the growing congestion of the Unicom radio frequency of 122.8 MHz. The notice points out that at some times and in some places "only parts of sentences can be understood," and it suggests that this could very well compromise the safety of flight. FCC is soliciting comments on ways to reduce the problem by realigning and reassigning frequencies adjacent to 122.8 "to insure the design of an effective and equitable solution which will provide better utilization of, and lessen the congestion on, the frequency 122.8."

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization. MONTREAL = 2 years: PC-17/74 Chief, Facilitation and Joint Financing Branch, P-5, Gross: U.S. \$28,530 per annum, Net: (free of tax) \$20,118 per annum. PC-18/74 Chief, Project Operations Branch, P=0, Gross: U.S. \$32,540 per annum, Net: (free of tax) \$22,497 per annum. Applications due in AIA-29 by Sept. 23, 1974. Additional information about duties, salary, benefits and qualifications is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

A SWINGING RADAR ANTENNA . . . Air power is what made the big difference when it came time to move the 2,000 pound radar antenna from the old to the new tower at Boston's Logan Airport. A helicopter from Carson Helicopters, Inc., Perkasio, Pa., plucked the antenna from the old nine story tower and dropped it delicately onto the new 22 floor structure less than five minutes later. Although the hardware was swung from one location to the other in no time at all, the job took a lot of planning ahead of time.

BUTTERFIELD ADDRESSES EAA . . . "I am convinced that most accidents begin before the aircraft's engines are started," declared Administrator Butterfield to members of the Experimental Aircraft Association in Oshkosh, Wis., last month. Butterfield went on to explain FAA's recently-completed 30-day Operation Ground Assist, in which FAA inspectors made a special effort to visit general aviation airports to work informally with ground personnel to improve pre-flight and maintenance procedures. Response to the program, Butterfield said, was mostly enthusiastic. In his speech the Administrator also touched on FAA efforts in collision avoidance, two-way communication with the aviation community and FAA's goal of reducing general aviation accidents by five percent in each of the next two years. He called upon EAA members and all those in general aviation to help FAA achieve that goal.

MEDICAL STANDARDS UP FOR JET CREWS . . . With the coming changeover to an all-jet flight inspection aircraft fleet, medical requirements for FAA crewmembers of agency turbojet aircraft have been raised. The new requirements also apply to non-flight inspection crewmembers of turbojet aircraft based at Hangar 6 in Washington and at NAFEC. Affected are pilots, co-pilots, flight engineers, flight navigators and airborne flight inspection electronic technicians. Among the changes are twice yearly medical exams for pilots and co-pilots (First Class medical certificate) and annual X-ray, cardiogram, hearing and blood tests for most crewmembers.

WOMAN PILOT OKed FOR FOUR ENGINE JET . . . The first woman to meet airline qualification standards as a four-engine turbojet pilot completed training at the United Airlines Denver Training Center recently. Judy Congreve of the Pegasus Travel Club, Middleton, Pa., also passed with flying colors the DC-8 first officer qualification check given by the Denver Air Carrier District Office. United Airlines has a contract to train flight crew members for the Pegasus Club.

HOUSE OF CARDS . . . Low impact resistance structures recently developed by Systems Research and Development Service were discussed in depth at the recent Airways Facilities Service-sponsored conference in Washington. The structures developed by SRDS provide minimum impact resistance when they are hit by an aircraft. The structures also cause minimum electronic interference to ILS signals.

INSTITUTE OF AERONAUTICS OFFICER HONORED . . . "For developing high professional standards in aviation maintenance technician schools throughout the U.S. and promoting equal employment and enrollment opportunities in this field," James M. Fisher, Vice President of the Pittsburgh Institute of Aeronautics, has been awarded the FAA Award for Distinguished Service. Presentation ceremonies took place at the third annual convention of the Professional Aviation Maintenance Association, August 24, 1974, in St. Louis. The award is presented to individuals not employed by FAA who have made significant contributions to aviation. It consists of a silver medal, a lapel ribbon and certificate signed by the Administrator.

VIETNAM REUNION . . . Vietnam veterans are having a reunion in Washington. Not former soldiers as such, but FAA employees and military personnel who got to know each other in connection with FAA's former Civil Aviation Assistance Group (CAAG) in Vietnam. Invitations to the reunion party, to be held Nov. 15-17, are extended to CAAGers, "Scatback" (Air Force) and "Long Trip" (Army) personnel. For information contact Sylvia Woodcock, ARD-303; or drop her a line at 9156 Springhill Court, Greenbelt, Md. 20770.

FREE FILES TRAINING . . . A convenient and useful Files Improvement Workshop will be held in October. The workshop will include four afternoons, starting on Tuesday, Oct. 22, from 1:00 to 4:15 in FOB-10A. Anyone involved with files is eligible to attend. The four sessions will cover all you need to know for better, easier filing. For information or reservations for this no-charge opportunity, call the FAA Records Office on x68735. The National Archives and Records Service will give the workshop.

DOT TENNIS TOURNAMENT IMMINENT . . . If you play tennis, the DOT tennis tournament is coming your way. The tourney will be held for men's singles and doubles and women's singles. Entry fees are \$2 for singles and \$2 per team for doubles. FAA players who want to enter should contact Don Braun, x63483. Entry deadline is Sept. 19. Players will be notified of their opponents on the following day and all first-round matches must then be played within one week at a time and place mutually convenient to contestants.

AWARD AND REWARDS . . . The Airports Service presented a Special Achievement Award to Frank Galownia and Quality Within-Grade Pay Increases based on outstanding performance to Helen Butler, John Rice and Henry Rich.

COMPUTERS, COMPUTERS EVERYWHERE . . . The Eighth Annual Instrumentation and Computer Fair will be held Oct. 8-9 at the Sheraton Inn in New Carrollton, Md. The latest products in computers and electronic instrumentation will be featured with over 300 manufacturers represented. Technical workshops and seminars at the Fair will include presentations related to instrumentation and computer applications. For more information, call Robert Harar, (301) 937-7177.

TIMELY TRAINING . . . In order to bring time and attendance clerks up to speed on the new overtime provisions of the Fair Labor Standards Act, the Office of Accounting and Audit will sponsor training workshops for T&A clerks on the proper use of new T&A cards. Training during working hours is scheduled to begin Sept. 30 and last one week to cover all 300 FAA T&A clerks in FOB-10A, Trans Point and at National and Dulles Airports. Each session will last one hour and will include 30 to 40 clerks. Offices and services will be notified by the Accounting Operations Division regarding specific schedules for their T&A clerks. Training will be held in the building (or at the airport) where the clerks work. The provisions of the Act relate to time and a half for overtime work and the need for specific authorization from supervisors to permit overtime work by employees covered by the law.

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HEADQUARTERS intercom

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

74-37 September 9, 1974

ASST. DOT SECRETARY

Robert H. Binder of Washington, D.C. has been appointed Assistant Secretary of Transportation for Policy, Plans and International Affairs. He was appointed Deputy Assistant Secretary of Transportation for Policy and International Affairs in Oct. 1970 after joining the department in June 1969 as Director of the Office of International Transportation Policy and Programs.

INSTANT REPLAY

If you missed the story on FAA homebuilts, "Those X-rated Birds" that appeared in the April issue of FAA WORLD, you can catch up with it in the August issue of Sport Aviation, which is publishing a reprint of the WORLD story. Sport Aviation is the official magazine of the Experimental Aircraft Association.



SAFETY AWARENESS RAISED

'GROUND ASSIST' RESULTS GOOD

Administrator Butterfield said last week he is pleased with the "positive feedback the agency has received from the general aviation personnel visited" by FAA inspectors during Operation Ground Assist, a 30-day safety campaign which ended July 15. During the campaign, FAA Flight Standards inspectors contacted 54,957 private and business pilots and inspected 8,176 aircraft. Visits to selected general aviation airports were made to raise the level of safety consciousness among pilots, mechanics, instructors, airport managers, FAA field personnel and others concerned with general aviation. The emphasis was on candid discussion and learning how to spot deficiencies on the ground before they could become problems in the air. During the project, deficiencies affecting 1,480 pilots and 2,438 aircraft were discovered. Butterfield also noted that reduction in the general aviation accident rate for fiscal year 1974 was more than the agency's goal of five percent.

CSC EXEC DEVELOPMENT ON

For the second year the Federal Executive Development Program has been announced. The Civil Service Commission is sending announcements and applications to all GS-15s in their computer file. Interested GS-15s who do not receive this information can contact their operating personnel office. Applications must be returned by Sept. 20. The one-year training program was conceived as a means of providing opportunities for selected career managers at the GS-15 level (or its equivalent in other salary systems) to prepare for executive responsibilities in the Federal service through a combination of training, intra- and inter-agency developmental work assignments and other appropriate experiences.

SELECTION SYSTEM STARTS WITH BANG . . . Judging from the initial response, the new Flight Standards program for selecting key personnel is starting off with a bang. Almost 400 eligible candidates applied for positions listed in the first FS Key Selection System announcement. Under the new system, a general announcement covering all Flight Standards GS-15 supervisory positions was issued instead of individual vacancy announcements. Applicants approved by special national panels will be placed on special registers for consideration as specific vacancies occur. The assessment of candidates will be conducted at various locations throughout the country in order to minimize travel requirements. Training of the first group of assessors, who will begin assessing candidates in the Los Angeles and Oklahoma City areas on Sept. 9, is currently underway at Fort Worth.

OKEFENOKEE SERVICE . . . To help protect pilots flying over the forbidding Okefenokee Swamp in Southeast Georgia, the agency inaugurated the new "Okefenokee Reporting Service," on Sept. 1. The service, which will provide almost immediate search and rescue service for downed pilots, is available to all pilots operating under visual flight rules and not just to those who have filed a VFR flight plan. Here's how it works: a pilot requests the service by radio from the Alma or Brunswick, Ga., or Jacksonville, Fla., flight service station and then reports to one of these facilities at least every 15 minutes. When the pilot doesn't report or answer calls, search and rescue service is initiated immediately through Scott (Ill.) Air Force Base, a clearing center for air-sea rescue.

OCEANIC COMMUNICATION NEEDS STUDIED . . . The agency has awarded an \$81,000 contract for a study of future aeronautical communications requirements for oceanic flights to ARINC Research Corp. of Annapolis, Md. The study will define the quantity of air traffic control and airline company messages to be handled by improved communication systems, including satellites, and determine the best method--voice or data link--for handling each kind of message. Other tasks include an assessment of various cockpit input devices to facilitate message handling. The study is expected to affect the planning for the experimental AEROSAT program and any follow-on operational satellite system. AEROSAT is an international cooperative venture that will use two satellites to test, evaluate and demonstrate improved aircraft communications and surveillance on Atlantic flights.

AND NOW INDIANAPOLIS . . . The sixth ARTCC to go operational with Radar Data Processing was the Indianapolis Center when the system was commissioned Aug. 26. This system electronically writes out aircraft altitude and identity directly on the radar screen for controllers to read. The five other centers already operational are Los Angeles, Kansas City, Cleveland, Oakland and Fort Worth. Four more enroute centers, Denver, Memphis, Jacksonville, and Seattle, are expected to become operational within the next 30 days.

HAZARDOUS MATERIALS CONFERENCE . . . A two-day public conference on the transportation of hazardous materials by air will be sponsored by DOT in Washington, D.C., Oct. 2-3. Officials of FAA and the Department will outline the scope of present regulatory programs and discuss problems in the shipment of hazardous materials. The second day will feature a panel discussion among the officials. The conference is intended to explore possible new regulatory measures to prevent unsafe conditions when hazardous materials are shipped aboard aircraft.

NATIONAL AWARD GIVEN . . . The agency's National Award for Extraordinary Service was recently presented to Mr. and Mrs. Forrest Hardt of Ritzville, Wash., for saving a pilot from a burning airplane. The award, consisting of a plaque signed by Administrator Butterfield and gold medals, was presented by Northwest Regional Director C. B. Walk, Jr., at luncheon meeting of the International Northwest Aviation Council in Coeur d'Alene, Idaho, on Aug. 22.

BORDERLINE CASE . . . On a flight inside Canada with his wife and daughter aboard, the pilot of a single engine plane became lost in thunderstorms and called the Houlton, Me. FSS for help. During the next 40 tense minutes, specialists Wayne Kenney and Arthur Bourget plotted the aircraft's position with pinpoint accuracy to guide it around the storm cells and into Houlton airport for a safe landing. Happy to be on the ground again, the pilot and his family went through customs and then visited the FSS to shake the hands of Kenney and Bourget. During the month of August 1974, 251 flight assists were reported--132 by flight service stations, 80 by towers and 39 by centers. There were a total of 397 people reported on board the aircraft involved. The primary causes for the assists included 150 lost pilots, 37 low on fuel, 39 involved in weather and 56 with some type of equipment malfunction.

COMMON "I" AT NAFEC . . . A full scale mockup of a proposed New York Common IFR Room has been built at NAFEC. The mockup of the facility to be built at the former Mitchel Field site on Long Island includes 40 full-size consoles fabricated of wood strips and core-form cardboard and installed in "real life" positions for the review and possible adjustment by Eastern Region air traffic and airway facilities personnel. Eastern Region office personnel, groups of working controllers and technicians from the New York TRACON are expected to visit the mockup sometime this month, and the analysis is scheduled to be finished by October.

PROHIBITED AREAS NULLED . . . The agency last week rescinded the prohibited areas surrounding the Key Biscayne and San Clemente retreats of former President Nixon. This is a routine procedure when a President leaves office. It was done at both President Johnson's Texas ranch and President Eisenhower's Gettysburg farm when they retired to private life.

THE PAPER MAY LACK COLOR . . . During this period while paper supply is **critically** low, it has occasionally been difficult, if not impossible, to purchase the required color stock. So, don't be surprised if you see FAA-Wide Merit Promotion announcements, FAA Notices or INTERCOM (as was the case at Headquarters last week) appearing on white paper. However, supplements to directives should continue to be printed on any acceptable colored stock to the maximum degree possible to aid the reader in identifying local supplementation.

O, SHENANDOAH . . . Thom Hook of the Office of Information Services will show a 20-minute film, accompanied by his own live narration, on the transcontinental voyage of the dirigible Shenandoah at the Smithsonian Institution's Lunch Box Forum, Sept. 18, at 12 noon. His presentation will commemorate the 50th anniversary of the 9,317 mile, 19-day trip. There's no charge for the talk, which will be given in room 43 of the Natural History Museum, 10th and Constitution NW (at the Constitution Ave. level). Hook has also authored a book about the Shenandoah.

BRIDGE HALF WAY THERE . . . Last week marked the half-way point in the construction of the new bridge behind the Headquarters building. The bridge, which carries the tracks of the Penn-Central Railroad, had to be replaced to allow the subway to run beneath it. The half-way point was reached when the contractor completed the southern half of the structure. The railroad must now replace the two tracks on the finished half--about a two week job. When this is done and the tracks are restored to service, the contractor will go to work again by tearing out the spans which carry the two northern tracks--the ones currently carrying the load. This will be preliminary to building the northern half of the bridge, a job which is expected to take about six months. Although the new bridge is lower than the old, the level of 7th street will be dropped four feet making the bridge relatively higher than before. Construction of the subway and subway station in the vicinity of 7th and D Streets, including the bridge area, is expected to be completed by the spring of 1976. This includes finishing the job by repaving the streets and sidewalks.

ORCHIDS IN THE HALLWAYS . . . If you noticed FAA women wearing orchids last week and wondered why, the credit goes to Eleanor Shannon, DOT's new Federal Women's Program Coordinator. Shannon, a native-born Hawaiian who left the National Oceanic and Atmospheric Administration in Maryland to join DOT this week, sent for 3,000 of the flowers from Hawaii as a gift to the Washington-based women of FAA and DOT. "I did it as a 'glad to be here' gesture," Shannon said. "It was my way of spreading the Aloha spirit from the Pacific to the East Coast." What about flowers for the men? "I ran out of money," she said.

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HEADQUARTERS intercom

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

74-38 Sept. 16, 1974

WHEELCHAIRS & WINGS

Flight training of paraplegics in a unique program supported by the Richmond GADO will be featured in a segment of the NBC television show "Today" scheduled for this Thursday, Sept. 19, between 7 and 7:30 a.m. EDT. Appearing on the show are Jim Riley, principal operations inspector, and GADO chief Jim Newell, as well as several student pilots. Scenes include ground school through flight training, which is provided by local fixed base operators.

BUTTERFIELD ON TV
A film which features Administrator Butterfield detailing 10 ways to conserve fuel will be broadcast as part of the Aviation Weather program on the Public Broadcasting TV Network this week--WETA-TV (Ch. 26), Thursday and Friday at 7 p.m.

ATC PROCEDURES TO BE COORDINATED

U.S., MEXICO CONCUR ON AIRSPACE

An agreement providing for coordination of air traffic services for aircraft operating adjacent to the common boundary of Mexico and the U.S. was concurrently announced by aviation officials in Washington and Mexico City recently. The document was signed by Administrator Butterfield for the U.S. and by Ing. Jose Rodriguez Torres, Director General de Aeronautica Civil, for Mexico. Under the provisions of the agreement which culminates more than 15 years of negotiations, ATC facilities in six neighboring pairs of cities on opposite sides of the border are authorized to enter into "letters of agreement," setting forth communication requirements for special flight procedures and methods of coordination to be followed at each location. This will allow controllers on both sides of the border to direct aircraft into specific patterns, secure in the knowledge that the neighboring facility is not sending aircraft into the same airspace at the same altitude.

POSTMARK COMMEMORATES NEW TOWER

In conjunction with the commissioning of the new air traffic control tower at the Olympia, Wash., airport, the local post office plans to cancel envelopes with a special pictorial postmark depicting the new structure. The cancellation, which will be used for one day on October 27, 1974, was designed by Don Kelsey who recently retired from his job as an airway facilities technician in the Olympia Sector. Kelsey, who is also president of the local philatelic society, will help FAAers get copies of the postmark. Those who wish to have one may send stamped envelopes to him at 521, S. Milroy St., Olympia, Wash. 98502. The tower, which will go into operation on September 16, 1974, is the first to be built at the state capital airport.

GETTING CLOSER TOGETHER . . . The minimum separation distance for simultaneous Instrument Landing System (ILS) approaches to parallel runways will be reduced effective Oct. 1, 1974, the agency announced recently. Reduction will be from 5,000 feet to 4,300 feet. The change will allow existing airports to add parallel runways when they are needed to handle increasing traffic at lower land cost and at a lower level of noise impact. The change is a result of a study, which included flight simulation at NAFEC, begun in 1969 to determine if the separation distance could be safely reduced.

COMSAT SELECTED FOR SATELLITE PROGRAM . . . The Communication Satellite Corp. (COMSAT) has been selected by the European Space Research Organization (ESRO) to be the U.S. co-owner of the AEROSAT satellites. To be built and operated by COMSAT, the satellites will be owned by ESRO, Canada and the U.S. company. They will be leased by the U.S. Government and used for improved air traffic control and communication over the North Atlantic. The first of the operational Geo-stationary orbit satellites is due to be launched in late 1977 or early 1978.

LANDMARK'S NAME CHANGED . . . The King County, Wash., Council has officially changed the name of Boeing Field International Airport to King County International Airport. Effective August 19, 1974, radio contacts with the tower began to be prefaced with "King County" instead of "Boeing Field." The Ordinance announcing the change says that the alteration was felt necessary "because of confusion concerning ownership and operation of the airport." Use of the old and new names will be permitted during a two-year transition period. FAA stationery, envelopes and other materials bearing the old name will continue to be used until the supply is exhausted, Northwest Region Logistics advises. This is particularly pertinent since Northwest Regional headquarters is at "Boeing Field," or should we say "King County International Airport."

LAST CALL FOR ANNUAL LEAVE . . . Public Law 93-181 signed on December 14, 1974, focuses specific attention on the long-standing employees' and supervisors' mutual responsibility to plan and schedule the use of annual leave throughout the year. It has long been FAA policy to avoid leave forfeiture by encouraging the planning and scheduling of annual leave early in the leave year. The scheduling of leave is so important that the new law makes it a prerequisite to the restoration of annual leave to a separate leave account. Supervisors and employees are reminded to be sure to schedule and use annual leave that may be subject to forfeiture at the end of the leave year.

ANNOUNCEMENT OF OBSOLETE DIRECTIVES . . . Due to the critical paper shortage, it has become necessary to reevaluate some of the directives procedures to cut down on paper usage. When a directive becomes obsolete and no replacement directive is being issued, this may be announced in INTERCOM. Included in the announcement will be a statement to the effect that actual cancellation will be accomplished with the next edition of the directives checklist. Washington headquarters should prepare cancellation actions on an FAA Form 1320-6 and forward to AMS-110, and field installations should prepare punched cards for cancellations and send to AMS-350. This new procedure will be reflected in the next change to 1320.1A, FAA Directives System.

