



HEADQUARTERS intercom

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

75-1 Jan. 6, 1975

STAY UP THERE

In the wake of the crash of TWA Flight 14 near Upperville, Va., recently, the agency has issued a special Notice to Airmen (NOTAM) reminding pilots that maintaining safe altitude at all times is their responsibility. The NOTAM cautioned pilots "that while operating under IFR on an unpublished route, or while being radar vectored, they may not, upon receiving a clearance for an instrument approach, descend below the applicable minimum altitude." The NOTAM also said that if the pilot was uncertain, he should immediately request assistance from air traffic control. The notice concluded by saying that regulatory action to make this operating practice mandatory is being expedited.

AF COMES UP WITH A FIRST

SUGGESTION PROGRAM AUTOMATED

The government's first computer-based employee suggestion retrieval program went into operation on January 1 in the agency's Airway Facilities Service. The program, which will handle suggestions on electronic and plant equipment modifications as well as maintenance procedure modifications, is expected to substantially cut the time between suggestion and evaluation by reducing research time. Although final evaluation of suggestions meriting awards will generally still be made in Washington, duplicate suggestions can now be quickly culled out in the regions since they will have access to the nationwide computer data base. Each region will also have a complete record of past suggestions on microfiche film. This will give a full history of all past suggestions and their evaluation while only the bare facts will be included in the computer data base. However, the computer will also provide the regions with current status on all suggestions, eliminating the need for quarterly status reports from Washington. After one year of operation, results of the program will be evaluated to see if the system can be used for other offices agencywide.

'DANGEROUS ENCOUNTER'

Four FAA pilots flew into a lot of wake vortices recently, but they didn't have any trouble reaching the ground safely. They merely stepped out of a simulator at NASA's Ames Research Center at Moffett Field, Calif. With other pilots, the FAA men were engaged in a three-week program to collect data on pilot reactions to wake vortex encounters, in the first such use of a simulator (Continued on page 3)

QUIET PLEASE . . . The agency has adopted a new regulation setting maximum noise levels for propeller-driven small aircraft aimed primarily at stopping the escalation of noise by these planes. The rule sets maximum noise levels ranging, according to weight, from 68 to 82 decibels (A-weighted) for propeller-driven small aircraft applying for type certification after Oct. 10, 1973, and 68 to 80 db(A) for those applying for type certification after Jan. 1, 1975. The rule affects all propeller-driven airplanes under 12,500 pounds in the normal, utility, acrobatic, transport and restricted category with the exception of those airplanes used in agricultural and fire-fighting operations.

MAKING SURE THEY "GET THE WORD" . . . In order to assure continued and improved flight information service to the aviation community, FAA's National Flight Data Center (NFDC) is embarking on a five-year plan to support the total agency needs for information on airports, airspace, facilities and flight procedures. Currently the fully automated center, connected to the FAA computer center in Oklahoma City via telephone lines, supplies flight information for various publications including the Airman's Information Manual and all the information aeronautical chart producers require. For instance, the information on VFR, enroute and approach procedures charts all comes directly from NFDC. The center also passes on critical information to FAA air traffic facilities on a daily basis. One of the major goals of the expansion plan is to cut the time for developing instrument approach procedures by an estimated two thirds over present schedules. This will be done by using automated techniques.

GOVERNMENT 2, EMPLOYEES 0 . . . The Federal government is coming out ahead in court cases brought by employees seeking to overturn the government's right to levy income tax on the seven percent of Federal and Postal employee salaries which is paid for retirement benefits. In a recent California case, the U.S. Tax Court upheld the government's right to tax the seven percent contribution. A similar case, now under appeal, was previously won by the government in Michigan. In the California case, the court rejected the notion that the contribution to the retirement fund is deferred compensation, to be taxed only after pension payments begin, when income is lower and subject to less taxation.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Two years--MONTREAL PC-38/74, Legal Officer, P-4, Gross: U.S. \$22,680 per annum and Net (free of tax): U.S. \$16,542 per annum. PC-39/74 Chief, Joint Financing Section, P-4. PC-40/74 Technical Officer, Aeronautical Information, P-4. Applications due in AIA-29 by 2/20/75. Additional information about duties, qualifications, salary, and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

SAFE "LANDING" (Continued from page 1) . . . that actually moved to give the feeling of the encounters. The tests were preliminary to possible further ground and air simulations leading to all-computer simulations, which would use mathematical models of both pilot reactions and aircraft motion. The goal is to find out exactly what happens, under varying conditions, when an airplane flies into a vortex.