AVIATION MECHANIC REPORTS OUT . . . The agency has published two national surveys on aviation mechanics, one an occupational study, the other covering text materials used for training mechanics. The report, "A Survey of the Aviation Mechanics Occupation," provides information on the technical knowledge and manipulative skills required of the mechanic, scope of training given the mechanic by industry, teaching standards for training mechanics, establishment of a common core curriculum for mechanic schools, and correlation of the study with a similar one done in 1970. The companion report, "A Survey of Text Materials Used in Aviation Maintenance Technical Schools," provides information on the availability and prices of commercial text materials, their technical accuracy, quality and relevance to subject matter and to FAA regulatory requirements. Reports may be purchased from the National Technical Information Service, Springfield, Va. 22151.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal, 2 years: PC-23/74 Technical Officer, Communications, P-4 Gross: 22,680 per annum, Net: (free of tax): 16,542 per annum. Communications Section, Ground Branch, Air Navigation Bureau. Applications due in AIA-29 by 10/18/74. Dakar, PC-22/74 Language Officer (Interpreter/Translator), P-3, Gross: 18,410 per annum, Net: (free of tax): 13,766 per annum. Paris, PC-20/74 Language Officer (Interpreter/Translator), P-3, Gross: 18,410 per annum, Net: (free of tax): 13,766 per annum. Applications due in AIA-29 by 10/18/74 for PC-22/74 and 10/11/74 for PC-20/74. Additional information about duties, salary, qualifications, and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

TALKING TOGETHER PAYS OFF . . . The weekly Telecon (telephone conference) between the Office of Labor Relations and the Labor/Management students at the Management Training School in Lawton, Okla., has proved to be a great success. Started last April, it has been so well received both in Washington and at the MTS that it has become accepted as a standard feature of the course. According to Labor Relations officials, the questions from the students have been perceptive and provocative. Also, the interplay has been useful to ALR staff as well as to the conferees in Lawton.

FACE-LIFT FOR NATIONAL AIRPORT . . . In an attempt to spruce up Washington National Airport in time for the nation's Bicentennial, the agency has asked for bids on a contract for the refurbishing and redesign of the buildings and landscaping. Essentially, the aim is to simplify and beautify the now haphazard and cluttered interior and exterior of the terminal buildings and concourses. The work would cover walls, ceilings, lighting, fixtures, signs, outdoor canopies for passenger protection, and a new "North Terminal" sign and facade. Landscaping of the hill between the main and north terminals and "container-planted landscaping" are also to be considered by the firm which receives the contract.

JUNIOR MANAGEMENT BOARD SOLICITS NOMINEES . . . The Junior Management Board is in the process of electing new members for a one-year term starting Nov. 5, 1974. Nominations must be submitted by your Office or Service Director prior to Oct. 1, 1974. If you are an interested professional or technical employee under the age of 35, advise your supervisor of your interest in the Junior Management Board.

HANGAR 6 AWARDED . . . Administrator Butterfield recently presented a Special Recognition Plaque inscribed with the names of 50 FAAers who are assigned to the agency's Hangar 6 operation at National Airport. The Administrator had the plaque placed upon a special stand so that all Hangar 6 staffers shared in the presentation equally. Also inscribed upon the award are the words: "The employees of Hangar Six are hereby given special recognition in sincere appreciation of their loyalty, industry and professionalism in maintenance and operation of the agency's headquarters aircraft fleet."

PROGRESS PLUS . . . The Office of Accounting and Audit posted gains in its EEO Program during FY 1974. Female employment at year end was at a level of 49%. Minority employment rose 6% during the year to a level of 32%. Of the new employees recruited by the Office, 59% were females and 42% were minorities. Of the promotions made during the year, 52% were received by females and 40% by minorities. The Office indicates that it will be concentrating during FY 1975 on increasing the percentage of females and minorities employed in the GS-0510 professional accounting/auditing series to a level of 30% and 20% respectively.

DOT-WIDE GOLF OUTING . . . By popular demand, there is going to be another DOT-Wide Golf Outing. It will be played at the Washingtonian Golf and Country Club on Wednesday, Sept. 25. The organizers of the outing said there will be more prizes awarded than at the first outing. In fact, each player will receive something besides a good (?) day on the links. Costs are: Entrance fee \$2, green fee \$6, and cart (required) \$5. Interested? Call Len Bosin x68545 (Trans Point) or Ken Ziegfeld x68511 (FOB-10A) for tee time. But hurry, over 100 have already signed up.

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HEADQUARTERS intercom

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

74-39 Sept. 23, 1974

1974 CFC LAUNCHED

Administrator Butterfield launched the 1975 combined Federal Campaign last week when he appealed to all FAAers to take time out to think of "those less fortunate than ourselves--the sick, the disabled and the poor." The Administrator also strongly endorsed the idea of a single annual charity drive for Federal employees. During a kickoff meeting for the Washington Headquarters campaign, Deputy Administrator Dow said that FAA employees have proven time and again their ability to respond for the good of others. He added, "Now is the time to pull together as individuals and as a group to do our very best to make our assigned goal and come as close to 100% participation as possible."

ALL MAJOR ACTIONS GO TO CSC

NEW APPEAL SYSTEM IN EFFECT

A new system for appealing major adverse personnel actions went into effect this month. Under the new system, effective Sept. 9, 1974, major adverse actions may be appealed not to the FAA but to the Federal Employee Appeals Authority (FEAA) within the Civil Service Commission. The decisions of this authority will be final except under very unusual circumstances as, for instance, when new evidence is uncovered. This new single-level system (CSC only) is expected to cut the average time for final decisions of employee appeals from about 300 days to 90 days or less. Another feature of the new system is the requirement that all proposed major adverse actions within the agency be reviewed by a higher level authority before a final decision is made. Major adverse actions include removal from duty, suspension for more than 30 days, furlough without pay and reduction in pay or rank. The Office of Labor Relations has prepared a videotape on the new system, which is being used in field briefing sessions.

PAY RAISE OKed

On September 19 the Senate approved the October pay raise by a vote of 64 to 35. This means the hike will go into effect without further action by the House of Representatives. For FAA employees, the pay raise will be effective on October 13, 1974. The amount of the raise has not been determined; but is expected to approximate the 5.52 percent recommended to the President by the Civil Service Commission and the Office of Management and Budget.

MORE AUTOMATION COMES TO ARTCCs . . . Five enroute centers have gone or are scheduled to go operational with Radar Data Processing this month, bringing the total to 11. The Operational Readiness Demonstration (ORD) was successfully completed at the Memphis Center on Sept. 3, at the Seattle Center on the 4th and the Denver on the 16th. ORD's also are scheduled for Jacksonville, September 24, and Chicago, September 30. This computer-based system electronically writes out aircraft altitude and identity directly on the radar screen for controllers to read. This equipment already has been commissioned at six other centers: Los Angeles, Kansas City, Cleveland, Oakland, Fort Worth and Indianapolis.

THANKS FOR THE MEMORIES . . . Multi-millionaire (before taxes) Evel Knievel isn't a man to forget his friends on the way up... or on the way down either. After his well-publicized jump across the Snake River Canyon fizzled, he commended FAAers involved in traffic control at the launch site. "I don't know what the FAA thinks of me...but I think a helluva lot of you guys," Knievel said. FAA set up a temporary tower at Twin Falls, Ida., patrolled the area and handled twice the usual heavy-day traffic at the nearby Burley, Ida., FSS. Pilots and newsmen alike praised the FAA people involved for the job they did, but best of all, the "Snake River Jump" team's final report closed with "No aviation accident or incident."

PRODUCTIVITY UP AT FAA . . . FAA, as one of the participating agencies in the Federal Productivity Measurement Project, provides data each year which ultimately is used by the Bureau of Labor Statistics to compute a Government-wide productivity index. The Bureau uses FY 1967 as the base year index of 100. Since that time, the overall Federal Sector has averaged a 1.7% annual gain, while the agency has averaged a 4% gain. Data recently submitted to the Office of the Secretary of Transportation indicates that FAA's productivity index increased from 128 in FY 1973 to 129 in FY 1974.

TIME TO TAKE A FLIGHT CHECK . . . The agency is reminding the nation's pilots that they must comply with the new biennial flight-review requirement by November 1 in order to act as pilot-in-command of an aircraft. New FAA rules prohibit anyone from acting as pilot-in-command unless he or she has satisfactorily completed a flight review within the preceding 24 months from a certificated instructor or other person designated by FAA. The flight review is designed to provide an appraisal of a pilot's flying ability and assistance in correcting any deficiencies.

PATCO AFFILIATES WITH ITF . . . The Professional Air Traffic Controllers Organization (PATCO) has withdrawn from membership in the International Federation of Air Traffic Control Associations (IFATCA) effective Sept. 1, 1974, and is now affiliated with the International Transport Workers' Federation (ITF), which represents transport workers' unions in almost every country of the free world.

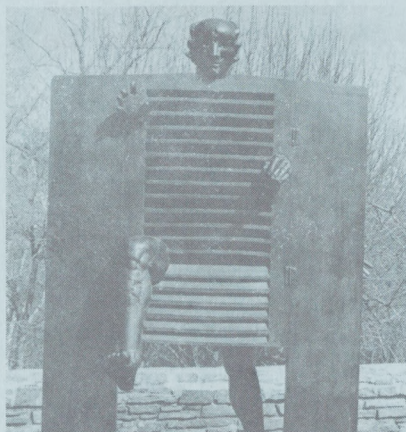
TESTING FIRE SAFETY . . . A reimbursable agreement to continue various aircraft fire-safety development and evaluation tests for the Air Force and Army was signed by the NAFEC director recently. The development and testing is being done specifically for the USAF Aero Propulsion Laboratory at Wright-Patterson AFB and the U.S. Army Ballistic Research Laboratory at Aberdeen Proving Ground, Md. Under the agreement, NAFEC will investigate aircraft fire hazards; test new fire detection and extinguishing systems; examine design methods for increasing the resistance of powerplants, cargo bays and inhabited spaces to fire; and evaluate concepts for reducing the vulnerability of aircraft fuel systems to gunfire. The agreement covers three years at \$125,000 a year.

WATCH THAT GROUND . . . A rule requiring the installation of ground-proximity warning systems to alert pilots to potential terrain hazards was proposed recently by the agency for all large turbine-powered aircraft operated by the airlines, air travel clubs and air taxi operators. The equipment would automatically provide pilots with simultaneous visual and aural warnings of any terrain hazards when the aircraft is below 3,000 feet AGL. The warnings would be issued continuously while the hazard existed. Operators would be given 18 months after the effective date of the adopted rule to have the system in use.

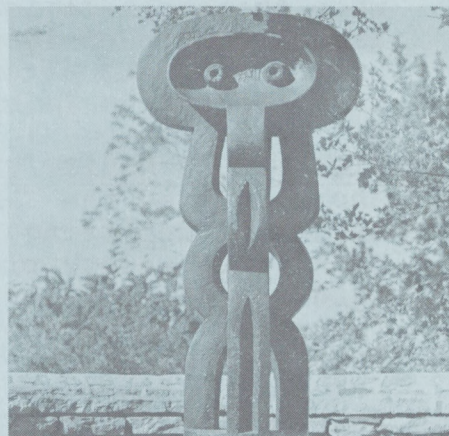
OPERATION GROUND ASSIST REVISITED . . . A recent issue of INTERCOM short-changed the FAA inspectors involved in Operation Ground Assist by reporting that they checked over 8,176 aircraft during the 30-day safety program which ended July 15. Well, now the late returns are in from the outlying districts, and the actual figure turned out to be three times that originally reported--28,309 to be exact.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal--2 years PC-19/74 Language Officer (Translator), P=3 Gross: \$18,410 per annum, Net (free of tax): \$13,766 per annum. PC-24/74 Language Officer (Interpreter/Translator), P=3 Gross: \$18,410 per annum, Net (free of tax): \$13,766 per annum. PC-25/74 Language Officer (Interpreter/Translator), P=4 Gross: \$22,680 per annum, Net (free of tax): \$16,542 per annum. French Section, Language Branch, Bureau of Administration and Services. Language requirements for above positions: French mother tongue or the language used for the purpose of education. Demonstrated ability to interpret into French from English and Russian. Ability to interpret also from Spanish would be an asset. Ability to write French translations, with a thorough knowledge of syntax and stylistics. A profound knowledge of English and Russian is essential and a sound working knowledge of Spanish would be an asset. Applications due in AIA-29 by 10/11/74 for PC-19/74 and 10/19/74 for PC-24 and 25/74. Additional information about duties, salary, qualifications and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

A NICE PLACE TO VISIT . . . Although the sunken sculpture garden of the Hirshhorn Museum--across Independence Avenue from FOB-10A--does not officially open until Oct. 4, 1974, the view from the top of the excavation, standing along the fence above the garden, is excellent; and it is an easy lunch-time walk away. The spectator looks down on a floor covered with white pebbles, plantings, and a reflecting pool and pedestals, most of which are topped with statues. Actually almost all of the sculpture is already in place in the 356 x 156-foot multi-terraced, sunken area behind the museum. Probably the best known piece in the outside exhibit--Rodin's Burghers of Calais--is already prominently displayed beside the reflecting pool. In all, there will be approximately 75 pieces of sculpture in the 1.3-acre sunken garden and the plaza area around the museum building. Among other things to come which can be appreciated by FAAers are benches and drum tables arranged in small groupings and placed throughout the garden. These will be available to public after the grand opening of the museum and sculpture garden.



Already in the sculpture garden are these two works: "Man Pushing Door" by Jean Ipousteguy and "Figure" by Jacques Lipchitz. The work at left was done in 1966; the one at right, in 1926-30.



AWARDS AND REWARDS . . . The Office of Labor Relations presented Special Achievement Awards to Raymond B. Thoman and Frank J. Kaegi and a Quality Within-Grade Pay Increase based on outstanding performance to James J. Gillespie. The Office of Personnel presented Special Achievement Awards to Martha A. Vitale, John A. Buck, Bambi L. Felty and Allan G. Nixon. The Office of Aviation Medicine presented a Quality Within-Grade Increase Award to Margaret A. Cole and Special Achievement Awards to summer employees Dora Benson, Linda Tymus and Jacqueline J. Griffith.

FA CLUB HOURS CHANGE . . . Starting Monday, Sept. 23, the FA Club on the ground floor will be open from 1 p.m. to 5 p.m. Previously, the hours were 9:30 a.m. to 4 p.m.

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SPECIAL

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

COMBINED FEDERAL CAMPAIGN OPENS

Sept. 25, 1974

As the years go by we Americans must not forget that there are people who still suffer from disease, poverty and lack of opportunity. This year's Combined Federal Campaign gives us the chance, once again, to help our neighbors with our contributions to health, social and educational services in the Washington area as well as to national and international service agencies.

Though our personal finances may be strained by inflation, we should remember those whose problems are worse--those who live with illness, hunger and despair. The organizations working to overcome these problems need our assistance--and we need their work because their goals are ones we all want in our society--decent and fulfilling lives for everyone.

The FAA's 1975 CFC goal is \$191,000--slightly less than last year--in recognition of the inflationary squeeze. I sincerely urge each of you to consider subscribing to the payroll deduction plan in whatever amount you can reasonably afford so that together we can attain this worthy goal. The campaign will continue until October 18th. During the next few days canvassers in various FAA Headquarters offices will provide information about the charitable organizations which benefit from our CFC donations; and they will also enlist your financial support. Contributions may be made to the general CFC fund or designated for specific organizations.

Let us show our compassion--and our generosity--for the less fortunate. Let us demonstrate our concern for our communities and our society by making this extra effort to support the Combined Federal Campaign.

Alexander P. Butterfield
ALEXANDER P. BUTTERFIELD
Administrator



HEADQUARTERS intercom

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

74-40 Sept. 30, 1974

NEW LOGISTICS POST FILLED

William F. Woodbury, formerly assistant chief of the contracts division, has been picked to fill the new post of Logistics Liaison Officer. He will report to the Logistics Service Director and develop and maintain interface programs with non-government organizations and interests. The main thrust is to improve relationships between LG acquisition activities and industries and associations doing business with FAA.

GATEWOOD FINDS GATEWAY

"It seemed that almost everyone I contacted within the ATC structure... was so helpful, courteous and proficient..." Emmette T. Gatewood, Jr., private citizen who made a cross country flight this summer, said it. He went on to praise ATC specialists at the Salt Lake Center, Buffalo, N.Y. FSS, New York Center, and last but not least, "the homey but professional advice by the FSS briefer at Rock Springs, Wyo." All in a day's work, Mr. Gatewood, and thanks.

MOST MODERN

40 AIRPORT RADARS ORDERED

FAA has ordered 40 units of the most modern airport surveillance radar system available. Texas Instruments, Inc., Dallas, received the contract for \$17.166 million. The ASR-8 radars incorporate advanced features such as expanded low angle coverage, a klystron transmitter tube for double the power output, solid-state design and modular construction for ease of maintenance. The radar systems will be installed at high and medium density airports, including those serving Detroit, Seattle, Dallas, Pittsburgh, Cleveland, Minneapolis, Miami, Memphis and Kansas City. One system will be installed at the Aeronautical Center for training and one at NAFEC for continuing research and development. Delivery of the first system is scheduled for July 1975, with the next four in the following two months and the remainder at a rate of three per month.

INJURY COMPENSATION IMPROVED

A bill broadly liberalizing Federal employee injury compensation benefits was signed into law by President Ford on Sept. 7. Certain provisions became effective immediately, while others are effective later. Among the law's provisions: • Employee guaranteed same or equivalent job if he or she returns to work within one year; • Permits total disability compensation to employee taking vocational rehabilitation; • Women employees get same rate of compensation, even if husband not wholly dependent; • Coverage extended for services of dentists, podiatrists, clinical psychologists, chiropractors; • Assures full credit during compensation period

(Continued on page 2)

INJURY COMPENSATION IMPROVED (Continued from page 1) . . . for length of service, in-grade step increases, retention, and annuity computations; • Employee can choose physician, hospital;

- Employee may be compensated for loss of use of internal organs;
- Coverage extended to replacement or repair of prosthetics;
- Allows 30 days instead of 48 hours for report of injury;
- Increases compensation rate to widows, widowers and orphans.

The Civil Service Commission is currently revising its regulations in accord with the law, and FAA will issue its own guidelines to personnel managers in the near future.

AEROSAT GETS OFF THE GROUND . . . Preliminary flight tests for the AEROSAT project got underway over the Atlantic Ocean this month with the participation of FAA's four-engine KC-135 and aircraft from the Europeans and Canadians. AEROSAT is the international cooperative development of oceanic air traffic surveillance and communications. Current tests are using the NASA satellite, ATS-6, to gather data before prototype AEROSAT satellites are used later in this decade. Tested will be different modulation techniques for sending voice and data radio messages through a satellite to the ground from aircraft; various antenna designs; and problems caused by reflection of signals from the ocean's surface. Later tests will determine how accurately two satellites can find an aircraft's position independently of the aircraft's navigation systems. Flight tests will be made intermittently until next March.

"FLIGHT 52" GOES OVERSEAS . . . FAA's colorful new film about air traffic control, "Flight 52," has been chosen by the U.S. Information Agency for presentation at three overseas events this fall. It will be shown at the First World Transportation Exposition in Ecuador, the 16th International Documentary and Short Film Festival in Spain and the 9th International Short Film Festival in Argentina.

NATIONAL FIELD OFFICE DIRECTORY . . . An updated edition of the National Field Office Directory has been prepared and will be distributed very shortly. Through an oversight the actual directory and the order which describes and implements the directory system were issued with identical titles. In order to correct this error, holders of the implementing directive, Order 1100.104A, should make a pen and ink change in the title by adding the word "System" so it reads "National Field Office Directory System." This change will be reflected in future issuances of the Directives Checklists.

CANCELLATION OF ORDER 6050.6 . . . The Airway Facilities Service announces the cancellation of Agency Order 6050.6, Frequency Assignments for VHF Receive-only Channels, dated 5/27/65. Order 6050.26, Flight Service Station Very High Frequency (VHF) Radio Frequency Flow and Designation of a Common Receive-only Tower Frequency, makes obsolete the above-mentioned Order. This cancellation will appear in the cancelled section of the next Directives Checklist.