NEW MATERNITY LEAVE GUIDELINES . . . FAA is reviewing new Civil Service Commission guidelines (FPM ltr. 630-23) on absence for maternity reasons for their impact on current FAA regulations. Principle changes from the previous CSC policy are:

- The former "14-week guide," suggesting a six-weeks absence before delivery and eight weeks after the delivery of a baby, has been removed from the instructions. Instead, no time is specified. The length of absence from work is to be determined by the employee, her physician, and her supervisor on an individual basis.
- The same policies, regulations, and procedures that govern leave generally should be applied in the case of pregnancy.
- Prior policy contained no statement that employment should be assured during or after an absence for maternity reasons, although most agencies made such an effort. The new guidelines emphasize the employing agency's responsibility for continued employment in the same or comparable position following the maternity absence.
- Previously, the term "maternity leave" appeared throughout the instructions and guidance provided to agencies. This term has been replaced by "absence for maternity reasons" in recognition of the fact that under the law there is no such thing as "maternity leave"--just annual leave, sick leave, and leave without pay. The change is expected to alleviate confusion.
- Advance of sick leave for pregnancy is not specifically mentioned.

NEW NAME FOR FAST TRACK . . . The DOT High Speed Ground Test Center in Pueblo, Colo. has been renamed the Transportation Test Center. At the site, various urban transit and high speed intercity vehicles are being developed by the Department. Included are conventional rail cars, a linear induction vehicle which has been tested at speeds up to 255 mph, and two types of tracked air cushion vehicles which have run as fast as 150 mph. Testing first began in May 1970.

WHAT'S IN A NAME . . . Effective immediately, and until notified otherwise, all letters and memoranda for the Secretary of Transportation's signature should be prepared without the Claude S. Brinegar signature line. The Secretary of Transportation letterhead should still be used. Avoid the use of the first person pronoun in the text of correspondence.

COLLEGE CLASSES COMING . . . College courses in psychology and political science are about to begin at Washington National Airport and at the Washington Air Route Traffic Control Center in Leesburg, Va. Courses are given by George Washington University under FAA's After Hours College Opportunity Program, although classes are open to anyone. Lasting from late January to late April, the courses will be offered on Tuesdays and Thursdays. At the airport, courses will be given twice on each day to accommodate employees working shifts; classes may also be repeated at the ARTCC, depending on enrollment. Tuition is \$67, but may be less with higher enrollment. Registration for classes at the airport is January 10, 1 to 4 p.m., in room 264 of the main terminal; for the ARTCC, January 7 and 9, 1 to 4:30 p.m., in the center's main conference room. For more information: National Airport--Bill Freeman, 557-2860 or 557-2848; ARTCC--Willis Gee, 777-4400, x216; or university representative Herbert Berthold, 676-7014.

IN GOOD TASTE . . . Good food can take a person a long way--at least as far as Montreal for Frieda Johnson of the Airway Facilities Service's Maintenance Division. Mrs. Johnson, owner of some 200 cookbooks and a flair for creative cuisine, is one of 5 prize-winning finalists in a cooking contest entered by over 10,000 people last year. If she wins the whole thing, a first prize trip to London, Paris and Rome (with husband) and \$1,500 will make a nice dessert. Her entry, a one-dish supper, is "Creole chili and corn bread pie": beef cubes cooked in spices and red wine, topped with grated cheddar cheese, sliced red tomatoes and corn bread topping. "I wanted to make as exotic a dish possible, using easily available ingredients," Mrs. Johnson said. "My husband thinks my cooking is pretty good, but he's also my toughest critic." Mrs. Johnson got into cooking in a big way after moving to Washington where, she said, "there are so many places to find good ingredients." The Airway Facilities Christmas party certainly had all the right ingredients--Mrs. Johnson catered it.

WASHINGTON FSS CHIEF DIES . . . Joseph J. Greten, chief of the Washington Flight Service Station, died last month at the age of 58. Greten had accumulated 35 years service with CAA/FAA. He began his career in 1939 at the Cleveland tower and moved in 1958 to the Washington FSS as an assistant chief. He became chief of the station in 1967. While Greten was chief, the FSS supplied the first two flight service specialists who appeared on the television program "Aviation Weather," which is seen nationwide on the public broadcasting network. Greten is survived by his wife, Dorothea, and a son, 17.

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COCHRAN NAMED ASSOCIATE ADMINISTRATOR

Jefferson W. Cochran, Director of the Airway Facilities Service, has been named Associate Administrator for Engineering and Development by the Administrator. He replaces Gustav E. Lindquist who is retiring. Before being appointed AAF Director in 1971, Cochran served as Director of the Systems Maintenance Service. He joined the agency in 1948 as an electronics engineer in the Southwest Region. In 1972 he was presented the DOT Award of Meritorious Achievement.

SHARP AAF DIRECTOR

Appointed the new Director of Airway Facilities Service is Warren C. Sharp who served as the deputy director for the past three years. Before his stint as deputy, he was chief of the Maintenance Engineering Division. A graduate of Kansas State University, he joined the agency in 1947 as an electronics technician at the Airway Facilities Sector in Des Moines, Iowa.