REGIONAL AF SECTOR WINNERS NAMED . . . Regional Airway Facilities Sector of the Year winners for FY '74 have been named in two categories: general National Airspace System sector and air route traffic control center sector. Regional winners become nominees for national awards in each category, to be announced in November or December. Awards were based on availability and reliability of facilities; use of manpower, personnel management; safety; labor-management relations; and handling of unusual problems. And the winners are:

<u>REGION</u>	<u>GENERAL NAS SECTOR</u>	<u>ARTCC SECTOR</u>
New England	Boston, Mass.	Boston ARTCC
Eastern	Du Bois, Pa.	New York CIFRR
Southern	Jacksonville, Fla.	Atlanta ARTCC
Great Lakes	Columbus, Ohio	Cleveland ARTCC
Central	Wichita, Kan.	Kansas City ARTCC
Southwest	Austin, Tex.	Fort Worth ARTCC
Rocky Mountain	Casper, Wyo.	no nomination
Western	Las Vegas, Nev.	Oakland ARTCC
Northwest	Pocatello, Ida.	Seattle ARTCC
Alaska	Fairbanks, Alas.	no nomination
Pacific	Mt. Kaala, Hi.	no nomination

PHOENIX OF FLETCHER'S ISLAND RETURNS TO ASHES . . . Remember "The Phoenix of Fletcher's Island"? That was the four-engine Hercules C-130 cargo plane that made a hard landing in Feb. 1973 on an ice island near the North Pole and was repaired on the site over a six-month period under incredible hardships by an Alaska Air International maintenance team. Well, the plane was completely destroyed by fire north of Fairbanks, Alas. on Aug. 30 during a fuel unloading operation. The story of the arctic repair job appeared in the September edition of FAA WORLD, and the fellow who led the repair team, Art Walker, had won an FAA Aviation Mechanic of the Year award for his efforts. Hard luck.

LET THERE BE LIGHT . . . NAFEC completed testing and demonstration this month of a system to allow pilots to turn on runway lights at unattended airports. While airborne or on the ground, pilots would use a remote-control radio device installed in the cockpit to send signals to receiving equipment on the ground at the airport. The cost for production units of the cockpit device is estimated at \$50 (FAA has no plans to require such a device). NAFEC will issue a final report on the project this November.

PROPOSED RULE DISCUSSED . . . In a recent reply to a Congressional inquiry about an FAA proposal affecting air transport of the handicapped, the agency wrote: "...there is no intention on our part to discriminate against the handicapped...our notice... should rectify the present practice of determinations by the air carriers on an individual and non-uniform basis." The agency said "we must limit the number of handicapped persons on board" to ensure a safe flow of passengers evacuating through the emergency exits.

DON'T LET THE FLU BUG GET YOU DOWN . . . It's still not too late to get influenza inoculations. Shots are being given the rest of this week at FAA Headquarters, and at the National Capital Airports. Employees who are allergic to chicken, eggs, feathers or have other serious allergies may not receive the inoculations, BUT, those with chronic diseases and in all age groups, particularly over 50, are urged to receive the vaccinations. Locations and times: FAA Headquarters Building (FOB-10A), Clinic, room 327, 9 a.m. to 3 p.m. through Oct. 4; Washington National Airport, First Aid Branch, room 56, 9 a.m. to 3 p.m., through Oct. 4; Dulles International Airport, First Aid Branch, room G432, 9 a.m. to 3 p.m., through Oct. 4.

INSURANCE INFO . . . Enrollees of the Government-Wide Indemnity Benefit Plan (AETNA) can now direct claim questions to the Richmond, Virginia Paying Office on the following toll-free number: 467-6993. This will apply only to Washington Headquarters employees living in the District of Columbia and the states of Maryland and Virginia. Inquiries regarding benefits and claim forms should be directed to the Washington, D.C. office on 467-6980.

LUNCHTIME AVIATION TOPICS . . . Topics presented at this year's "Lunchbox Forum" sponsored by the Smithsonian Institution, National Air and Space Museum, will range from sailboats to satellites. The noon meetings, to which you can bring your lunch, are held from 12 to 1 p.m. the third Wednesday of each month at the Natural History Building, 10th and Constitution Ave., NW, Rm. 43 (Auditorium) at the Constitution Ave. level. The schedule for the 1974-74 season is as follows: Oct. 16--Apollo-Soyuz Test Project, Susan McLafferty, National Air and Space Museum; Nov. 20--The American Aeronautical Community at the Turn of the Century, Thomas D. Crouch, NASM; Dec. 18--Sailing Ships and Satellites, Alexis Doster III, NASM; Jan 15--Astronomy, Von Del Chamberlain, NASM; Feb. 19--Escapades of a 99th Fighter Squadron Pilot, Louis R. Purnell, NASM; March 19--Imaginary and Unknown Minerals, Robert W. Wolfe, NASM; April 16--Light Airplane Engines in America between the Wars, Thomas T. Neill; May 21--48th Anniversary of Lindbergh's Direct Solo Flight from New York to Paris, Paul E. Garber, Historian Emeritus, NASM.

DULLES "STERILIZED" TEMPORARILY . . . Airport officials ran a five-day test of the "sterile concourse" concept for passenger and baggage screening at Dulles International from Sept. 11 to 15. Office wall panels were used to separate a sterile area at gates 1 through 6 from the rest of the terminal. A metal detector and X-ray machine were used to screen all passengers departing from those gates. This method, if adopted permanently throughout the terminal, will eliminate long waiting lines at individual gates.

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Oct. 7, 1974

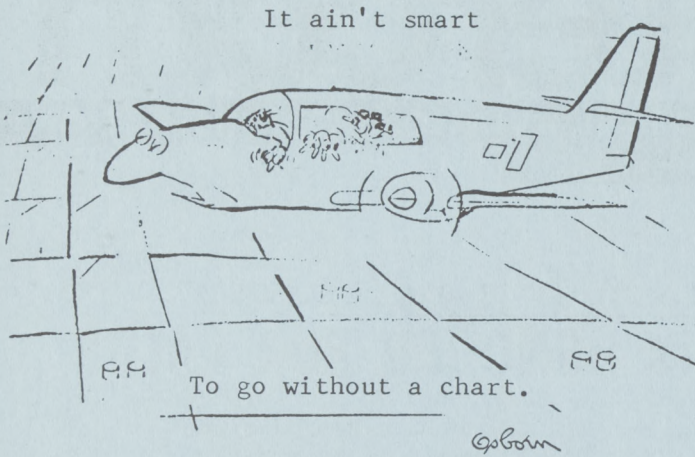
SEVENTH ANNUAL DOT AWARDS CEREMONY

TWO TOP ATCSs

Radar Controller Timothy F. Clark of the Westchester (N.Y.) County Airport has been named controller of the year by the Aircraft Owners and Pilots Association, and FSS Specialist Merlin E. Boutwell of the Imperial, Calif., FSS earned AOPA's Flight Service Award. Clark assisted three aircraft to safe landings last March after the weather suddenly deteriorated. Before he was able to answer the first call from a lost, disoriented pilot, a second called to say he also could not see the ground. While the busy controller gave radar guidance to these two pilots, a third radioed in for help, but Clark managed to juggle all three with resultant safe landings. Boutwell, working on his own time, assisted his Mexican counterparts in developing pilot weather briefing services and improved crash and rescue services. Awards will be presented to the two men at AOPA's 19th Annual Plantation Party, Oct. 12, in Hollywood, Fla.

FAAers HONORED FOR VALOR

A total of eight FAAers will be among the 44 civilian and military people to be given awards by Secretary Brinegar during the Department of Transportation 7th Annual Awards Ceremony on Oct. 15, in Washington. Receiving the Secretary's Award for Valor are three agency employees: James R. Kern of the Phoenix Airway Facilities Sector; Robert L. Mulligan, Washington ARTCC; and Theron A. Regorrah, Chief, Butte, Mont., Flight Service Station. The Secretary's Award for Meritorious Achievement (Silver Medal) will be given David R. Israel, Acting Deputy Associate Administrator for Engineering and Development; Roland M. Lewis, Airports Planning Officer, Southwest Region; Irving Mark, Executive Officer, Eastern Region; James H. Mollenauer, Acting Director, Office of Systems Engineering Management; and Jack J. Webb, Director, Pacific Region. The valor award to Kern cited him for cutting through the side of a crashed aircraft to remove the trapped occupants near the Grand Canyon (Ariz.) airport. Working in an area saturated with spilled gasoline, he cut away the bracing around the windshield and the window area and directed the removal of all five occupants, including two already dead. Mulligan was involved in a similar rescue effort near Leesburg, Va. after cutting a hole in the fuselage of a fuel-leaking, crashed aircraft, he crawled into the cabin to save one survivor. He calmed the injured victim and then removed her from the cramped, (continued on page 3)



ACCIDENT PREVENTION CONTEST . . . The annual agency-wide contest for safety cartoon suggestions has been announced by FAA AVIATION NEWS. Twelve \$25 cash awards and a credit line in the magazine will be given for the dozen best entries. All FAA employees, including those retired, may enter and may submit as many entries as they wish. To enter the contest, describe in a paragraph or two the most unusual or significant situation affecting general aviation safety encountered in your area. Summarize the lesson to be learned from the experience in one

sentence, or with a two-line rhymed couplet (similar to those used regularly with the published cartoons). The cartoons, drawn by noted artist Robert Osborn, are used monthly on the back cover of the magazine and on safety posters which are distributed to airports and flying clubs throughout the country and abroad. All entries should be postmarked by Nov. 15. Mail to FAA AVIATION NEWS, AFS-18. Be sure to include your full name, address, phone number and social security number with your entry.

WEATHER OBSERVATIONS TO BE AUTOMATED . . . FAA's Systems Research and Development Service is going ahead with a program to automate aviation surface weather observations. Currently, several hundred trained observers at some 315 locations obtain and disseminate weather information. To modernize this repetitive, time-consuming task, automatic processing equipment will be installed at strategic weather reporting locations. Ceiling, visibility, temperature, dew point, altimeter setting and wind direction and speed will be sensed, processed and transmitted automatically over landlines for use by pilots, AT personnel, forecasters and other parties interested in weather. A development model of the system is now being assembled by the National Weather Service under an inter-agency agreement. In early 1976 an industry-built prototype is expected to be ready for testing.

NEXT TO LAST ARTS III COMMISSIONED . . . The San Francisco/Oakland ARTS III System, one of two commissionings delayed because of new construction, went into operation on Sept. 17. This was the 60th ARTS III to go operational at an airport. Of the 64 systems originally ordered, three are being used for research or training, and one, at Dallas/Fort Worth, remains to be commissioned. Commissioning date for this system is tentatively scheduled for May 10, 1975.

CANCELLATION OF ORDER 4445.3A . . . The Airway Facilities Service announces the cancellation of agency Order 4445.3A, IBM 9020 contract Maintenance-Basic Ordering Agreement, effective 9/24/74, with no replacement.

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PRESIDENT SETS PAY RAISE . . . President Ford last week authorized a 5.52 percent pay raise for Federal white-collar workers and military personnel. This will go into effect on Oct. 13, 1974 for most General Schedule workers including FAAers. Here are the unofficial revised GS pay scales:

	1	2	3	4	5	6	7	8	9	10
5-1	\$5,294	\$5,470	\$5,646	\$5,822	\$5,998	\$6,174	\$6,350	\$6,526	\$6,702	\$6,878
2	5,996	6,196	6,396	6,596	6,796	6,996	7,196	7,396	7,596	7,796
3	6,764	6,989	7,214	7,439	7,664	7,889	8,114	8,339	8,564	8,789
4	7,596	7,849	8,102	8,355	8,608	8,861	9,114	9,367	9,620	9,873
5	8,500	8,783	9,066	9,349	9,632	9,915	10,198	10,481	10,764	11,047
6	9,473	9,789	10,105	10,421	10,737	11,053	11,369	11,685	12,001	12,317
7	10,520	10,871	11,222	11,573	11,924	12,275	12,626	12,977	13,328	13,679
8	11,640	12,028	12,416	12,804	13,192	13,580	13,968	14,356	14,744	15,132
9	12,841	13,269	13,697	14,125	14,553	14,981	15,409	15,837	16,265	16,693
10	14,117	14,588	15,059	15,530	16,001	16,472	16,943	17,414	17,885	18,356
11	15,481	15,997	16,513	17,029	17,545	18,061	18,577	19,093	19,609	20,125
12	18,463	19,078	19,693	20,308	20,923	21,538	22,153	22,768	23,383	23,998
13	21,816	22,543	23,270	23,997	24,724	25,451	26,178	26,905	27,632	28,359
14	25,581	26,434	27,287	28,140	28,993	29,846	30,699	31,552	32,405	33,258
15	29,818	30,812	31,806	32,800	33,794	34,788	35,782	36,776*	37,770*	38,764*
16	34,607	35,761	36,915*	38,069*	39,223*	40,377*	41,531*	42,685*	43,839*	
17	40,062*	41,397*	42,732*	44,067*	45,402*					
18	46,336*									

* Limited by law to a maximum of \$36,000 per year.

GRIEVANCE=HANDLING TIME CUT . . . A recent Office of Labor Relations check of 27 grievances in seven representative jurisdictions revealed an average processing time of 76 days with only six grievances exceeding the 90-day target established by CSC/DOT/FAA directives. A similar check one year ago of 37 agency grievances in the same seven jurisdictions revealed an average processing of 97 days, with 18 grievances exceeding the 90-day target. Agency officials noted that there will always be some grievances that exceed the 90-day time limit because of delays requested by employees.

OCTOBER IS PUMPKINS, SCHOOL AND FAA WORLD. School? That's right-- FAAers are "Heading for the Ivied Halls" in droves as the agency promotes the College Opportunities Program. . . other stories in this issue include "Hanging In There"--a rundown on what's doing in hang-gliding; a profile of "The Hijacker's Nemesis"--Washington Metropolitan Airports Service Director James Murphy, late of Air Transportation Security; "How to Make a Blip"--designing radar reflectors for sailplanes; the supplemental certification of an old bird: "New Gander at a Goose; and the regular features: Federal Notebook, Faces and Places, Direct Line, Small World and Heads up.

FAAers HONORED FOR VALOR (continued from page 1) . . . mangled cabin by placing her on his stomach and sliding out. Regorrah left a search and rescue helicopter and walked through snow to a crash location in the mountains south of Butte, Mont. The two survivors were severely injured, and although the temperature on the desolate mountainside was below zero, Regorrah shared his scanty "street" clothes. He built a life-saving fire and comforted one survivor who was in shock. Both crash victims lived.

SEVENTH ANNUAL DOT AWARDS CEREMONY . . . The Annual Awards Ceremony is scheduled for next Tuesday, Oct. 15, at 10 a.m. in the Departmental Auditorium on Constitution Ave. between 12th and 14th streets, N.W. The Secretary will present awards to 39 civilian and 5 military members of the Department for extraordinary heroism or exceptional competence in the performance of their duties. Employees who would like to attend the perennially popular ceremony should make arrangements through their supervisors. Bus service will operate from all three headquarters buildings, commencing about 9:30 a.m. With good weather many may want to enjoy the short walk to the Departmental Auditorium.

AIR FORCE APPRECIATES FAAer . . . Dorothie M. Kistler, a relatively recent arrival to FAA, received a Certificate of Appreciation from her former employer, the U.S. Air Force-Intelligence Service, last month. The certificate, praising her for "dedicated and unselfish service," "pursuit of excellence" and a "most professional manner," was presented to her on behalf of the Air Force by officials of the Airports Service, Operations and Safety Branch, which she joined in Dec. 1973 as a secretary.

HONEY OF A THEFT (OR VICE VERSA) . . . Pooh on you, you sticky-fingered thief. Who but a thief with a sweet tooth would steal a jar of honey from an employee's desk? Or has Winnie the Pooh escaped from the pages of A.A. Milne's classic to stalk the halls of FAA in search of unjust desserts? Certainly someone or something is doing exactly that, in light of a report from the Logistics Service's Contract Administration Division that a quart jar of homemade honey--a gift from another employee--was taken from a desk sometime last Monday night. Although not stung, this thief deserves a plunge in a mud puddle for his (or her) callous crime.

FIRE ALARMS COMING UP . . . This is Fire Prevention Week, and in keeping with its spirit, DOT will hold fire drills in all three headquarters buildings--FOB-10A, Nassif and Trans Point--sometime this week. All employees should be prepared to exit the building with dispatch (as they should at all times). Remember to take purses, wallets and other personal valuables during the alarm.

WASHINGTON CFC CAMPAIGN OFF TO STRONG START. . . Administrator Butterfield announced that during the first week of the Combined Federal Campaign 32.5 percent of Washington Headquarters employees had already contributed 43.2 percent of FAA's goal. He urged FAAers to continue their good efforts and complete the campaign successfully. Robert Bacon (Acting Deputy Associate Administrator for Policy Development and Review), CFC Vice-Chairman, called attention of all givers to the back of the pledge card where they can specify which organizations will receive their gifts. Those living anywhere in the area can designate their money for their home area and even to specific charities. If no specific charity is indicated, the money goes to the general fund.



HEADQUARTERS intercom

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

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TOP OFFICIALS SWITCH

Two FAA executives officially switched positions last week. David R. Israel moved from Director, Office of Systems Engineering Management (OSEM), to Deputy Associate Administrator for Engineering and Development. He replaced James H. Mollenauer, who transferred from the Deputy Associate Administrator slot to Director of OSEM. Both have been acting in the new jobs for several months.

"FOR YOUR PATIENCE"

Palo Alto, Calif., tower recently was visited by a new private pilot carrying a chocolate cake and a letter expressing the pilot's feelings: "Please accept this small token of appreciation for your patience, understanding and clearly spoken instructions during my student pilot training. Without fail you have all been kind, helpful and alert to the needs of this sometimes less than confident new pilot. My sincere thanks to you all."

END OF AN ERA

LAST FOUR-COURSE RANGE SILENT

The last of the agency's over 300 low frequency, four-course ranges was shut down last month at Northway, Alas. The now obsolete four-course range was the "miracle" facility of the 1930s. It was the first navigation system that enabled pilots to fly blind--that is, to fly a direct line between airports when visibility was restricted or non-existent. It has since been replaced by the very much more efficient Very High Frequency Omni Range (VOR) which gives the pilot a choice of any compass heading rather than just four. Just before the facility went off the air, a Notice to Airmen (NOTAM) was broadcast which said, "At the end of this broadcast the Northway LFR will be decommissioned and will be replaced by a non-directional beacon." The beacon which replaces the range can still be used for navigation by planes equipped with Automatic Direction Finder (ADF) equipment. Other Alaskan LFRs were converted to NDBs before the Northway facility, including: Annette, Fairbanks, McGrath, Unalakleet and Yakutat.

ANOTHER JET READY TO GO

The fourth flight inspection Jet Commander was accepted by the agency last week at the Qualitron Aero Corp. facility in Houston, Tex. The fifth and last Jet Commander ordered is expected to be ready for acceptance next month. The Jet Commanders and Sabreliners, also ordered by the FAA, each will accomplish twice the workload of the DC-3 which has carried almost all of the flight inspection workload to date. Both the speed of the light jets and their computerized flight inspection systems are primarily responsible for the improved efficiency. Four of the new Commanders ultimately will be stationed in Atlantic City, and the fifth will stay in Oklahoma City for the installation of the flight inspection console.

THREE TENTHS OF A GALLON ON BOARD . . . The left fuel tank was empty and the right one was reading empty when the pilot radioed for landing instructions. That's when controllers in the Chattanooga, Tenn., tower learned that the pilot also was lost. So controllers went to work and helped the pilot locate himself by reference to the ground. When this was done the plane was vectored to the nearest field, and controllers called the field to set up a straight-in approach. The plane had 3/10 of a gallon of fuel left after landing. During the month of September 1974, 215 flight assists were reported--107 by flight service stations, 82 by towers and 26 by centers. There were a total of 330 people on board the aircraft involved. The primary causes for the assists included 125 lost pilots, 34 low on fuel, 39 involved in hazardous weather and 62 with some type of equipment malfunction.

CONFERENCE ON FARs SET . . . The agency's recently established program for the systematic review and updating of airworthiness regulations is getting off the ground in a big way as plans for the First Biennial Airworthiness Review Conference move ahead. The agenda, containing over 750 items, has been prepared and will be distributed by Oct. 15. The agenda was made up from proposals submitted by both FAA and the public. FAA received over 4,300 comments from home and abroad on a list of more than 1,000 proposals circulated by the agency. The conference, to be held Dec. 2 through 11, 1974 at the Shoreham Hotel in Washington, is expected to be attended by over 1,000 persons, representing both domestic and foreign interests.

URGENT REQUEST - ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is seeking applicants for the following three positions: Two Aerodrome Engineers, Level 5, Gross: U.S. \$28,530 per annum, Net (free of tax): U.S. \$20,118 per annum. One position is located in Dhahran and the other in Riyadh, Saudi Arabia. The other position is Electronics Engineer Instructor, Level 4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum, Ankara, Turkey. ICAO has advised that a professional qualification is no longer considered an absolute prerequisite for the position in Turkey. The essential requirement is extensive instructional experience both in communications and navigational aids engineering. Applications are due in AIA-29 as soon as possible. Additional information about duties, qualifications, salary and benefits is available at your Manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

TRANSPORTATION SPECIALISTS PROGRAM . . . A recent evaluation of the Air Transportation Systems Specialist Program concluded that the program should be continued since it provides needed analytic skills to the agency. Under the program, one year of graduate study in analytical procedures, economics and transportation is provided at the University of California. A total of 54 employees have completed the program since its inception in 1965, and seven employees are currently starting their course work.

COMPUTER TO WRITE OUT COMMANDS . . . A \$698,000 contract for the development of a computer software program for the Automated Radar Terminal System (ARTS III), to assist airport approach controllers with the metering and spacing of incoming aircraft, has been awarded to the UNIVAC Division of Sperry Rand Corp., St. Paul, Minn. The contract calls for a software program that will allow the ARTS III computer to take speed, heading and altitude information and determine the commands needed for optimum spacing of approaching aircraft to achieve the safest and most efficient landing rate. Although the computer will not give the commands directly to the aircraft, it will write them out on the radar scope for the approach controller who can relay them to the aircraft. In effect, the computer will substantially reduce the controller's workload while still allowing the controller to overrule the computer if necessary.

TRANSPORTATION COORDINATOR NEEDED . . . The city of Pasadena, Calif., is looking for a Transportation Coordinator under the Inter-governmental Personnel Act. The individual picked for the two-year assignment will work on such projects as studying the feasibility of a Dial-a-Ride system; coordinating technical input in a revision of the transportation and circulation elements of the city's General Plan; and coordination of a master plan for bicycle routes. A degree in Civil Engineering and two years professional experience are required for the job which will pay from \$15,492 to \$18,896 plus fringe benefits. The employee selected is entitled job restoration with FAA upon completion of the assignment. For additional information, contact your local Manpower Division.

MICROWAVE LANDING SYSTEM MOVES AHEAD . . . The agency's Microwave Landing System Advisory Committee met in public session in Washington on Oct. 15, to hear a progress report on the MLS program and advise on the MLS technique selection process. The U.S. MLS development program now is in the technique selection process. In this phase of the program, two contractor teams have developed a range of feasibility hardware representing two different approaches to the landing system concept--a conventional scanning beam technique and a Doppler scanning technique. Texas Instruments, Inc., and the Bendix Corp. are now developing the conventional beam scanning system, while the ITT Gilfillan Division of the ITT Corp. and the Hazeltine Corp. are working on the Doppler system. The objectives of the selection process now under way is to choose the best technique and an associated optimal signal format for further development in the next phase--a prototype development program.

MINORITY FIRM TO PAVE RUNWAY . . . A \$900,000 contract for construction work at Washington National Airport has been awarded to a minority business firm by the agency. Under the contract, Jones and Artis Construction Co., Inc., Washington, D.C., will overlay and groove an asphalt surface on the 5,212-foot runway 15/33 at National. The project is expected to take 90 days. The contract is the second awarded to the firm for construction work at the airport in recent months.

NOONTIME BRIEFING . . . All employees are invited to the third in a series of informal Noontime Informative Briefings to be presented by Fred Meister, Acting Associate Administrator for Policy Development and Review, Oct. 23, 12:20-1:00 p.m. in conference room 8ABC.

HEADQUARTERS FAAer DIES . . . Harold W. Schwartz, Office of Investigations and Security, died of a massive heart attack on Oct. 6. Schwartz, 35, was a physical security specialist in the Headquarters Security Division. He joined FAA in 1965 as a communications operator. He is survived by his wife, Irmgard, and two daughters ages 14 and 16. Any donations may be sent to ASE-300.

TAKE THE HIGH ROAD . . . FAA Headquarters employees can take the "High Road to Alaska" this Thursday and Friday, Oct. 17 and 18, in the third floor auditorium where a film by that name will be shown at 12 noon each day. Made by the Alaska Department of Tourism, the colorful movie features travelogue scenes of car, inland sea and airplane trips to and inside the 49th state.

FAA LEADS DOT . . . Administrator Butterfield announced that at the end of the second week of the CFC Campaign FAA was leading all DOT agencies with 67% of the employees contributing 66.5% of the agency's goal. He stated that if the remaining Headquarters personnel did as well as their co-workers, we will be out in front at the end. Certificates of Achievement for Outstanding Service for 100% participation and over 100% of goal were given to: AEM, AEQ, ALR, APD, ARP, ASA, ASP, ATF, and AVP.

HONEY OF A TALE: PART II . . . Someone stole the honey, huh? Then let her eat cake...Readers will recall last week's report of the theft of a jar of honey which was a gift to a Logistics Service employee. It can now be told that it was Rose's honey--Rose Hochstein of the LG Contracts Division, pictured at right with another gift, a cake baked by the wife of Lt. Col. Douglas Vickers of SRDS. The Vickers didn't know about the stolen honey; the cake was given last week in appreciation for Rose's work on contract modifications. However (this gets pretty complicated, folks), a certain Stillman Millington of the same SRDS division as Vickers (Microwave Landing System) did know about the theft and gave Rose some more honey. It was bottled in a plastic "Honey Bear" jar, much to Rose's delight. Millington, it will be correctly deduced, was the person who gave Rose the original jar of honey.



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

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NASA SCIENTIST AWARDED WRIGHT TROPHY

The Wright Brothers Memorial Trophy for 1974 has been awarded to NASA aerospace scientist Dr. Richard T. Whitcomb in recognition of his significant contributions in advancing the science of aeronautics in this country and abroad. Dr. Whitcomb was the recipient of the Robert J. Collier Trophy in 1954 for his discovery and development of the area-rule concept of aircraft design. More recently, he invented NASA's supercritical wing which is expected to form the basis for a new fleet of high performance commercial transports in the 1980s. The trophy, won in 1972 by former FAA Administrator John H. Shaffer, is a miniature silver replica of the original Wright Brothers' airplane that flew at Kitty Hawk, N.C. on Dec. 17, 1903. It will be presented to Whitcomb on Dec. 13, 1974 in Washington.

FIRST OF 31 PRE-FAB STRUCTURES

FOUR NEW ATC TOWERS ARE GO

Four new low activity air traffic control towers were recently commissioned at Olympia, Wash.; Lewiston, Ida.; Lewisburg, W.Va. and New Bern, N.C. These are the first towers built under the agency's current contract with AVCO International of Cincinnati to go operational. Under the "turnkey" contract which covers a total of 31 pre-fab, modular towers, the manufacturer agrees to turn over a finished, ready-to-go facility to the agency. Other towers turned over to FAA but not yet commissioned include those at Traverse City, Mich.; Merced, Calif. and Beverly, Mass. These facilities are currently having final touches added including the installation of telephones. Another AVCO tower, at Scotsdale, Ariz., is scheduled to be turned over to the agency within the next two weeks. The pre-fab towers being built by AVCO vary in height from 40 to 90 feet. Those over 50 feet are equipped with elevators. The towers at Olympia and Lewiston are 60 feet high, while those at Lewisburg and New Bern are 40 feet.

ARTS III SHIPPED TO ALASKA

ARTS III alphanumeric generating equipment has been shipped to Alaska for installation in the Anchorage ARTCC. The equipment will be used in conjunction with the Murphy Dome long-range radar. This radar is currently used by the Fairbanks Center which is scheduled to be closed down by the end of this year. When the new hook-up is completed, air traffic in the Fairbanks area will be controlled from the Anchorage Center. The equipment for Anchorage includes the same computer used in the ARTS III and an all-digital display system similar to those used at NAS enroute centers in the conterminous U.S. Shakedown for the new system is scheduled to be completed by Dec. 28, 1974.

FSS AUTOMATION EQUIPMENT ON THE WAY . . . The Aviation Weather and NOTAM System (AWANS), an automation system for Flight Service Stations, successfully completed a live Service A test recently and will be ready for installation at the Atlanta Flight Service Station early next year. The tests took place at the manufacturer's plant, E-Systems Inc., in Garland, Tex. The equipment will be tested at Atlanta for about a year, beginning March 1975, to determine if similar equipment will be installed in FSSs nationally. The system will enable FSS specialists to get updated weather and aeronautical information merely by typing a few characters on a keyboard. The information will be displayed on a cathode ray tube. Data will be fed into the system from various sources and will be updated continuously. According to current plans, remote terminals will be located at the FSS in Macon, Ga., at the National Weather Service Forecast Station in Atlanta and at Hangar 1, Inc., a fixed base operator in Atlanta.

MAY GET BUSY AT MIDWAY . . . Chicago's Midway Airport could be handling up to 10 million passengers a year again by the mid 1980s and thereby relieve the projected heavy load at O'Hare International Airport according to a study recently completed for the agency. This could be done, the study found, by shifting 42 percent of Chicago's high density, short-haul flights from O'Hare to Midway over the next decade. Several improvements would be needed to accommodate such a diversion of traffic including upgrading the runways and taxiways, the addition of 4,900 parking spaces and improved access to the airport. To accommodate passengers coming from locations closer to O'Hare and passengers changing to or from long-haul carriers, over half of the Chicago's short-haul flights still would fly from O'Hare.

FEDERAL AWARD NOMINEE . . . The Department of Transportation has nominated Morris Earle, Mary Kay Howlett, Mark Koscak, and Lawrence Pahl of the Great Lakes Management Systems Division for the Tenth Annual Federal Paperwork Management Award. The group is cited for significant achievements in installing an effective paperwork management program in the AGL region. The award luncheon is Oct. 23, at Twin Bridges Marriott Motor Hotel in Washington, D.C. Friends who wish to participate should contact AMS-140 for tickets and further information.

SUPPLY SYSTEM REVISED . . . After approximately 1.5 million requisition cards were revised and replaced at more than 2,000 ordering offices, the new agency supply system went operational on Oct. 1. It was implemented under the project leadership of the Logistics Service, working with the Offices of Management Systems and Accounting and Audit, and was programmed and prototyped at the Aeronautical Center and Southwest Region. Major features include simplified requisition input data and improved integration of the supply system with other property and accounting programs. In spite of the complexity of the change, Logistics officials pointed out that the new system was "go" right on time.

SST IN U.S. SKIES . . . A special flight authorization has been issued by the agency to the French Government to conduct demonstration flights of the supersonic Concorde transport in this country at the invitations of the Airport Commissions of the cities of San Francisco, Los Angeles and Anchorage. The plane is scheduled to land at San Francisco on Oct. 21 and fly to Los Angeles, via Anchorage on Oct. 23. All operations over U.S. territory and within 35 nautical miles of the coastline will be restricted to subsonic speeds.



POSTMARK COMMEMORATES NEW ATCT . . . FAA philatelic enthusiasts who want a copy of the Olympia, Wash., new Air Traffic Control Tower "cachet" still have time to get one. The special postmark will be used for one day on Oct. 27, 1974. To get a copy, send your stamped envelopes to the person who designed the special postmark. He is Don Kelsey, a recently retired airway facilities technician in the Olympia Sector. His address is 521 S. Milroy St. Olympia, Wash. 98502.

FAA REAL PROPERTY OWNED HOLDINGS . . . The annual inventory report of real property owned by the FAA has just been submitted to the GSA and reflects the following changes in FAA holdings from June 30, 1973 to June 30, 1974, both inside and outside the USA.

Category	(Within U.S.)		(Outside U.S.)	
	1973	1974	1973	1974
No. of Installations	5,391	5,640	68	70
Land (Urban/Rural)	61,623.2	59,577.5	--	730.3
No. of Buildings	6,402	6,326	388	343
Floor Area (S/F)	9,756,691	9,917,951	612,856	535,849
Total Cost (In 1,000s)	\$601,720	\$627,458	\$16,434	\$15,181

TEN MORE FOR ENGINEERING PROGRAM . . . Ten new participants have been selected for the FY-75/76 Cooperative Engineer Development Program (CEDP). Those selected and the participating regions and universities are: Fulton F. Cook, Clarence T. Harvey and Robert H. Garnett, Southwest Region, University of Texas at Arlington; Larry Gentry, Western Region, UCLA; Bruce Williamson and Taft Lee, Western Region, California State College, Long Beach; Donald L. Lombard, New England Region, Northeastern University; William Kimber and Allen Steiner, Southern Region, Georgia Institute of Technology; and Leothus Slaughter, Rocky Mountain Region, University of Colorado. One position in the Great Lakes Region and one position in the Eastern Region were canceled. Upon completion of up to two years of training, the candidates will be in a position to take the engineer-in-training examination for conversion to engineering status. For qualification requirements and procedures for applying see Order 3410.10A.

WINNERS AND COMERS IN CFC CAMPAIGN . . . Twenty-three of the 33 Washington offices are winners with over 100% of dollar goals achieved at the halfway point in the campaign. Administrator Butterfield presented Certificates of Achievement for Outstanding Service to four more offices last week: ACR, AED, AEU and ASE; they have completed the campaign with over 100% of dollar goals and 100% participation. Butterfield praised the efforts of those participating in the campaign and urged continued activity in the short time remaining. Robert Bacon, CFC Vice-Chairman, stated that those short of cash would be helped by the payday occurring in the fourth week, but he pointed out that the payroll deduction method continued to be the favorite means of contributing. He added that if the campaign workers could continue their efforts another week and those lagging behind could catch up, FAA has a good chance of bettering last year's record.

BIENNIAL FLIGHT CHECK PROGRAM . . . A videotape program about FAA's new biennial flight review for pilots will be shown this Wednesday, Oct. 23, at 12 noon in the third floor auditorium. The biennial flight check requirement will affect nearly all general aviation pilots. The program, which runs about 45 minutes, is presented for the benefit of pilots in FOB-10A and the other DOT buildings.

HAVE A BALL . . . The FA Club, following up its very successful picnic, will hold its Harvest Moon Ball on Nov. 16, at Andrews Air Force Base, Officers Open Mess, 9 p.m. to 1 a.m. For club members tickets are \$6, singles; \$12, couples--non-members, \$7 and \$14. Buy them from: Helen Larman, x63277; Marilyn Duffy, x63542; Barbara Hinton, x68499; Larry Gross, x68791; Mel Leonberger, x68790; Jim Cancro, 68508; Doris Mangiapane, x63697; Susan Pompell, x63540; Steve Mangiapane, x63290; Joe Gatti, x63994.

DON'T BE A FLOOZY . . . Flu shots are still being given in the FAA third floor clinic. No appointment is needed. Clinic hours are 9:45 a.m. to 11:45 a.m. and 1:45 p.m. to 3 p.m. Inoculations will continue through Nov. 5.

AWARDS AND REWARDS . . . Dulles International Airport presented Special Achievement Awards to Malcolm M. Russell, James P. O'Brien, Owen B. Pearrell, Richard M. Bever, Thomas E. Newman, Henri G. Cloutier, Albert P. Talton, Hosea E. Greene, Frank G. Thorpe, Harold E. Nichols, Sandy Grimes, April McLaughlin, David A. Zapalo, Clarence L. Broy, John Sabanosh, Teena Harrison, Mary Mahoney, Susan VanHoweling, Gary Villers, Raymond Kriss, James Sleeth and Tyrus T. Dawson; Quality Within-Grade Pay Increases to James F. Cannon, Hugh A. Gudger, Carr L. Nalls, Cecil A. Counts, Mary Frances Eley, and Mary Jane Mercer; and Beneficial Suggestion Awards to Herbert C. Nunley, George E. Madigan, Robert E. Glessner, Glenn V. Harwood and Janie Fox.

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

74-44 Oct. 29, 1974

TOP POSTS FILLED

Two career civil servants and a former DOT official have been appointed to top FAA posts. Richard P. Kully, former Director of the Office of Environmental Quality, has been appointed Director of the Flight Standards Service. An Air Force veteran, he holds the Distinguished Flying Cross. Recent director of DOT's Office of Noise Abatement, Charles J. Foster has been named Director of the Office of Environmental Quality. An Air Force veteran, Foster came to the Department in August 1967. Joan B. Barriage has been appointed Deputy Director of the Office of Environmental Quality. Before being appointed to her present job she was Assistant Chief, Aircraft and Noise Abatement Division, SRDS. She is the second woman to reach the post of Deputy Director of an Office or Service at FAA Headquarters.

GOVERNMENT TO UP CONTRIBUTION

INSURANCE PAYMENTS TO BE LESS

Health insurance payments for nonpostal Federal workers will go down on the first of the year, January 1975. As a result, take-home pay will rise by as much as \$71 per year for employees covered by the Aetna high option family plan and as much as \$68 per year for those covered by the Blue Cross/Blue Shield high option family plan. The savings to Federal workers come in spite of the rising cost of this insurance. The reason is that Government is picking up a bigger share of the premium. Effective January 1975, a change in the health benefits law increases the Federal Government's contribution from 50 to 60 percent of the total premiums.

PAY RAISE IN NEXT PAYCHECK

The October pay raise for white collar workers will be reflected in the next pay check--the week of November 4--for FAAers. This raise was effective the first pay period beginning after Oct. 1. That pay period began Sunday, Oct. 13 and ended Saturday, Oct. 26, 1974.

SIEGEL GOES TO JACKSONVILLE

Peter V. Siegel, M.D., former Federal Air Surgeon, moved this month to the Jacksonville, Fla., Naval Air Station where he is chief of occupational health. He held the top medical job at FAA since 1965 when he was made responsible for regulatory and employee medical programs. While at FAA, Dr. Siegel received the DOT Secretary's Award in 1973, the FAA Meritorious Service Award in 1968, the Aerospace Association's Howard K. Edwards Award and was elected a Fellow of the Aerospace Medical Association and the American College of Preventive Medicine.

LONG TERM TRAINING OPPORTUNITIES FOR YOU . . . Long-term training opportunities for the 1975-76 academic year will be announced early next month. Persons interested in these programs should gather academic transcripts and be sure to have an updated SF=171. The long term training programs are: Education for Public Management (offered at Cornell, Harvard, Indiana, MIT, Princeton, Southern California, Virginia, University of Washington); Air Transportation Systems Specialist Development Program (University of California at Berkeley); Career Program for Federal Officials at Mid-Career (Princeton); Air War College (Maxwell Air Force Base, Alabama); Industrial College of the Armed Forces (Ft. McNair, Washington, D.C.). In addition, the FAA has applied for slots at the prestigious Naval War College (Newport, Rhode Island) and National War College (Ft. McNair, Washington, D.C.).

MINORITY FIRM TO DEVELOP ATC SYSTEM . . . A contract to develop a new Meteorological and Aeronautical Presentation Subsystem (MAPS) for enroute centers has been awarded to a minority-owned business firm by the agency. Under the \$277,000 contract, Price, Williams and Associates, Inc., Silver Spring, Md., will be responsible for the design of a computer-based system which will provide controllers with a more efficient means of obtaining and assembling flight support data. MAPS will permit a controller to request specific weather and aeronautical data which will be presented within seconds on a visual display unit at the individual controller position. This system will replace manual compilation of the data and reduce controller workload.

GENERAL AVIATION SURVEY RESULTS . . . The average general aviation (non-airline) flight covers a distance of 236 miles, carries 2.5 persons, and is more likely than not to be made without a flight plan, according to a survey conducted by the agency. This one-time survey, which involved interviews with 40,330 pilots at 213 airports in 38 states, was undertaken to supplement information gathered annually about general aviation flying. The survey showed that flight plans were filed for less than 50 percent of general aviation flights in which the origin and destination were different airports and that 59 percent of the plans filed were for visual flight rules (VFR) operations--the rest for instrument flight rules (IFR).

NEW ILS TESTBED . . . A one-half million dollar contract to build a facility for testing new or experimental Instrument Landing System (ILS) components has been awarded to Ohio State University. The facility, to be built at the Tamiami Airport, near Miami, Fla., will be a complete and fully operational ILS complex into which new or experimental components can be integrated for testing. The facility will also be used to develop new overall performance standards for ILS systems. Among the components to be tested at the facility are five newly developed glide slope antenna arrays. These include end-fire, broadside and multi-element image arrays.

NATIONAL ELECTION AND THE HATCH ACT . . . As election day draws near, employees and supervisors are reminded that the political activities of Federal workers are regulated by the Hatch Act. Despite recent court challenges, the Hatch Act remains in effect and continues to govern the participation of Federal employees in politics. An employee's conduct is also subject to the regulations of his agency. Before you engage in any political activity, check the list of do's and don'ts listed below. For additional information see Fed Facts No. 2 available in your servicing Manpower Division which can also provide advice. Federal Employee rules on political activity:

You May

- Register and vote as you please,
- Assist in voter registration drives,
- Express your opinion about candidates and issues,
- Participate in campaigns where none of the candidates represent a political party,
- Contribute money to a political organization or attend a political fund-raising function,
- Wear or display political badges, buttons or stickers,
- Attend political rallies and meetings,
- Join a political club or party,
- Sign nominating petitions,
- Campaign for or against referendum questions, constitutional amendments, municipal ordinances, etc.

You May Not

- Campaign for partisan candidates or political parties,
- Work to register voters for one party only,
- Make campaign speeches or engage in other activity to elect a partisan candidate,
- Be a candidate or work in a campaign if any candidate represents a national or state political party,
- Collect contributions or sell tickets to political fund-raising functions,
- Distribute campaign material in a partisan election,
- Organize or manage political rallies or meetings,
- Hold office in a political club or party,
- Circulate nominating petitions,
- Campaign for or against a candidate or slate of candidates in a partisan election.