NAMED FOR 1974-75 PROGRAM

SIX EXEC CANDIDATES CHOSEN

Participants in the 1974-75 FAA Executive Development program have been approved by Administrator Butterfield and Secretary Brinegar. The six candidates selected include: George A. Hendon III, Chief, Management Analysis Division, Office of Management Systems; Donald A. Schroeder, Chief, Planning Assistance Branch, Office of Aviation System Plans; Melvin R. Larsen, Logistics Officer, Pacific-Asia Region; William H. Pollard, Operations Specialist, AT Division, Southern Region; Edward T. Harris, Chief, Los Angeles ARTCC; and Parke Potter, Chief, Facilities Establishment Branch, Western Region. The program will officially begin in Washington the week of February 3 when the six participants assemble for intensive orientation in Headquarters operations and begin working on their individualized development plans. In the course of their development, the participants will work in responsible middle management positions, undertake special work assignments, participate in formal training and complete an intermodal assignment with one of the other Administrations in the Department of Transportation.

NEW DOT CHIEF NOMINATED

President Ford has nominated William Thaddeus Coleman, Jr., to become the next Secretary of Transportation after the resignation of Secretary Brinegar on February 1. If his nomination is confirmed by the Senate, Coleman will be only the second black to serve at the Cabinet level. The first was Robert Weaver who served as Secretary of Housing and Urban Development from 1966 to 1968. Among other activities, Coleman is currently president (Continued on page 2)

DOT SECRETARY (Continued from page 1) . . . of the National Association for the Advancement of Colored People (NAACP) Legal Defense Fund, a senior partner of a Philadelphia law firm and a director of Pan American World Airways. A leader in civil rights causes, he graduated Magna Cum Laude from Harvard Law School. In the field of transportation, he has worked as a legal counsel with the cities of Philadelphia and Cincinnati while they set up local transit systems, and he has worked extensively with transportation matters. Coleman was the first black to serve as a law clerk to Supreme Court Justice Felix Frankfurter in 1948.

SAVE ENERGY AND \$\$\$. . . To save energy and cash, Michael D. Carnevale, an electronics technician at Tampa (Fla.) International Airport, suggests that water heaters be turned on one-half hour before use and turned off after use. In a study of several homes he found this caused no inconvenience to the household and cut water heater "on time" to only four hours a day. Carnevale also said that the turning on and off can be done manually or automatically with a \$12 timer.

PLANE FARES DOWN ? ? ? The Department of Transportation has asked the Civil Aeronautics Board to consider an immediate 10 percent reduction in domestic air coach fares as a way to combat inflation, improve aviation fuel efficiency and expand air transportation for the traveling public. The department also urged CAB to approve proposals by three U.S. carriers--American, TWA and United--to reduce certain excursion fares pending consideration of the 10 percent air coach fare reductions. The carriers' proposal, if implemented on an industrywide basis, would be equivalent to a four percent reduction in fare levels.

ATLANTA AND ENVIRONS VIA THE CARIBBEAN . . . The Southern Region AT Division recently announced that out-of-region personnel serving air traffic tours of duty in the San Juan and Balboa areas may request and be considered for retention in the Southern Region. The request should be made through the facility chief at the overseas location between five and six months prior to the completion of the tour. The Southern Region will respond at least 90 days prior to the completion of the requestor's tour.

HOUSTON GOES OPERATIONAL WITH RDP . . . The Houston enroute center became the 16th center to go operational with the NAS Enroute Stage A radar data processing system with an operational readiness demonstration on January 7. The four remaining centers expected to go operational with this equipment during the next few months are: Salt Lake City, Minneapolis, Boston and Miami. The computer-based system electronically writes out aircraft altitude and identity directly on the radar screen for controllers to read.

CRIME PREVENTION TIPS . . . The Southern Region has come up with a series of crime prevention tips we will pass on to all our readers from time to time. The precautionary measures were written specifically for women, but they can be useful to men also. **Obscene Or Annoying Telephone Calls:** (1) Never give any information to strangers on the phone...Don't reveal your phone number in response to a wrong number call. (2) If you receive an obscene call, refrain from displaying emotion to the caller... Don't plead with the caller; just hang up, but don't slam the receiver down. (3) If you receive calls of this nature, record the dates, time, and what words were spoken by the caller. This information will assist in the investigation of the incident. (4) Instances of continuous wrong number calls, annoying calls, or obscene calls should be promptly reported to the police and to the telephone company business office.