REAL PROPERTY LEASED . . . Of the 187,000 acres rented by the U.S. Government last year, 104,000 acres were used by the FAA according to the annual inventory report recently released by GSA. FAA has 5,824 leases at 1,110 locations. The agency rents 4.7 million square feet of floor space, and FAA annual rental bill for all properties is a little over \$8 million, a small fraction of the total U.S. bill which is \$488 million.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO) DAKAR-2 years-PC-32/74 Manpower and Training Officer, P-4 Gross, \$22,680; Net (free of tax), \$16,542. Applications due in AIA-29 by 12/10/74. Additional information about duties, qualifications, salary, and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

CFC CAMPAIGN ROARING TO CLOSE . . . Administrator Butterfield announced last week that FAA Headquarters has raised 87.5 percent of its dollar goal as of the fourth week of the five week CFC campaign--already better than Headquarters has done in the past two years. Robert Bacon, CFC vice chairman, said Headquarters can still improve on its participation rate in the final week of the campaign. He pointed out that Headquarters is still ahead of the rest of the Department, and with extra effort, can end up that way. Butterfield presented Certificates of Achievement for campaign participation to four more offices: AAD, ASE, ALG and AAM.

GET OUT AND VOTE! . . . Remember to vote for the candidates of your choice on election day, Nov. 5. Employees may be granted an amount of excused absence which will permit them to report for work three hours after the polls open or leave work three hours before the polls close, whichever takes less time off work. Voting hours: Wash., D.C.--7 a.m. to 8 p.m.; Md.--7 a.m. to 8 p.m.; Va.--6 a.m. to 7 p.m.

BUSINESS AND WOMEN . . . In keeping with the spirit of National Business Women's Week, which ended Saturday, the FAA library is continuing its special display of books on the topic. Among the titles available are: "The Silenced Majority," the provocative "The Secretarial Ghetto," "Sex Stereotyping in the Executive Suite," and "Affirmative Action for Women."

CHECKMATE! . . . The FAA Chess Club will conduct chess classes for beginners each Monday, at 11:30 a.m., during November in FOB-10A. These classes will be supplemented with a Thursday seminar/workshop at 5:30 p.m. Classes are open to all DOT employees free of charge; the Chess Club will provide boards, sets, scoring sheets and instructions. Here is the schedule:

Monday, Nov. 4, Class,	11:30 a.m.,	Room 8C
Thursday, Nov. 7, Seminar,	5:30 p.m.,	Room 8C
Monday, Nov. 11, Class,	11:30 a.m.,	Room 8A
Thursday, Nov. 14, Seminar,	5:30 p.m.,	Room 8C
Monday, Nov. 18, Class,	11:30 a.m.,	Room 9A
Thursday, Nov. 21, Seminar,	5:30 p.m.,	Room 8C
Monday, Nov. 25, Class,	11:30 a.m.,	Room 8C

TIDBITS . . . Y'all go to the Harvest Moon Ball (see last week's INTERCOM, Oct. 21, page 4), but remember, no ticket sales will be made at the door. Buy them in advance from FA Club officers.....The Office of Labor Relations has moved from the third floor to the seventh, room 739.

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HEADQUARTERS intercom

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

74-45 November 4, 1974

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590



OFFICE OF
THE ADMINISTRATOR

To All FAA Employees:

Recently, the President affirmed his Administration's dedication to the principles of the competitive civil service system where a person, regardless of race, creed or sex, can be hired on ability and promoted on merit, free from the constraints of political or other extraneous considerations.

The President also lauded the dedication and professionalism of career civil servants and their ability to function effectively under the most difficult circumstances.

My experience with the many conscientious and competent career civil servants at all levels within FAA convinces me that the President's praise is richly deserved, and that the integrity of the civil service system must be preserved.

I ask, therefore, that all those in FAA who are involved in personnel matters rededicate themselves to the vigorous application, both in spirit and letter, of the principles, laws and regulations which sustain this civil service system and assure that it continues to be a vehicle for producing the excellence and dedication which is the life blood of the Government's Executive Branch.

Alexander P. Butterfield
Alexander P. Butterfield
Administrator

AF CAREER STUDY COMPLETED . . . The Airway Facilities Service and Office of Personnel have completed their joint study of career progression related to the Airway Facilities organization. Their findings, which came from the direct participation of over 600 AF employees, have been incorporated into a draft Airway Facilities Career Planning Handbook which is now being distributed for comment. Major changes suggested in the draft handbook include: (1) priority consideration for general facilities and equipment technicians (GFETs) applying for engineering technician positions and for installation technicians applying for lateral transfer into maintenance; (2) establishment of engineering aid positions in the environmental support occupational groups; (3) additional technical training and certification responsibilities for installation technicians; (4) non-competitive promotion of electronics technicians to the GS-9 level; (5) training and career progression for electronics maintenance technicians in one of five specialty fields; (6) technical assistance programs to aid non-professionals in qualifying for engineering positions; (7) creation of a national Engineer Intern Program; and (8) definition of desirable combinations of experience which will be awarded extra weight in selections for technical manager positions.

HARMON TROPHY COMMITTEE . . . Dr. Mervin K. Strickler, Jr., Chief of the Aviation Education Programs Division of the Office of General Aviation, has been made a member of the Harmon Trophy Selection Committee. The Harmon Trophy is given annually for the most significant contribution to aviation. It is customarily presented by the President of the United States.

MURPHY VISITS WHITE HOUSE . . . President Ford personally greeted James T. Murphy, Acting Director of Metropolitan Washington Airports Service, when he visited the White House recently. Murphy's trip to 1600 Pennsylvania Avenue came shortly after he was awarded the National Civil Service League's 1974 Career Service Award in recognition of his service as Director of FAA's Office of Air Transportation Security at the time that anti-hijacking procedures were developed by that office. Named to direct the agency's anti-hijacking effort in 1971, Murphy played a major role as planner, manager and on-the-spot participant in the program. For the complete story of Murphy's role see "The Hijacker's Memesis" in the October issue of FAA World.

NEW VOICE RECORDERS ON LINE . . . The first of the new generation voice recorders was recently commissioned at the Jacksonville enroute center, and similar systems currently are being installed at Miami and Oakland. At Jacksonville, the new high capacity system includes two 152-channel audio recorders, which replace nine 22 channel recorders, a reproducer and ancillary equipment. The new system for recording controller and pilot communications have already been delivered to the Chicago, Minneapolis and Denver centers and are scheduled to be at all NAS centers in 1975.

DOT LOOKS AT NAFEC . . . A party of DOT officials including the National Highway Traffic Safety Administrator recently inspected the facilities at NAFEC with an eye for possible NHTSA use. During the visit the officials sought to determine what facilities and capabilities might be used for automotive vehicle testing. These included the soon-to-be-vacated Air National Guard hangar, the automotive repair facilities and the crash test (catapult) facility. Also examined was the feasibility of testing vehicles on the runways.

QUALITY CONTROL CERTIFICATE AWARDED . . . The agency recently awarded the first Quality Control System certificate to the Texas Instruments, Inc. facility in Plano, Tex. The new quality assurance requirements, reflected by the certificate, were adopted by FAA in May 1974 and apply to contractors providing the agency with ATC equipment, navigation aids and related items for use in the National Aviation System. Under FAA's "Quality System Certification Program," the manufacturer must show that he has a system to assure that all phases of production from initiation of design through manufacture and delivery will be in conformance with the requirements of the contract. T.I. is currently supplying FAA with 40 airport surveillance radars. The contract for this equipment requires a quality control system, and certification was the result of extensive evaluation which confirms that the manufacturer satisfied FAA requirements.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Two years, PC-33/74 Language Officer (Translator), P-2, Gross \$14,780 per annum and Net (free of tax) \$11,346 per annum. Russian must be applicant's mother tongue or the language used for the purpose of education. Ability to write Russian translations with a sound knowledge of syntax and stylistics is essential. A sound knowledge of English is essential. A working knowledge of French or Spanish would be a valuable additional qualification. PC-34/74 Chief, Aviation Medicine Section, P-5, Gross \$28,530 per annum and Net (free tax) \$20,118 per annum. Applications due in AIA-29 by Dec. 20, 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.

INTERNATIONAL FLIGHT INSPECTION MEETING . . . FAA's Europe, Africa and Middle East Region is sponsoring an International Flight Inspection Meeting at Rhein Main Air Base in Frankfurt, West Germany this week. Delegations from 18 nations will participate. Under discussion will be: modernization of flight inspection techniques and equipment; FAA's concept of flight inspection under the centralized Flight Inspection National Field Office (FINFO); all weather and advanced avionic capabilities of the new Sabreliners FAA is buying; and the Microwave Landing System.

GIVE BLOOD THIS FRIDAY . . . The Red Cross Bloodmobile will visit FAA Headquarters this Friday, Nov. 8, in the 5th floor conference room. All healthy employees are encouraged to donate blood to help Headquarters meet its quota. Pledges thus far in FY 1975 are rather low. If the quota is not reached, only those who give are privileged to receive free blood for one year. If the quota is met, all FAA Headquarters employees and their immediate families will be covered. Use the sign-up board on the second floor to make an appointment...give the gift of life.

ACCOMMODATIONS FOR HANDICAPPED . . . FAA Headquarters is interested in making improvements in its facilities to accommodate the needs of physically handicapped employees. For example, possible improvements might be the installation of a ramp on the Independence Ave. entrance to FOB-10A, building special water fountains which are lower than the standard height, and providing "steward service" to carry food trays for the handicapped from the cafeteria line to a table. Physically handicapped employees in FOB-10A and Trans Point are invited to give suggestions for improvements to Carol Arnold, APN-140, x68916.

LEARN TO FLY . . . The FAA Flying Club will hold the first in a series of free ground school classes this Thursday, Nov. 7 at 6:30 p.m. in room 9A of FOB-10A. The course will prepare prospective pilots for the FAA written exam for a private certificate. For more info, call Chalmers Frazer, x68610, or Charles Jones, x63912.

HAVE A HEART . . . "Our Way of Life"--it helps give us heart attacks. Provided by the American Heart Association, this film will be shown in the third floor auditorium this Tuesday and Wednesday (Nov. 5,6) at 11:30 and 12. You shouldn't miss it.

CANCER SELF-EXAMINATION . . . "Cancer Answers," a 24-hour telephone information service of the American Cancer Society, will tell Washington area women how to do breast self-examination through Nov. 30. The number is 462-7000. According to a survey, less than 20 percent of American women perform the self-examination, which should be made once a month.

AWARDS AND REWARDS . . . The Flight Standards Service presented Quality Within Grade Pay Increases to Arthur E. Pearsall, Lottie Green, Ralph H. Noltemeier, Aubrey C. Ellis, Eileen R. Stickley, Richard L. Devereaux, Martha J. O'Connor, Louise C. Oertley, James F. Zahringer and Glenna S. Guido; and Special Achievement Awards to Emil C. Hettich, Bernard Grochal, Robert Allen, Rosetta Thomas, Mary Lou Torrance, Patricia Cavallo, Bernard A. Geir and Billie L. Abram.

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HEADQUARTERS intercom

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

JAK

4-46 Nov. 11, 1974

DEPUTY SECRETARY

The title of the Under Secretary of Transportation has been changed to Deputy Secretary of Transportation. All elements of the Department are instructed to use the new title in all future publications and correspondence as appropriate.

SAVE ENERGY AND \$\$

There's still an energy crisis even though the long gas lines have disappeared. The need to conserve is far from over and by conserving today, we can eliminate future shortages as well as save money. So here's the first in a new series of tips for energy savers. Have your furnace serviced once a year, preferably at this time of year. This could mean a savings of 10 percent in fuel consumption and cash.



THIS YEAR THERE ARE TWO

TOP AF SECTORS OF YEAR PICKED

"We're number one," can be claimed by technicians from both the Dubois, Pa., and Fort Worth, Tex., Airway Facilities Sectors under a new policy whereby national winners in the airway facility sector of the year competition are selected in two categories. Dubois won the top spot for FY 1974 in the General NAS Sector category, and Fort Worth was named number one in the ARTCC Sector category. The Director or Deputy Director of the Airway Facilities Service will present national award plaques to the winning sectors at ceremonies in their respective regions during the week of Nov. 18. Also, each member of the winning sectors will receive a personal certificate of accomplishment. In addition, color photographs of the plaques will be presented to the respective Sector Field Offices. Sectors in both categories were rated on facility performance, sector and personnel management, and manpower/workload factors. The national winners were selected from an elite group of regional nominees which represent the very highest standards of performance in providing essential services to the flying public and in maintaining safety and reliability of the National Aviation System.

REGIONAL DIRECTORS RETIRE

Four top FAA executives have announced that they plan to retire next month. Completing outstanding careers with the agency are Arvin O. Basnight, Western Region Director; Leighton A. Coulter, Central Region Director; Ferris J. Howland, New England Region Director, and Robert O. Blanchard Western Region Deputy Director. Basnight, an Air Force veteran, joined the agency as a Budget Examiner in 1945. During his career at FAA, he held (Continued on page 3)

HE LOST HIS PROPELLOR IN FLIGHT . . . The pilot called "Mayday" and reported that he had lost the propellor of his single engine plane. He was on his way down and controller Richard E. Case of Ontario (Calif.) Approach Control started to guide the crippled aircraft to Chino Airport for an emergency landing. But the plane turned past the Chino heading and Case surmised (correctly) that the pilot had also lost his gyro. The alert controller issued no-gyro vectors and rolled the aircraft out on a heading for Corona Airport--by then the more convenient landing spot. The pilot landed safely although his windshield was obscured as a result of an oil leak, and emergency equipment was standing by because Case, in addition to everything else, had alerted the airport manager. During the month of October, 249 flight assists were reported--118 by flight service stations, 109 by towers and 22 by centers. There were a total of 357 people reported on board the aircraft involved.

NOVEMBER FAA WORLD HAS A SPECIAL TREAT . . . With the oil pipeline construction underway, "Alaska--The Last Frontier Is Booming," we take a long look at its impact on aviation. ...a pair of air shows get the once-over in "Reunion at Oshkosh" and "Good Show!"...FAA's program for better aviation-community relations gets a push in "Pulling Together for the Airport" and "Creating Image-Builders"...not least are your regular features: Federal Notebook, Heads Up, Faces and Places, Direct Line and Small World.

MORE MILES PER GALLON . . . A 40 to 60 percent improvement in the average miles per gallon of 1980 automobiles as compared to 1974 vehicles is possible, according to a joint report submitted to Congress last week by the Environmental Protection Agency and the Department of Transportation. A 40 percent improvement would mean an increase in miles per gallon of cars sold in this country from an average 14.0 mpg for 1974 vehicles to an average 20.3 mpg for 1980 model cars. And a 60 percent improvement would boost this figure to an average 22.2 mpg, the report says. The more modest 40 percent improvement translates into money savings of \$4.5 billion per year.

GROUP II TCA EFFECTIVE THIS WEEK . . . The first Group II Terminal Control Area (TCA) to go into operation since May was scheduled to become effective Nov. 11. This brings the total number of operational Group II TCAs to nine. 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, Houston, Cleveland, Detroit and Pittsburgh.

ENROUTE CENTERS FEATURED . . . Featured in the November Air Line Pilot magazine is an article on FAA enroute centers. The article is aimed at increasing pilot understanding of the center environment since the introduction of automatic flight data and radar data processing.

HEALTH BENEFITS OPEN SEASON . . . The annual health benefits open season will run from Nov. 15 through Nov. 30, 1974. During open season, an eligible employee not currently registered in any of the medical insurance plans within the Federal Employees Health Benefits Program may enroll in a plan. An enrolled employee may change from one plan or option to another, or from self only to self and family, or a combination of these. Employees not wishing to make a change need take no action during the open season. All employees should be provided with two open season items: a brochure entitled Open Season Instructions And Information About Plan Changes Effective January 1, 1975, and a Premium Rates sheet advising of the bi-weekly premiums for the various plans. Any employee who has not received this material by Nov. 15 should ask his or her supervisor to request it from the servicing Manpower Division.

BRIEFING ON UPGRADED THIRD ATC SYSTEM . . . An industry briefing on the enroute computer software development requirements for the Upgraded Third Generation Air Traffic Control System (UG3RD) has been scheduled by the agency for Nov. 22 at Headquarters. The present NAS Stage A enroute automation system, now in the final implementation phase at the 20 NAS centers in the continental U.S., provides automatic printing and routing of flight plan data as well as direct radar readout of aircraft identity, altitude and other data. The UG3RD system is based on an evolutionary expansion of the present enroute computer capability at the 20 centers to perform additional air traffic management functions such as predicting traffic conflicts and suggesting ways to resolve them.

DIRECTORS RETIRE (Continued from page 1) . . . various top jobs including Southern Region Director and Associate Administrator for Programs. Coulter joined the agency in 1946 as an Aviation Safety agent after serving in the U.S. Navy. Before being appointed Central Region Director, he was Deputy Director, Southwest Region and Director of the Aeronautical Center. Howland began his FAA career as a Supervisory Air Traffic Control Specialist in Kansas City. He came to Washington in 1956 as an ATC specialist and was appointed Deputy Director of the Air Traffic Service in 1968. Blanchard was a United Air Lines pilot before joining the agency as a Senior Airway Flight Inspector and Air Carrier Inspector in 1942. Before being transferred to the Western Region, he was Deputy Director of the Southern Region.

FAA HANGAR GUTTED . . . One of the agency's flight inspection DC-3 aircraft was destroyed last week when the FAA hangar at Anchorage, Alaska, International Airport was gutted by fire believed to have been caused by sparks from a welder's torch. Also lost were spare parts, avionics and other pieces of equipment as well as a YS-11 and a Lockheed Electra owned by Reeves Aleutian Airlines which rents part of the hangar. According to late reports, the fire is not expected to impair FAA operations in the area since the Air Force has already given the agency hangar space at near-by Elmendorf AFB.

WOMEN'S COMMITTEE FORMING . . . On November 22 there will be a meeting to discuss the formation of a new FAA Women's Program Committee. The meeting will deal with objectives, organizational structure and activities. All interested FAA employees are urged to attend this meeting which will be held in conference room 6ABC at 12:30 p.m. Ann Peavey, AMS-620, will serve as acting chairperson for the meeting.

NOONTIME BRIEFING . . . The third Noontime Informative Briefing has been rescheduled for Nov. 26, in 6ABC, 12:20-1:00 p.m. Frederick A. Meister, Acting Associate Administrator for Policy Development and Review will be the speaker.

HANDSOME PRINCES AND CINDERELLAS ARE REQUESTED . . . The FA Club Harvest Moon Ball is fast approaching, and all Headquarters employees are invited. The affair is set for Nov. 16 at Andrews Air Force Base Officers Open Mess, 9 p.m. to 1 a.m. For FA Club members, tickets are \$6 for singles, \$12 for couples; non-members: \$7 and \$14. Buy tickets from club officers: Helen Larman, x63277; Marilyn Duffy, x63542; Barbara Hinton, x68499; Larry Gross, x68791; Mel Leonberger, x68790; Jim Cancro, x68508; Doris Mangiapane, x63697; Susan Pompell, x63540; Steve Mangiapane, x63290; Joe Gatti, x63994.

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

WASHINGTON, D.C. 20590

Dear Fellow FAAers:

It is not often that I am able to get together and chat with you on an informal and unofficial basis; however, I would like to take this opportunity to relay my feelings to you concerning an organization within our midst which is dedicated totally to serving FAA/DOT employees. You're right--I'm writing about our Federal Aviation Club.

The goal of the F. A. Club is to promote the welfare of and good fellowship among the FAA/DOT personnel by providing facilities for their education and physical development and by aiding and encouraging their participation in social, educational, recreational and cooperative activities.

I fully support the workings of the Club and encourage all of you who are not members to join now. The cost of membership is minimal compared to the savings, pleasure and convenience you will receive in return.

See you there!

Sincerely,

Alexander P. Butterfield
Alexander P. Butterfield
Administrator



OFFICE OF
THE ADMINISTRATOR

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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74-47 Nov. 18, 1974

NEW ASSOCIATE

Appointed Associate Administrator for Administration last week was Charles E. Weithoner who had previously served two years as Deputy Associate Administrator and was Special Assistant to the Associate Administrator from July 1964 to February 1967. After completing that job, he returned to the Department of Transportation where he most recently served as Deputy Director of Management Systems and before that Deputy Director of Personnel and Training in the Department. In 1972 he came back to FAA as Deputy Associate Administrator. He was awarded the Dot Exceptional Service Award in 1969.



FOUR PLANES ON LINE

JETS START INSPECTION FLIGHTS

The first of the new FAA jets--the Jet Commanders--have begun to take over flight inspection duties from the reliable, but aging, DC-3s. Four of the jets now are actively involved in flight inspection from Flight Inspection Field Offices (FIFOs). Two are operating from Oklahoma City and two from NAFEC, where all four of these jets are eventually slated to be stationed. Although the new planes are being used only on a limited basis while the on-board computers are programmed for flight inspection, some DC-3s already are being pulled out of service, though not yet up for sale. Eventually all of the "Threes" will be replaced by a fleet of five Jet Commanders and 15 Sabreliners. The new 400-knot planes will accomplish about twice the workload of the DC-3s which have carried most of the flight inspection workload to date. Primarily responsible for the improved efficiency of the new planes is the jets' higher speed and the computerized flight inspection system.

ATC VIA SATELLITE

Last week, for the first time in history, an aircraft was given routine air traffic control instructions via aeronautical satellite relay. This happened when Erroll Porter, an ATC demonstration project controller at NAFEC, issued a route change to an FAA KC-135 aircraft during a test using the ATS-6 satellite. The tests, designed to demonstrate the feasibility of such communications, took place when the plane was about 2,000 miles away, approximately 365 miles west of the Azores. At the same time, Kenneth Weinbrecht, an oceanic sector controller in the New York ARTCC, spoke to the aircraft. This was the first time a controller on duty at an ATC facility had spoken to a plane via the satellite. Weinbrecht's voice was telephone patched into the (Continued on page 3)

RAIN OR SHINE . . . The agency has awarded a contract to a minority business firm, Input Output Computer Services, Inc., for a study of FAA's Limited Aviation Weather Reporting Station (LAWRS) system. Under the contract, the Cambridge, Mass., firm will study and evaluate the LAWRS weather data collection and dissemination system and formulate recommendations for more efficient operating procedures. The contractor also will analyze alternative automation techniques while assessing their impact on the system, evaluate the cost efficiency of alternative system procedures, make recommendations for hardware and software system components and provide technical data to FAA for use in implementing system improvements. The agency operates a network of more than 100 LAWRS around the country for use by controllers, pilots and airplane operators.

MILESTONE FOR GADO CHIEF . . . What may very well be a record was set recently by Allentown, Pa. GADO chief John Doster when he gave his 1,000th jet flight test to a young company pilot from Hagerstown, Md. The pilot, it turned out, happened to be the son of an FAAer, George Marville, a general aviation operations inspector at the Philadelphia GADO. Doster, who goes back 40 years in the flying business, has accumulated almost 20,000 hours flight time to date. His total number of flight tests given is near the 5,400 mark, and he has participated in almost 1,500 aircraft accident investigations. Doster has been with the agency since 1941 and has been chief of the Allentown GADO since 1966.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL-2 years: PC-35/74 Aviation Forecasting Officer, P-4, Gross U.S. \$22,680 per annum and Net (free of tax) U.S. \$16,542 per annum. Applications due in AIA-29 by 12/2/74. 2 years: PC-36/74 Systems Development Officer, P=3/P=4, Gross U.S. (P=3) \$18,410 per annum and Net (free of tax) \$13,766 per annum. Gross U.S. (P=4) \$22,680 per annum and Net (free of tax), \$16,542 per annum. Applications due in AIA-29 by 1/6/74. 3 years: PC-37/74 Assistant Recruitment Officer, P=2/P=3, Gross U.S. (p=2) \$14,780 per annum and Net (free of tax) \$11,346 per annum. Gross U.S. (P=3) \$18,410 per annum and Net (free of tax) \$13,766 per annum. Applications due in AIA-29 by 12/6/74. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

USE RAISE FOR SAVINGS BONDS . . . The Interdepartmental Savings Bonds Committee is encouraging Federal employees to spend some of the recent raise on U.S. Savings Bonds. In this way employees can save the painless way by signing up for Bonds under the payroll deduction plan before they get used to the fatter paychecks. If you follow these suggestions, you will have the money for vacations, education, new homes and all the other good things that make for a happy life.

ATC VIA SATELLITE (Continued from page 1) . . . Experimental Oceanic Air Traffic Control Laboratory at NAFEC and relayed from there to the NASA ground station in Rosman, N.C., where it was flashed to the satellite and from there to the plane over the Atlantic. Commenting on the quality of the direct voice contact, Weinbrecht said, "This is the best I've had in four years experience working oceanic air traffic control." The experimental oceanic lab at NAFEC is the ground test facility for the ATS-6 ATC communications demonstrations. The tests are a joint effort involving the U.S., Canada and the European Space Research Organization (ESRO).

LONG TERM TRAINING . . . December 2, 1974 is the application deadline for the 1975=76 academic year Long Term Training Opportunity Programs. These programs include: Education for Public Management (offered at Cornell, Harvard, Indiana, MIT, Princeton, Southern California, Virginia and University of Washington); Air Transportation Systems Specialist Development Program, University of California at Berkeley; Career Program for Federal Officials at Mid-Career, Princeton; Air War College (Maxwell Air Force Base, Alabama); and Industrial College of the Armed Forces, Ft. McNair, Washington, D.C. In addition, the agency has applied for slots at the prestigious Naval War College, Newport, R.I., and the National War College, Ft. McNair, Washington, D.C. Interested employees should consult Notice 3155.1, which was recently distributed to all supervisors, for guidance on how to apply. Since post-program assignments may require relocation, applicants should include a declaration of mobility.

DRUG ABUSE - IT'S DANGEROUS . . . The FAA Drug Awareness Committee has obtained an informative checklist which may be helpful for parents, employees, and supervisors to become alert to the symptoms and dangers of drug abuse. Here are some common symptoms to check for Change in work or school attendance, discipline and grades--unusual flare-ups or outbreaks of temper--poor physical appearance--wearing of sunglasses at inappropriate times to hide dilated or constricted pupils--long sleeve shirts worn constantly to hide needle marks--change in the character of work (or homework) accomplished--sly or secret behavior regarding drugs and possessions--association with known drug abusers and rejecting old friends--disappearance of clothing and personal belongings from home--spending unusual amounts of time in locked bathroom--inhabiting odd places such as closets, storage rooms, etc. to take drugs...The entire checklist, prepared by Drugs Package, Inc., is available by writing to the Washington INTERCOM, AIS-300, FAA, 800 Independence Ave., Washington, D.C. 20591.

LAS VEGAS, NEW GROUP II TCA . . . The new Group II Terminal Control Area referred to but not identified in last week's INTERCOM was at Las Vegas. The TCA there became effective on Nov. 11, 1974.

HEALTH BENEFITS OPEN SEASON . . . This is a reminder to Washington Headquarters employees that the Health Benefits Open Season is from November 15-30, 1974. During this time, any eligible employee may enroll; or an enrolled employee may change from one plan or option to another, or from self only to self and family, or any combination of these. To conserve paper, health benefits plan brochures for 1975 will not be generally distributed. Only the following material will be distributed to all employees: a list of the bi-weekly premium rates; an open season instruction pamphlet (BRI-41-117) which describes the changes of all plans in 1975; and a new comprehensive health plan brochure, "University Affiliated Health Plans, Inc., Washington, D.C." If you wish to enroll in a plan or make any of the changes listed above, you must complete a Standard Form 2809, "Health Benefits Registration Form." These forms may be obtained from your administrative office or from the Office of Personnel. A display table has been set up in the personnel office reception area, room 512, which contains: various health plan brochures; blank SF 2809's; and a prominently labeled box for depositing completed SF-2809's. Employees not wishing to handcarry the completed SF-2809 to room 512 may mail them to the Employment Branch, APN-155, attention Sherrie Angel. The completed SF 2809 must be received in APN-155 before the close of business on November 29. We ask your cooperation in making desired changes as early as possible after November 15. New enrollments and changes in current enrollments elected during the open season will normally become effective January 5, 1975. Questions about the health benefits program should be made to the Employee Management Relations Branch, APN-140, x68916.

GOVERNMENT-INDUSTRY DATA EXCHANGE PROGRAM . . . A special presentation of the Government-Industry Data Exchange Program (GIDEP) will be held on Tuesday, November 19 in Room 2230 of the Nassif Building from 9:00 a.m. to 2:30 p.m. GIDEP is a cooperative activity between government and industry participants which provides a means to automatically exchange certain types of technical data essential in the research, development, production, and operational life cycle of systems and equipments. The presentation will be given by personnel from the Naval Fleet Missile Systems Analysis and Evaluation Group, Corona, California. Call Ed Kaputa, ARD-350, x64585, if you desire to attend.

WOMEN'S COMMITTEE . . . The meeting on the new FAA Women's Program Committee will be held this Friday, Nov. 22 at 12:30 p.m. in conference room 6ABC. Do not miss this opportunity to participate in the formulation of WPC's organizational structure, objectives and program activities. All interested FAA employees are urged to attend the meeting.

CLOTHING FOR KIDS . . . Got any "Clothing for Kids"? If you do, and it's in good condition, bring it to the collection box in the lobby of your building: FOB-10A, Nassif or Trans Point. Secretary Brinegar has pledged full support of the Department in this community program, which runs Nov. 15 to Dec. 30, so look around for good used kids' clothing and bring it in.



HEADQUARTERS intercom

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

4-48 Nov. 25, 1974

PERSONNEL APPOINTMENTS

Appointed Director of the Office of Personnel and Training last week was F. E. Whitfield who had been Deputy Director of that office. Prior to that appointment, he was in the Executive Development Program and before that Chief of the Manpower Division in the Southwest Region. A one time Weather Bureau employee, Whitfield is a U.S. Navy veteran. He joined the agency in 1961 as Chief of the Compensation Branch, Personnel Division, Central Region. Donald B. Rock, who previously served as Director and before that as Deputy Director of the Office of Management Systems, has been appointed Deputy Director of the Office of Personnel and Training. Before being appointed Deputy Director of MS, Rock held several other top jobs in that office, including Chief, Data Systems Division. A U.S. Army veteran, he joined the agency in 1961 as a supervisory digital computer analyst.

TO GET SPECIAL CITATIONS AND CASH AWARDS

FOUR HONORED FOR FLIGHT SAVES

Four air traffic control specialists from three different facilities have been honored by the agency for giving outstanding assistance to airborne persons in trouble over the past year. They are Richard C. Gardner, Tallahassee, Fla., Tower; Vernon L. Gray and Darrel E. Scheidegger, Arcata, Calif. Flight Service Station; and Charles R. Bliss, Kenai, Alas., Flight Service Station. Each winner will receive a special citation and cash award at ceremonies scheduled for Dec. 4, at Washington Headquarters. Gardner, who is an instrument flight instructor, talked to a lost, disoriented pilot for two hours. Finally, the dynamic controller arranged with the police and fire departments to block off part of an interstate highway and talked the pilot down to a night landing on the highway, which by then was lined with the lights of police and emergency vehicles. Specialists Gray and Scheidegger teamed up to reassure and help a pilot who had inadvertently gone into a spin in deteriorating weather. The pilot was suffering from vertigo when the specialists told him to let go of the controls and allow the plane to right itself. After the pilot established visual contact with the surface, the specialists guided him to a safe landing at Arcata Airport in spite of extremely bad weather. Bliss was (Continued on page 3)

AF COMES UP WITH FIX

For doing in two weeks what might be expected to take a year, eight Airway Facilities Service electronic engineers and one engineer from NAFEC have received Special Achievement Awards. Controllers at Indianapolis and other enroute centers were getting erroneous displays of radar target information. That's when the engineers went to work and in less than two weeks developed, tested and installed a major modification to the radar data processing equipment at Indianapolis. (Continued on page 2)

THE "FIX" (Continued from page 1) . . . This modification involved 11 printed circuit boards and over 500 wiring changes. As a result, targets which previously blended together on the controller's scope were separated. The engineers also solved a second problem which was related to improper grounding. Receiving the awards were: Charles E. Baxter, Louis L. Olsen, Ronald I. Cowles, Henry M. Federlin, William C. Swanseen, Glenn L. Waugaman, C. Robert Wright and Gerald Thompson, all from the Airway Facilities Service in Washington, and Harry Fox from NAFEC.

BUTTERFIELD TALKS OUT . . . Administrator Butterfield called on FAAers "to be very open, very proud and stand tall," in his most recent candid talks to Headquarters employees. He emphasized that we are the Federal agency responsible for U.S. civil aviation safety and promotion. During the series of one hour talks he outlined the organizational changes and achievements made since he became Administrator, and went on to enumerate the agency's goals and objectives which he listed as: safety; minimizing the accident rate; security; productivity; U.S. leadership in world aviation; preservation of the environment; effective use of energy; increased emphasis on hiring women, minorities and young people; assuring that aviation fulfills its role in the overall transportation picture; increased public understanding and increased involvement of state and local groups in aviation. Speaking informally and without notes, he said he hopes to give similar talks about every six months.

ALL ABOUT MAINTENANCE . . . The Airway Facilities Service is currently developing a computer program that will collect and disseminate maintenance information about FAA facilities throughout the National Airspace System. The program, called MARS for Maintenance Oriented Reporting System, will use the sophisticated computers already installed at the 20 NAS enroute centers as collection and dissemination points. Included in the information available from the system will be system histories which a technician can refer to when correcting a failure and schedules for preventive maintenance. The reporting system also will keep track of daily outages. Currently under development at NAFEC, the system is based on preliminary program development and testing done in the Western and Great Lakes Regions.

BEWARE OF GIFTS . . . With the holiday season again upon us, employees should keep in mind guidelines in connection with acceptance of gifts from persons having dealings with the Department of Transportation. Regulations prohibit the acceptance of gifts or favors of monetary value from a person who has or is seeking business or financial relationships with the Department, conducts operations regulated by the Department or has interests that may be substantially affected by the performance or nonperformance of an employee's duties. Exceptions to this general policy are provided for when the gift or favor is motivated by a family relationship or when it involves food or refreshments of a nominal value made in connection with a business meeting. For full details, see Order 3750.3A or check with your servicing Manpower Division.

ANNUITY GOES UP NEW YEAR'S DAY . . . There will be an annuity increase of 7.4 percent effective Jan. 1, 1974, the Civil Service Commission announced last week. Eligible for the increase are all Federal workers on retirement rolls on the first of year. Those who retire after Dec. 31, 1974 will receive the higher of: (1) an annuity computed on their service up to Dec. 31 plus the 7.4 annuity increase; or, (2) their earned annuity computed on their total creditable service to the date of retirement.

CENTER AUTOMATION MOVES AHEAD . . . Three more enroute centers are scheduled to go operational with Radar Data Processing before the end of the year. The Atlanta Center is expected to successfully complete its Operational Readiness Demonstration (ORD) this week while Washington and New York are scheduled to go operational around mid-December. This computer-based system electronically writes out aircraft altitude and identity directly on the radar scope for controllers to read. This equipment has already been commissioned at Los Angeles, Kansas City, Cleveland, Oakland, Fort Worth, Indianapolis, Memphis, Seattle, Denver, Jacksonville and Chicago.

FLIGHT SAVES (Continued from page 1) . . . on duty at the flight service station when he received an electrifying call. A passenger in a single engine float plane radioed that the pilot apparently had suffered a heart attack. Bliss' job was to direct the passenger, who had very little flying experience, to a suitable landing place and talk him down. A pilot himself, Bliss was able to explain the use of flaps and float plane landing techniques. The landing was successful and the passenger was unhurt. Unfortunately the stricken pilot was dead.

PERFORMANCE MEASUREMENT SYSTEM FOR MAJOR AIRPORTS . . . A Performance Measurement System (PMS) has been designed by the Operations Research Branch of the Air Traffic Service Executive Staff and was recently implemented at six high density airports, Atlanta, JFK and LaGuardia in New York, Philadelphia, Washington National and Chicago O'Hare. The PMS indicates, on a daily basis, how well these airport facilities utilize their runway capacities during high demand hours. It allows analysis of delay data to determine what causes delays and keeps these airports from fully using their capacities. Data is reviewed daily by FAA management. The major element of the PMS involves a comparison of hourly actual runway operations against an hourly runway capacity standard. This benchmark is the total number of runway operations that can be expected for various runway configurations under existing weather conditions. ATS Operations Research Analysts developed these standards using research techniques and through discussions with the field facilities. The PMS program will be expanded to cover a total of 16 airports by the end of January 1975.

CHESS TOURNAMENT . . . The FAA Chess Club will hold a three-class chess tournament open to all DOT employees this Saturday, Nov. 30, from 7:30 a.m. to 6:30 p.m. in FOB-10A, conference room 8AB.

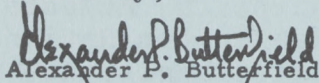
YOU DID BLOODY WELL... . . . To paraphrase Bob Hope, Thanks for the blood... FAA medical staff in the Headquarters clinic express their thanks for the 101 pints of blood donated by employees recently when the Red Cross Bloodmobile visited the building. The clinic advises that more than half of Headquarters' 500-pint quota is still needed before the end of this fiscal year. Instead of waiting for the next Bloodmobile visit, sanguine employees can take a free bus ride to the Red Cross downtown any Thursday at 9:30 a.m. Call the clinic on x63252 to make arrangements.

DISCOVERING NATURE . . . Stephanie D. Porteous, a grandmother who wanted to be around children, made her wish come true and got a Certificate of Appreciation for her efforts. Porteous, a secretary with the Air Traffic Service Weather Staff, is a volunteer worker in the "Discovery Room" of the Smithsonian Institution's Museum of Natural History. There, children accompanied by parents may touch, pick up and examine a variety of nature's creations, from petrified wood and fur pelts to cotton plants and stuffed iguana. Mrs. Porteous and other volunteers help the children by finding material and explaining what it's all about. The Smithsonian, which gave Mrs. Porteous the certificate, would like to hear from others interested in this volunteer work. Call Peggy Mahood on 381-5546, or the Discovery Room, 381-5985.

Fellow Washington FAAers:

We all have reason to be proud of our contributions to this year's Combined Federal Campaign. We reached 91.6% of the Headquarters goal, up 5% from last year. Charities in the Washington Metropolitan area thus will have our \$175,117 in donations to help feed and care for the poor, sick, elderly and physically handicapped. You have shown to your fellow government workers, the CFC and the public that FAA employees are compassionate and understanding. On the eve of this holiday season, I'm certain the recipients of your generous contributions are grateful and appreciative for your help.

Sincerely,


Alexander P. Butterfield

Administrator

YOU CAN BATTLE THE FUEL SHORTAGE . . . Here's an opportunity to save fuel, reduce wear and tear on your auto and your nerves, and also cut your insurance rates. Efforts are being made to charter a licensed bus serving the St. Charles/Waldorf, Md. area. If you live in this area and would enjoy a relaxed ride directly to and from FOB-10A daily, please contact contact Pat Myers, x63893, or Peggy Morales, x68018.

CORRESPONDENCE COMES HOME . . . Effective November 21, the Congressional Correspondence Branch of the Office of Information Services, previously located in room 1001, will be in room 912. Telephone numbers 426-7818 and 426-7819 will remain in use.

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HEADQUARTERS intercom

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

74-49 Dec. 2, 1974

AERO CENTER EXEC

Calvin H. Davenport has been appointed Deputy Director of the Aeronautical Center in Oklahoma City. He comes to the job after spending over three years as Chief of the FAA Depot, one of the principal facilities at the Center. Davenport joined the agency in June 1959 as chief of the Cost Accounting Branch at the Aero Center. He is a graduate of Oklahoma City University.

LUNDQUIST RETIRES

Associate Administrator for Engineering and Development, Gustav E. Lundquist, retired from FAA last month. A retired Air Force Brigadier General, he joined the agency in 1969 as Director of the National Air-space System Program Office (NASPO). During his five years with the agency, he received the FAA Meritorious Service Award and the DOT Award for Meritorious Achievement.

RECOMMENDATIONS GIVEN TO MANAGEMENT

ATCS GROUPS MEET AT HQ

"Reverse handoffs" between automated facilities and the national beacon code allocation were two of the recommendations discussed by controllers during the ninth annual Controllers Operations and Procedures (COPCOM) meetings which were held in Washington at the same time as the FSS Operations and Procedures (FSSCOM) meetings. The conferences, held as part of the continuing program to provide firing line employees with a direct line to top levels of agency management, lasted two weeks and ended on Nov. 22. The agendas of the two separate meetings related to the participants' actual work at facilities throughout the country. In all, the flight service station specialists came up with 157 recommendations while the controllers discussed 88 items. (Continued on page 3).

WEATHER INFO CUTS ACCIDENTS

According to a study conducted by the Aircraft Owners and Pilots Association (AOPA), general aviation safety has substantially improved in three western states where FAA has instituted Enroute Flight Advisory Service (EFAS) which gives pilots direct radio information about weather from specially trained flight service station specialists. AOPA said that during the study period, weather-related general aviation accidents which resulted in fatalities decreased 9.09 percent in California, Washington and Oregon where the service is available. During the same period, weather-related fatal accidents increased in Eastern states where the EFAS service is not operating. An increase in general aviation activity in the three Western states during the study period was not reflected in the final figures, but, according to AOPA, this increase would indicate an even more favorable result from the EFAS service.

USER TAXES PROPOSED . . . President Ford last week announced a legislative package was going to the Congress proposing the collection of departure fees from general aviation aircraft to support FAA terminal air traffic control services. Congress also was asked to remove the current prohibition against the collection of administrative fees to pay for FAA certification and licensing activities. Proposed was a \$10 departure fee at airports providing radar based air traffic control services and a \$5 fee at airports with non-radar towers. Touch-and-go operations, usually associated with training, would be exempt from fees. The proposed administrative fees would be charged for type and production certificates, airworthiness certificates, and pilot certificates, among other things. Charges for certificates would vary. For example, \$160 to \$400 might be charged for an airworthiness certificate while the fee for a private pilot certificate could run from \$12 to \$75 as currently envisioned.

MORE ARTS II ORDERED . . . Another step toward ATC automation was taken last week when the agency purchased 22 additional automated radar terminal systems (ARTS II) from the Burroughs Corp. of Paoli, Pa. This is the second buy of this equipment. The first, in August 1974 was for 47 systems. The units will be installed at radar-equipped airports where traffic volume does not warrant the more highly automated ARTS III equipment. The ARTS II uses a mini-computer to provide air traffic controllers with direct radar readouts of flight information such as aircraft identity and altitude directly on their radar scopes. Delivery of the 22 additional systems is scheduled to begin in August 1977, following delivery of the original 47.

WHAT PLANE IS THAT ? . . . The agency has issued a proposed rule which would change the size and location of registration markings on fixed wing aircraft to make it easier for people on the ground to identify aircraft violating minimum altitude requirements or noise abatement procedures. Under the proposal, owners of fixed wing aircraft would be required to display 18-inch identification markings ("N" numbers) on the lower surface of the left wing. Aircraft that are newly marked or repainted would be required to display the new marking six months after the rule becomes effective. All other aircraft would have to comply within five years of the effective date.

CURL UP WITH DECEMBER FAA WORLD in this chilly use-it-or-lose-it-leave season. For openers, read about "Mr. FAA' (or Ms.)-- the local coordinators who speak for the agency..."And Then There Were None" is about the decommissioning of the last LFR..."Uninterruptible Power"--protection from power outages is starting into the centers..."The Convincer" for one pilot is trying out a self-briefing terminal...WW II equipment is "Recalled to Duty" for studying aircraft noise...the last of "The Eyes Behind the Eyes"--SMMC--goes on line at the centers..."Word Search"--a puzzler for technicians. You'll also find Direct Line, Faces and Places, Federal Notebook and Heads Up.

ATCS GROUPS MEET (Continued from page 1) . . . Credited with much of the success of the meetings were the chairmen: Ron Rooker of the Columbus, Ohio, Tower and Harold Smith of the Seattle Center at the COPCOM sessions and Gordon Thompson of the Wichita Falls, Texas, FSS, at FSSCOM meetings.

CONFLICT ALERT PROGRAM TESTING . . . The NAS Stage A conflict alert sub-program was delivered to the Kansas City enroute Center last week. This program, which operates with the computers already installed at the centers, alerts the controller when the computer predicts that less than standard separation is about to occur between two or more planes in high altitude sectors. The data blocks which are associated with the planes in question on the controllers' scope begin to blink. Usually these data blocks spelling out such things as the plane's identity and altitude are steadily illuminated while they follow the appropriate target across the radar scope. After the program is checked out in high altitude sectors at Kansas City, field evaluation of the program will take place at the Fort Worth and Denver centers. Depending on the evaluation results, the program's implementation at other centers will begin, based on available computer capacity.

FARs COMING APART . . . Soon more Federal Air Regulations (FARs) will be available in parts. By the end of the month, the 45 parts in the first nine FAR volumes are expected to be available in the individual part format. The last two volumes are currently being prepared for the printer. If the conversion schedule continues at the present pace, these are expected to be available by early spring.

FAA CUTS CHANCES FOR BIRD STRIKES . . . In order to minimize the hazards of birds to airport operations, the agency has issued guidelines aimed at banning the location of bird-attracting garbage dumps or sanitary landfills within 10,000 feet of airport runways used by turbojet aircraft and within 5,000 feet of those used by piston-engine aircraft. Large concentrations of birds increase the potential for aircraft bird strikes, which can damage critical control surfaces, or enter turbine engines and cause power losses. In an order to FAA facilities throughout the country, agency personnel have been instructed to inform local airport operators that garbage dumps or sanitary landfills located closer than the prescribed distances constitute an incompatible land use and should be closed.

URGENT REQUEST-ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is seeking qualified applicants for two positions in Cairo, Arab Republic of Egypt. Salary for both positions will be set at Level 4, Step 1, Gross U.S. \$22,680 and Net U.S. (free of tax) \$16,542 per annum. 3 years: Aircraft Electrics/Instruments Expert, and 1 year: Aerodrome Electro-Mechanical Expert. Applications due in AIS-29 by 12/13/74. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

HIRE THE HANDICAPPED . . . FAA Headquarters has developed an affirmative action plan to hire, place and train handicapped persons. The agencywide Coordinator for this year's Program is Thelma Brown, APN-30, x63438. Thelma is anxious to receive any comments or recommendations that will effect a successful campaign. Program developments or interest will be publicized on a continuing basis.

SECURITY REMINDER . . . All the security precautions and that "ounce of prevention" which employees should take normally during the work year are especially appropriate for this holiday season. Here are precautions employees should take to reduce the possibility of thefts or other crimes. o Each evening secure all easily concealed items of government property, particularly hand-held and small, desk electronic calculators. o Keep your purse or wallet with you or locked up at all times. Do not leave it unattended even for a brief period. o Do not leave money or valuables in your office overnight. o If you bring your shopping items to the office, give them the same protection you afford your other personal property. o Remove wallets, keys and any valuable items from coats on clothing racks. o Make sure coat racks are well within controlled office areas, not close to the exterior doors or in open hallways. o Require all unknown persons who appear in your office to identify themselves. o If you have items which you wish to leave in your parked car, lock them in the trunk. o Don't leave your small parking identification card in your car. o If you observe any suspicious persons or activities in any of the DOT parking areas, immediately notify the parking attendant. o Report at once to TAD-50 any losses, thefts or other unusual activity you may experience or witness. o Emergency telephone numbers to remember:

- | | |
|---|---------------------------------------|
| -Office of Investigations and Security,
TAD-50 (64677) | -Metropolitan Police Dept. (626-2861) |
| -Guard Office, Nassif (62626) | -Dispensary, Nassif (61140) |
| -Guard Office, FOB-10A (13-20423) | -Dispensary, FOB-10A (63252) |
| -Guard Office, Trans Point (69154) | -Dispensary, Trans Point (69111) |

WATCH YOUR STEP . . . If you haven't already noticed, walking on the wooden planking covering the nearby subway construction can be hazardous to your health. Ladies wearing shoes with narrow heels should be especially wary; there have already been several reports of nasty spills and one broken ankle.

TALK YOUR WAY OUT OF WORK? . . Try dictating more! A three hour "Dictating for Managers" course will be offered for the first time in December by the Training & Career Development Branch, APN-130. If interested, contact your office/service training officer for details. For further information contact Mrs. Phyllis Burbank, APN-130, x63320.

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HEADQUARTERS intercom

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

74-50 Dec. 9, 1974

BACON HEADS AIRPORTS

Robert F. Bacon has been appointed Associate Administrator for Airports. Bacon, who joined the agency in 1945 as a contract specialist in the Alaskan Region, was Acting Deputy Associate Administrator for Policy Development and Review when he was named to his new job. Before that he was Director of the Office of Aviation Policy and Plans. He was awarded FAA's Meritorious Service Award in 1971.

OSEM DEPUTY

Appointment Deputy Director of the Office of Systems Engineering Management recently was Neal A. Blake. Before this appointment, he was a technical advisor for OSEM and previously a Technical Assistant, ATC Development Division, Systems Research and Development Service. Blake, who received Bachelor and Master degrees from Yale University, joined the agency as Executive Staff member, Data Display, System Design Team, SRDS, in May 1962.

FAA OPS TO MORE THAN DOUBLE

AVIATION GROWTH TO CONTINUE

Operations at ATC towers will go from 56.8 million in FY 1974 to 86.1 million in FY 1981 and perhaps as high as 123.4 million in FY 1986 according to the agency's latest "Aviation Forecasts." The report predicts that U.S. aviation will continue to grow at a steady rate over the next decade despite increased operating costs. Reflecting this growth the traffic count at ARTCCs will increase from 22.9 million to 31.5 million in the FY 1974-81 period. A further increase to 40 million is predicted by 1986, according to most optimistic or "best case" estimates. At flight service stations, the number of operations will almost double by 1981 and perhaps triple by 1986, going from 56.2 million to 106.5 million and 162.1 million. The report estimates the number of passengers carried by scheduled U.S. airlines will increase from 206.5 million in FY 1974 to 313.5 million in FY 1981. The general aviation fleet is expected to grow from 153,500 this year to 192,000 in 1981, and this figure could be as high as 275,000 in 1986. For copies of "Aviation Forecasts--Fiscal Years 1975-1986" write FAA, TAD-484.3.

BUTTERFIELD DEFENDS CONTROLLERS

Administrator Butterfield has deplored what he termed "unwarranted speculation and premature judgments" by various individuals and organizations relative to the crash of a TWA jetliner near Dulles International Airport on December 1. In a statement released to the news media, Butterfield said he was particularly concerned about allegations that the TWA pilot might have received confusing or misleading instructions from the agency's enroute center at Leesburg, Va. and the Dulles tower. (Continued on page 3)

YOU ARE IN THE DATA BASE . . . The new computer-based Manpower and Personnel Information System (MPIS) was used operationally for the first time recently when the system collected, consolidated and costed out training requirements for the coming two years. The MPIS, which will make highly accurate manpower information available in short order, is now scheduled to go operational in mid-March. Currently all equipment is in place except communication links between Oklahoma City (where the computer is located) and the Pacific and Alaska Regional Headquarters. Basic minimum information has already been entered into the computer. This includes information on all employees and positions. Additional information including employee histories will be loaded into the system during the first year of operation.

DON'T HIT THE ROAD, PARDNER . . . As Congress considers travel cutback legislation for Federal agencies, Administrator Butterfield already has scrubbed the regional directors meeting set for Jan. 15, 1975, in Los Angeles to save travel funds. Although the Senate voted to slash travel funds by 25 percent, the House and Senate conference is expected to compromise on a cut of 10 percent for travel between now and June 30, 1975. If the compromise is approved, it will mean that between now and the end of the fiscal year, Federal offices will be able to spend only 90 percent of the travel money available to them.

SELF-BRIEFER TO BE SHOWN IN D.C. . . . Pilot self-briefing equipment, a potential part of the flight service station modernization program, will be demonstrated in the lobby of the Washington Headquarters building December 11 through 19. This field test model has already been demonstrated at locations throughout the country, and some 1,200 pilots have briefed themselves with the equipment. FAA is testing the equipment to determine what information should be presented and how it should best be presented. On December 11 through the 13 the self-briefer will be open to the general public, and on the 17, 18 and 19 it will be reserved for special appointments, but available to the general public when not in use. One pilot's reaction to the equipment appears in the December issue of FAA World.

AS A MATTER OF FACT . . . The minority and women accession figures in the recently published "Fact Card" were incorrect. During FY 1974 there were 856 minority hirings which constituted 19 percent of all full-time permanent hires. There were 1,164 women hires which was 25 percent of all FTP hires.

MOTOR VEHICLE MILEAGE DOWN . . . In response to the fuel shortage situation, overall FAA motor vehicle mileage was down 14.5 percent during the first quarter of FY 75. This cut in mileage was made in spite of the fact that personnel was up 3.4 percent and the number of facilities maintained was up 8.8 percent.

BUTTERFIELD DEFENDS (Continued from page 1) . . . He noted that a review of the tapes and transcripts of air-ground communications shows that controllers involved in handling the TWA jet followed proper and well-established ATC procedures. Butterfield said FAA will not comment further on the accident until the National Transportation Safety Board has completed its investigation and released its findings.

THINKING ABOUT RETIRING? . . . Here are some facts to keep in mind: Persons who retire before the first of the year will have their annuities computed two ways by CSC. The annuity will be figured to the actual separation date, and that amount will be compared with the annuity computation made on the basis of service and average salary as of June 30, 1974 with the July 1, 1974, 6.4 percent increase added. The retiring employee will receive the better of the two annuities. In both cases, retirees will receive the Jan. 1, 1975 7.4 percent annuity increase. Disability retirement applicants using sick or annual leave after December 31 will not be eligible for the comparative computation of annuity back to June 30, 1974. Such employees with a small leave balance should go into leave without pay status no later than the last hour of duty on December 31. In some cases, when a large amount of leave is involved, it may be advantageous for the employee to remain in pay status on sick leave and be retired on the date the sick leave expires. Contact your Manpower Office for more information.

KEEP PACE . . . The Civil Service Commission's new testing battery, PACE, for Professional and Administrative Careers Examination, was given for the first time last month and will be administered again in January throughout the country. The new tests will be used to fill a variety of positions at the GS-5 and GS-7 levels. They replace the Federal Service Entrance Examination with the following procedural changes: ● "Walk-in" applicants will no longer be tested. PACE exams will be given four times each year in January, March, May and November, and applications must be received by the 20th day of the preceding month. ● Results will be used for evaluation of skills and abilities. ● Outstanding scholastic records will be recognized; however, all applicants will be required to take the written examinations. ● Currently there is no Management Intern Program. PACE announcements and further information are available from your local CSC office.

HAVE A SAFE CHRISTMAS . . . Here are some things the General Services Administration Consumer Product Information Center cautions us to keep in mind when decorating our homes for the holiday season.

- o Check tree lights and outdoor lights for frayed wires, loose connections, broken or cracked sockets and spots where bare wire is exposed.
- o Check outdoor lights for weather proofing and make sure they are clearly identified as outdoor lights.
- o Remember, the only safe way to light a metal tree is to use colored floodlights placed away from the tree.
- o Don't use wax candles on or near a tree.
- o And don't use "angel hair" and spray-on artificial snow together on a tree. This combination burns rapidly if accidentally ignited.

WANT TO KICK THE SMOKING HABIT? . . . A "stop smoking" clinic is planned for Headquarters FAAers early next. Devised by physicians and psychologists, the smoking withdrawal plan boasts an 80 percent success rate. The clinic will be held in FOB-10A and will consist of one and a half hour sessions from 11:00 to 12:30 for five consecutive days--Monday through Friday. Attendance will be authorized on duty time; there will be a \$3.00 fee to cover cost of materials. Attendance will be limited to 50 participants and will be on a first come, first served basis. If you are seriously interested in stopping smoking, complete the following form and return it to AIS-1 without delay. This does not commit you to participate but does place you on the list from which participants will be drawn.

NAME: _____ Office Symbol _____
 _____ (please print) Telephone No. _____

I am interested in attending the "stop smoking" clinic.

 (signature)

THE HEAT'S ON, BUT LOWER . . . Heating guidelines for Federally owned or occupied buildings are now set at 65-70 degrees for the cold months. Please keep this in mind if you feel chilly. Any requests or questions on office heat should be made to your DOT building manager in FOB-10A, Nassif or Trans Point. As an extra energy-saving help, all employees are asked to turn off lights when leaving work.



Been to Washington National Airport lately? If not, take a plane trip somewhere, and while going through the airport, enjoy this new exhibit about the airport on display in the main concourse. Included are vintage photos of the airport under construction and explanations of DCA's benefit to the local community.

AWARDS AND REWARDS . . . The Airports Service presented Quality Within-Grade Pay Increases based on outstanding performance to William McHugh and Carole A. DiLodovico, a Quality Increase to Herb Lowe; and Special Achievement Awards to James Morse and Carole Meredith. The Office of Management Systems presented a Quality Within-Grade Pay Increase based on outstanding performance to Francis D. Hamory.

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

74-51 Dec. 16, 1974

VITALE IS DIRECTOR OF AIRPORTS SERVICE

Recently appointed Director of Airport Service was William V. Vitale, the former Deputy Director. Before moving to the Airports Service in 1973, Vitale was Executive Secretary in the Office of the Administrator. He joined the agency as Assistant to the Executive Secretary in 1965 after serving with NASA and the Atomic Energy Commission. An Air Force veteran, Vitale was awarded the FAA Meritorious Service Award in 1968.

DOW OUTLINES ACCOMPLISHMENTS

AIRWORTHINESS MEET A SUCCESS

After eight days of in-depth technical discussions, the first Biennial Airworthiness Review Conference wrapped up its business in Washington last week with Deputy Administrator James E. Dow pledging prompt agency action on the major findings and conclusions. Dow said notices of proposed rule-making addressing a variety of airworthiness matters will be issued within the next six months--that is, by June 1, 1975. "And if our timetable persists, and I'm confident that it will," he added, "we will issue the last set of final rules in February 1976--and then the Biennial Airworthiness Review process in which you have just participated will begin anew." Dow praised the high level of "professionalism" exhibited by conference leaders and participants and termed the meeting a "highly rewarding enterprise" for FAA. He noted with pride that the conference had drawn 119 foreign participants from 22 different nations and added his wish that they take back home to their superiors (Continued on page 3)

FAST ACTION ON GROUND WARNING

Administrator Butterfield announced last week that the agency will require ground proximity warning systems (GPWS) on all large turbine powered aircraft in the airline fleet by December 1, 1975. In a telegram to Representative Harley O. Staggers, the Administrator said he had reduced the GPWS implementation period from the 18 months originally proposed to less than 12 months after visiting the Sundstrand plant in Redmond, Wash., and receiving personal assurances that the company could meet the revised schedule. Sundstrand presently is the only manufacturer of this equipment, which provides pilots with visual and aural warnings of potential terrain hazards.



THANKS TO FAA . . . General Russell E. Dougherty, USAF, SAC Commander-in-Chief, has written to Administrator Butterfield to thank him for FAA cooperation when a Strategic Air Command SR-71 aircraft established new speed records between New York-London and London-Los Angeles. The General said, "Without the cooperation and support of the FAA and your international counterparts, our record-setting missions could not have been so successfully accomplished. Please extend my sincere appreciation to all your people for the continuous professional support of SAC's mission through the years. I would also like to specifically extend my appreciation to the centers and FAA's Central Altitude Reservation Facility which directly supported the SR-71 speed runs."

KEEP 'EM FLYING . . . Minimum safe altitude warning, a ground-based altitude monitoring and warning capability, is being developed as an "add on" to the existing Automated Radar Terminal System (ARTS III). This capability will alert controllers when an aircraft descends below minimum obstruction clearance altitude or deviates sufficiently from the ILS signal. The program has been tested at NAFEC and will undergo field evaluation at Stapleton International Airport starting in mid-January after correction of minor deficiencies discovered during the testing.

WOMAN'S YEAR CELEBRATION . . . FAA is assuming leadership during the first month's celebration of the International Woman's Year, since the theme for January is women in aviation, space and astronomy. The international celebration is a United Nations project, coordinated for U.S. Federal agencies by the Department of State. Kickoff banquets are scheduled for January 11, the anniversary of Amelia Earhart's first flight, in Washington, Detroit, San Francisco, Honolulu, and Atchinson, Kansas. Atchinson is Amelia Earhart's birthplace. As a result of the celebration, IWY sponsors hope, among other things, to assess the progress made to give women freedom of choice in planning their lives; to launch new programs and ideas in line with IWY goals and form new attitudes which will have impact beyond 1975; and to get the cooperation and understanding of men as well as women.

LET'S SAVE THAT PIECE OF PAPER . . . In order to save paper, printing and duplicating facilities now will print multiple page jobs on both sides of the sheet unless originators request differently. The new procedure, which is effective immediately, is aimed at cutting down on the number of printing and duplicating jobs that use only one side of a sheet for no apparent reason. While there are times when this is necessary, originators should consider the shortage of paper before making such a request. On the whole, FAA is doing a good job of saving paper; close to 98 million sheets were saved during fiscal year 1974.

AIRWORTHINESS MEET A SUCCESS (Continued from page 1) . . . "an expression of our keen interest in the promotion of the eventual development of what our worldwide aviation industry sorely needs--the international standardization of airworthiness regulations." Total attendance at the conference, which ran December 2-11, was almost 600.

HOUSE RENTS TO BE ADJUSTED . . . Rental rates for government-furnished housing will be adjusted yearly in line with changes in the Consumer Price Index (CPI), the Office of Management and Budget announced recently. Annual adjustments are planned for February 1 of each year. The first adjustment will cover increases in the CPI since the last time the rate was set by a formal survey. OMB said that notwithstanding the new system, private rental market surveys will still be required at least each five years and in some circumstances after one or three years.

CHECK THOSE ALTIMETERS . . . The agency has issued an Airworthiness Directive (AD) ordering operators of general aviation aircraft to conduct a one-time inspection of their altimeters to determine whether they are of a type which may be defective. The suspect altimeters are manufactured by United Instruments, Inc., Wichita, Kansas, and are identified by part number and serial number in the AD. Operators of aircraft with the affected altimeters must limit operations to daytime VFR flight and placard the aircraft to this effect. Also, operators must replace the altimeter with an air-worthy unit or with an approved replacement part by Dec. 1, 1976.

NEW OPERATIONS REVIEW . . . Administrator Butterfield has announced the establishment of a program to systematically review and update FAA regulations dealing with the operational aspects of civil aviation on a two-year cycle. The new Biennial Operations Review will be modeled upon the Biennial Airworthiness Review Program but will deal with such matters as the training and certification of airmen, general operating and flight rules, and the certification of air carriers, commercial operators and schools.

FAA MAN HELPS LAND FIRST BLACK WOMAN NAVY PILOT . . . Spann Watson of Air Traffic Service in Washington was cited in the November 28 issue of Jet Magazine for his tireless efforts to steer young Blacks into aviation careers. Watson was featured in the article along with Jill Brown, the first Black woman to be sworn into the Navy for pilot training. A retired USAF Lt. Col. and former member of the famous all-Black 99th Fighter Squadron in World War II, Watson encouraged Ms. Brown to apply to the Navy and, when she was accepted, conducted the swearing-in ceremonies. In the past he has helped eight Black pilots get jobs with major air carriers and over 250 Black women to start careers as stewardesses.

"THE AMERICAN WAY" . . . Watch the second floor Midday Matinee bulletin board for the time and date for the new DOT film "The American Way." If you missed seeing it at the DOT headquarters building last week, you will have a chance to see it soon in FOB-10A. The film shows the American penchant for travel, with attendant problems and DOT solutions.

THANKS FOR THANKSGIVING HELP (AND THANK GOODNESS IT'S OVER) . . . For Herculean efforts in dealing with terrible weather and the resulting disarray at Washington and Dulles International Airports over the Thanksgiving weekend, airport staffers recently received accolades from the top brass. James Murphy, Acting Director of the Metropolitan Washington Airport Service, told DCA Assistant Manager Hugh Riddle, Jr., and Dulles Manager Dexter Davis that their crews had worked "tirelessly, efficiently and with good humor" despite heavy rain and high winds. Riddle, in turn, lauded FAA police officers, engineering staff and others for keeping National, where the weather caused the greatest havoc, "functioning as usual despite thousands of temporarily stranded passengers, heavy traffic and wet floors."

HEADQUARTERS EEO OFFICER NAMED . . . George F. Gordon has been selected by the Office of Civil Rights for the position of FAA Headquarters' EEO Officer. Gordon's duties will relate to Headquarters' Affirmative Action Program, the EEO Counselor Program, civil rights activities at Dulles and National Airports, and liaison between the Office of Civil Rights and the various Headquarters offices of FAA. Gordon was formerly Chief of the Manpower Development Division District of Columbia Government and from 1964 to 1966 served with FAA as a personnel management specialist.

Intrepid INTERCOM and FAA WORLD reporters, a pilot and two non-pilots, found FAA's experimental pilot self-briefing equipment, on display in the lobby since last week, easy to use and understand. The equipment was installed for demonstrations to VIPs from FAA, DOT, NTSB, National Weather Service, aviation trade groups and magazines, Congressmen and any others who care to try their hand. The equipment electronically displays weather data and/or maps and information on the status of landing and navigation aids, runways, etc., with an option to make printed copies for later reference. On hand to explain the equipment are NAFEC's Hugh Milligan, Joe Romei, John Presley and Frank Staiano, and Jim Steckbeck of SRDS. The self-briefer will be here through December 19 and may be used when not reserved for VIP demonstrations.



Taking printed copy of pilot self-briefing report is NAFEC's John Presley (right). Report was generated by Aviation Daily reporter Doug Nelms who sits at electronic viewing console. Located in another booth is a machine which provides only printed copy.

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HEADQUARTERS intercom

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

~~AIS 308~~

74-52 Dec. 23, 1974

*** NOEL ***

SEASON'S GREETINGS



This has been a year of awakening for our country as a whole and for the Department of Transportation in facing the hard realities of its responsibilities. The loyalty, hard work, and dependability of career employees of the Department have made possible the success of many of our programs and the initiation of new ones. Let us hope that the renewal of the Christmas season and the enthusiasm of the New Year will revitalize our determination to face the new challenges of the coming year. My family joins me in wishing you all a very Merry Christmas and the happiest of New Years!

Claude S. Brinegar
CLAUDE S. BRINEGAR
Secretary of Transportation

This is a festive time--one for celebration with family and friends in a spirit of giving and sharing. The year's end is also an occasion for that kind of individual reflection and resolve which can bring deeper wisdom and renewed strength for the year ahead. Finally it allows me the opportunity to thank you for your truly fine service to the FAA in behalf of those who fly. I have every expectation that together, with continued dedication and enthusiasm, we will meet 1975's challenges head-on, and attain our goals. Please accept my warmest wishes for a happy holiday season.

Alexander P. Butterfield
ALEXANDER P. BUTTERFIELD
Administrator

SECRETARY BRINEGAR RESIGNS . . . Secretary of Transportation Claude S. Brinegar last week announced his resignation, effective Feb. 1, 1975. The Secretary, who was sworn into the post in February 1973, indicated that he will not make a decision on his future business plans until January. Before joining the government he was a senior vice president of Union Oil Company. In accepting the letter of resignation, President Ford cited the Regional Rail Reorganization Act of 1973 and the National Mass Transportation Assistance Act of 1974 as legislative highlights of Brinegar's term.

PATCO/FAA IMPASSE GOES TO PANEL . . . In an effort to resolve the remaining issues between the Professional Air Traffic Controllers Organization and FAA, the assistance of the Federal Service Impasses Panel has been requested. This outside panel, consisting of seven well-known, non-government labor relations experts, objectively reviews the bargaining positions of both sides and recommends a basis for further negotiation and resolution.

CONTROLLERS START ENGINE . . . Anchorage Center controllers were recently credited with starting the engine of a single engine plane that seemed destined to crash in zero visibility weather. The pilot in the stricken plane first reported that the engine was "very rough" and later that it was "about dead." That's when controllers Robert Hutchins and Neal Grice, both of whom are pilots, told him how to get the engine running again by backfiring it. The instructions were given over the radio at the same time the controllers guided the low-flying plane over the mountainous terrain to a safe landing. During the month of November 1974, 237 flight assists were reported--101 by flight service stations, 101 by towers and 35 by centers. There were a total of 362 people reported on board the aircraft involved. The primary causes for the assists included 140 lost pilots, 28 low on fuel, 45 involved in hazardous weather and 63 with some type of equipment malfunction.

AMERICAN INDIAN TECHNICIANS . . . The Bureau of Indian Affairs is planning a second class for training American Indians for positions as electronic technicians with FAA. The class is planned for January 1975 with the graduates available for employment with the agency during fiscal year 1976. The Bureau's area offices will begin a recruitment drive shortly to enroll eligible Indians.

CANCELLATION OF AGENCY ORDER . . . Effective 1/1/75 Agency Order 6060.12, Reporting of Certain Data to AAF-20 on Formal Facility Technical Inspections, dated 3/22/74, is cancelled. Sufficient man-hour data have been collected to establish a valid technical inspection staffing standard for most facility types. The Airway Facilities Service expresses thanks to those involved in reporting this data.

6040.12

REGION DIRECTOR, TWO OFFICE CHIEFS APPROVED BY CSC . . . Confirmed as Director of the New England Region last week was Quentin S. Taylor, the first Black to head an FAA region. Taylor had been Deputy Director of the Alaskan Region since 1971, following service as FAA's Director of Civil Rights since 1969. He joined the agency as an electronic engineer in 1959. James T. Murphy takes over as Director of the Metropolitan Washington Airport Service, following duty since 1971 as Director of Air Transportation Security. In the years before that he served with other FAA offices including the Bureau of National Capital Airports and with the Department of Labor and the FBI. Richard F. Lally is the new Director of the Civil Aviation Security Service. Previously, he worked concurrently as Director of Investigations and Security and as EEO Staff Director in the Office of the Secretary since 1969. His earlier positions included stints as chief of FAA Compliance and Security and with the Department of Labor and the FBI.

KEY FLIGHT STANDARDS SELECTION . . . First personnel selections have been made under the new selection system for filling GS-15 Flight Standards key positions. Selections announced to date are: ASO--Kenneth S. Cooper, Chief, Atlanta ACDO; FINFO--George W. Dove, Chief, Aircraft and Avionics Systems Branch; ASW--Donald P. Watson, Chief, Engineering and Manufacturing Branch; ACE--Homer C. McClure, Chief, St. Louis FSDO. Under the new system, candidates were evaluated by special national assessment panels and entered on central registers. As vacancies occurred, candidates were selected from these registers. Full information on the system appears in Order 3330.1A, Appendix 14.

OXYGEN FOR MEDICAL PATIENTS . . . Passengers with signed statements from licensed physicians can now be provided with oxygen for their personal use aboard aircraft during flight, FAA announced recently. The new policy allows airlines to provide the oxygen for heart disease patients and others who might require it for medical reasons. The policy requires that no smoking will be allowed within 10 feet of the oxygen equipment, and that the equipment and the passengers using it will be located so that they will not interfere with a possible emergency evacuation of the aircraft.

LANDING IN (ALMOST) ANY WEATHER . . . The nation's second Category IIIA Instrument Landing System (ILS) was commissioned at Atlanta recently on runway 9R. The first system was put into operation on runway 1R at Dulles Airport in January 1972, and the next commissioning for this equipment is scheduled for San Francisco late this summer. The Category IIIA permits landings with visibility (runway visual range) as low as 700 feet, and there is no specified decision height.

HOLIDAY NEWS. . . FAA has received word from the Civil Service Commission that extra holidays will not be granted to Federal employees on either the day before or after Christmas and New Year's Day.

ICAO SEEKS EXPERTS . . . The International Civil Aviation Organization is anxious to receive applications from qualified individuals for technical assistance assignments in any of several aviation fields, including: economics, training, airport management, engineering, air traffic, and aircraft maintenance. Assignments are located in Africa, Asia/Pacific, Middle East and Latin American areas. Salary range is \$18,410 - \$30,130 per annum, plus allowances and benefits. Duration of appointments is normally one year, but renewable subject to program requirements. Applications due in AIA-29 ASAP. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

CENTRAL CONTROL STATION FOR COMPUTER . . . The first field installation of the Operations and Maintenance Support Station (OMSS), used in conjunction with the NAS Computer Display Channel (CDC) computers was begun at the FAA Academy in Oklahoma City early this month. Completion of installation and checkout is scheduled for January 1975. Technician will be better able to control and monitor the computer from this central station, making maintenance of the computer equipment more efficient. The first field installation of the OMSS is scheduled for Atlanta early this year, and installation at the remaining 14 centers is scheduled at two week intervals. CDC computers are installed in 15 of the 20 NAS enroute centers.

SEASON'S THIEVING . . . It wasn't exactly part of their job description's "other duties as assigned," but Flight Standards' Pete Chesney and Louise Dille gave chase anyway when a man lurking suspiciously in their third floor offices refused to answer questions and ran for the stairwell last week. Dille said money was missing from her wallet. Yelling "Stop thief!", Chesney pursued the suspect and alerted security officers in the lobby who joined the chase which led across the mall and up 7th St. to the Hecht Co. By then, the officers had called D.C. police who nabbed the man when he ran out of the department store and brought him back to the FAA building for identification by Chesney and Dille. When the man was told to remove his cap, there were the greenbacks, folded just as Louise said they were when she originally put them in her wallet. A word to the wise: keep your purses, handbags, wallets, valuables, etc. locked up or with you.

AWARDS AND REWARDS... The Air Traffic Service presented Quality Within-Grade Pay Increases to Gordon E. Kewer, Robert C. Wainwright, Alberta Sajko, Russell J. Frick, Wilford Linke, Marla Nalisnick, Janice Vitko, Carolyn A. Ryan, George E. Manger and Courtney R. Sargent; and a Special Achievement Award to Lester S. Powell. The Airports Service presented Quality Within-Grade Pay Increases based on outstanding performance to Lynne Sparks and Audrey Linehan. Washington National Airport presented Special Achievement Awards to Cynthia L. Crouch, Vernon L. Weathers and Rudolph DeAngelo; and Beneficial Suggestion Awards to Charlie Poston and William L. Brown.

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HEADQUARTERS

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

74-53 Dec. 30, 1974

E&M FUNCTIONS TO BE CENTRALIZED

The Administrator last week announced that all Flight Standards' Engineering and Manufacturing functions now performed in the regions will be centralized in Washington Headquarters. Butterfield directed Associate Administrator James F. Rudolph to develop a "full action plan" by February 15, 1975, which will cover all aspects of the organizational change including personnel and logistics requirements.

In his memorandum to Rudolph, the Administrator said he has strongly favored the organizational move for some time but had delayed his directive until completion of the Air Worthiness Review Conference. Butterfield emphasized to Intercom that the shift is a long-term effort and may take 18 to 24 months to complete.

SCANNING BEAM FAVORED

MLS TECHNIQUE RECOMMENDED

A conventional scanning beam technique has been recommended by FAA's Central Assessment Group for adoption as the U.S. candidate for an international standard microwave landing system. The recommendation, which follows four months of intensive study preceded by years of research and tests, will be submitted to an inter-governmental MLS Executive Committee for a final decision which is expected by the end of January. Two contractors will then build prototypes, and the better of the two will be entered in an ICAO international competition to choose an international standard MLS. The scanning beam technique was chosen over a Doppler scanning technique even though both were about equal in performance. The preference was based on a 12 percent lower cost, less power consumption and less crowding of available radio frequencies.

TOXIC GAS STANDARDS PLANNED

In the hope of giving passengers extra protection in fiery aircraft crashes, FAA plans to establish toxic gas emission standards for aircraft cabin materials. For assistance, the agency has issued an Advance Notice of Proposed Rule Making, soliciting comments from aircraft manufacturers and operators, materials producers, testing laboratories, medical authorities, government agencies and other interested persons. The notice asks questions related to the format of the toxicity standard, specific gases and their sources, the availability of accurate test methods, effect of the standard on currently used materials and interim measures to increase passenger protection. The deadline for comments is March 31, 1975.

FLIGHT ATTENDANT SPECIALIST POSITION CREATED . . . In a move to put more emphasis on aircraft cabin safety, FAA has created a flight attendant specialist position in the Flight Standards Service. The person to be selected for the post will be an experienced flight attendant. Administrator Butterfield took the action after attending a Listening Session with flight attendants and consulting with the Association of Flight Attendants. He emphasized the importance of "getting suggestions from the people whose job it is to get passengers out safely in a survivable crash." The specialist will solicit safety suggestions and, when appropriate, recommend them for incorporation in the Federal Aviation Regulations.

FOUR MORE CENTERS JOIN THE CLUB . . . The Albuquerque, Atlanta, New York and Washington Air Route Traffic Control Centers all commissioned their radar data processing systems this month, bringing to 15 the number of enroute centers which have completed this phase of automation. Radar scopes in the 15 centers now are glowing with alphanumeric symbols showing aircraft identity, altitude and other information. The last five of the 20 NAS Stage A centers are slated to commission their systems in 1975.

NOISE RULE: KEEPING 'EM HONEST . . . The agency has tightened conditions under which modified versions of existing aircraft must be tested to establish compliance with noise level regulations. The action was taken to prohibit power reductions on takeoff that could distort noise measurement with the result that a modified airplane could actually be noisier than the unmodified model. Under the new test procedure, takeoff speed also must be held to within three knots of minimum safe takeoff speed plus ten knots. This will prevent modified aircraft from flying over the measurement site at speeds different than the unmodified version, which could result in a lower noise reading.

NEWEST WRINKLE IN AIRPORT CERTIFICATION . . . FAA has proposed a rule amendment which would specify when a landing area is deemed to be used "regularly" so as to come within the definition of "airport" for purposes of the airport certification program. The effect of the amendment would be to exclude from the definition some landing areas, such as fishing camps, farms, race tracks and similar sites that accommodate aircraft but are not used for aircraft operations with the frequency specified in the proposed definition of "regularly" or for any scheduled air carrier service. In conjunction with the proposed rule, the agency extended by 90 days, to March 15, 1975, the expiration date of provisional airport operating certificates for landing areas likely to be excluded from the certification requirement under the proposed definitions. Provisional operating certificates have been issued to some 500 airports serving CAB certificated air carriers conducting only small-aircraft or unscheduled operations. Final certification of these airports will be made on a case by case assessment of safety conditions.

WRONG NUMBER . . . The cancellation notice in last week's Intercom was for Agency Order 6040.12 not 6060.12. This order concerns Reporting of Certain Data to AAF-20 on Formal Facility Technical Inspections. Cancellation is effective 1/1/75.

ANNUITIES: A SMALL GOOF . . . A small downward adjustment of previously announced annuity increases for Federal service retirees has resulted from the discovery of a slight error in the April 1974 Consumer Price Index computed by the Bureau of Labor Statistics. The annuity increase of 6.4 percent that became effective July 1, 1974 is now set at 6.3 percent. The increase about to become effective on Jan. 1, 1975, announced as 7.4 percent, is adjusted to 7.3 percent. The Civil Service Commission advises that annuitants will not have to pay back any pension overpayment for the period July through December 1974. However, any overpayment for the January-March 1975 period will be reclaimed by the government through a small reduction in pension checks delivered on May 1, 1975. Overpayments are estimated at one dollar per month per annuitant.

GROUND WARNING IN THE RULEBOOK . . . The requirement for ground proximity warning systems on certain aircraft was formally approved on December 18 by the Administrator as an amendment to Part 121 of the Federal Aviation Regulations. The rule requires that all large turbine-powered aircraft flown by airlines, air taxis and air travel clubs carry such warning devices by December 1, 1975. Their purpose is to alert pilots in time to prevent inadvertent flight into the ground.

TCA EQUIPMENT REQUIREMENT TO GO UP . . . Beginning January 1, aircraft flying in Group I Terminal Control Areas will have to carry more sophisticated identity and altitude reporting equipment. As of that date, planes flying in these areas must carry a 4096 code transponder and automatic altitude reporting encoders, as well as the already-required two-way radio and radio navigation receiver. Until the deadline, only a 64 "non-discrete" code transponder was required and no altitude encoder. Group I TCAs surround nine major urban areas with busy airports. To operate inside them, aircraft must carry the required equipment, obtain an air traffic clearance and follow ATC instructions.

WEATHER FORECAST: LESS FUEL IN THE SKY . . . FAA has broadened its rule prohibiting fuel venting from large turbojets to include business jets and turboprop airplanes, effective Jan. 1, 1975. Both future and existing aircraft will be affected. Fuel venting refers to the discharge of residual fuel from engine manifolds into the atmosphere shortly after takeoff. The original rule went into effect on Feb. 1, 1974, but was limited to fuel venting from turbojets with engines generating more than 8,000 pounds of thrust.

LET'S GET THOSE PEOPLE OUT . . . Emergency escape methods will be discussed in depth when the Civil Aeromedical Institute hosts training department representatives and cabin attendants from the various airlines at a "first of its kind" seminar in Oklahoma City, January 21-22. Plans for the meeting include a presentation of escape methods state of the art today by the FAA as well as discussions to elicit ideas for improvement from the airline guests.

FLIGHT STANDARDS CHRISTMAS STORY . . . The annual Flight Standards Service Christmas card/charity donation trade-off resulted this year in a total donation of \$255 split between Children's Hospital and the Salvation Army. A small percentage of the money collected was used to print limited copies of a seasons greetings flyer distributed throughout the agency.

LIAISON WITH AIR FORCE . . . Lieutenant Colonel Ward J. Baker has assumed duties as the Air Force Communications Service (AFCS) Liaison Officer to FAA Headquarters, replacing Colonel Harry Sheppard who recently retired. AFCS manages and operates the Air Force air traffic control, flight inspection and NOTAM systems. In his liaison capacity, Colonel Baker is responsible for coordination between FAA and AFCS in the areas of air traffic control operations, research and development, planning and related communications and support equipment of mutual interest to both agencies. Prior to his current assignment, Colonel Baker was Chief of the Air Traffic Procedures Division at AFCS Headquarters and before that, served three years as a flight inspection pilot in Southeast Asia.

DULLES STERILIZED . . . The "sterile concourse" method for pre-flight screening of passengers and carry-on bags went into effect at Dulles International Airport in mid-December. This means a large portion of the terminal adjacent to the boarding gates, including nearby concession stands, is open only to those who go through the electronic screening process. Airline ticket counters are outside the sterile area. X-ray machines are now in use to screen carry-on baggage, eliminating hand searches.

A MAGAZINE FOR ALL SEASONS . . . Are you keeping up to date with your reading of the agency's employee magazine, FAA WORLD? If not, perhaps it's because you're not getting it in your home mail, as is your right. If you are not on the mailing list due to a recent move or transfer into Washington Headquarters, send your name, new address, zip code and social security number to AMS-112. And happy reading....

AWARDS AND REWARDS . . . The Office of Aviation Medicine presented Quality Within-Grade Pay Increases to Mary S. Harper and Annette L. Lyles. Airports Service presented Quality Within-Grade Pay Increases based on outstanding performance to Linda Charles and Vicky Catlett, a Quality Within-Grade Pay Increase to Marty Bevilacqua; and a Special Achievement Award to Sharon Triggs.

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