EPA WANTS LESS NOISE . . . The Environmental Protection Agency has proposed a regulation to reduce noise from jet airplanes approaching an airport. The proposal, submitted to FAA, is to require pilots of jet airplanes approaching an airport to maintain a minimum altitude of 10,000 feet as they enter an airport terminal area, and descend below 5,000 feet only after entering the descent area. FAA advisories now suggest these altitudes, but do not require them. The EPA proposed regulation also specifies that airplanes descend below 3,000 feet only after entering their final glide-slope to the runway. EPA estimates that adoption of the regulation by FAA would reduce the size of areas around airports exposed to the very highest noise levels by 20 to 25 percent.

FEDERAL AND POSTAL EMPLOYEE UNEMPLOYMENT . . . The Federal and postal employee unemployment rate is 1.3 percent, compared to the national unemployment rate of 7.1 percent. Out of a force of nearly three million, about 40,000 jobless Federal employees are collecting unemployment compensation benefits.

GENERAL AVIATION FATALITIES DOWN . . . Although the total number of general aviation accidents increased in 1974 over 1973, the number of fatal accidents and the number of fatalities both decreased. According to figures released last week by the National Transportation Safety Board, there were 4,362 general aviation accidents in 1974, compared to 4,251 in 1973. However, fatal accidents decreased from 722 in 1973 to 653 in 1974, the lowest number since 1970. At the same time fatalities decreased from 1,411 in 1973 to 1,290 in 1974--the lowest number of fatalities since 1966. The accident rate per 100,000 aircraft hours flown was also slightly less in 1974 than in 1973. It decreased from 14.1 per 100,000 hours to 14.0. While total U.S. air carrier accidents were slightly up in 1974 (47 compared to 43 in 1973), the number of fatal accidents remained constant with nine in each year. However, fatalities more than doubled, jumping from 227 in 1973 to 467 in 1974.

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YULE CONTRIBUTIONS . . . In lieu of exchanging Christmas cards for the sixth successive year, employees of the Systems Research and Development Service collected a record sum of \$357.50, of which \$210.50 was distributed to Children's Hospital, and \$147 to the Salvation Army.

NOONTIME BRIEFING . . . All employees are invited to the fifth in a series of informal Noontime Informative Briefings to be presented by Richard P. Skully, Director, Flight Standards Service, January 28, 12:20-1:00 p.m., in conference room 8ABC.

AWARDS AND REWARDS . . . The Office of Accounting and Audit presented Quality Within Grade Pay Increases to Patricia J. Johnston, Samuel H. Lewis, Joseph L. Cordell, and William E. Hood (based on outstanding performance), and Juanita E. Stewart, Evelyn T. Ryles, Elsie N. Hauge, Emma L. Robinson, Gloria J. Cleveland, Deborah O. Wray, Angeline A. Taylor, Emma F. Friedlander, Margaret S. Rugg, Ellen M. Neel, and Peter J. Verdin; and a Special Achievement Award to Frederick S. Mozingo. Dulles International Airport presented Sepcial Achievement Awards to Gerald J. Dunne, John H. Kerr, Eldridge L. Schaeffer, James M. Wimmer, Joseph H. Seal, Robert G. Caniford, Henry O. Hurst, William H. Costello, Eugene Prystash, James L. Knight, Joe K. Huffaker, Frank J. Burney, Linwood Robertson, John W. Vanarsdall, Raymond J. Costa, and Walter L. Owens; Quality Within-Grade Pay Increases to Virginia H. Blue, Barbara S. James, Mary M. Baker, Clyde J. Bingman, Joanne C. Underwood, Jeanne Fallen, Frank R. Hupp, Robert J. Lawler, and Herbert C. Nunley; and Beneficial Suggestion Awards to Elwood Edwards and Howard Johnson. Airports Service presented a Special Achievement Award to Harry D. Hink and a Quality Within-Grade Pay Increases to Harold Smetana, Dorothie Kistler and Joan Schroeder.

FEEDING TIME . . . Hello, folks, this is your friendly INTERCOM speaking. This h'yar is page 4, which is devoted exclusively to news of and about FAA Washington Headquarters and employees herein. If you have some news (job-related or interesting community activity), please get in touch: x63483.

LEARN ABOUT THE COAST GUARD . . . The U.S. Coast Guard will give a briefing on its activities this Thursday, January 23, at 10 a.m. in the FAA third floor auditorium. Open to employees of all DOT agencies, the presentation will be given by a group of Coast Guard staffers using slide illustrations and is expected to last about one hour. Topics will include: search and rescue; military readiness, aids to navigation; port safety and security; marine environmental protection; ocean operations; boating and commercial vessel safety; and reserve activities. A question and answer session will follow the presentation.

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75-4 Jan. 27, 1975

2001...2...3

A priority program to begin planning the air transportation system up to the year 2000 and beyond has been announced by Administrator Butterfield. The Administrator said that FAA must begin to think in terms of "longer lead time in planning" and that "1975 is not too soon to begin a serious planning effort to help provide for a smooth and orderly transition to the aviation needs of the next century." The nucleus of this planning activity is a recently-created group of professional planners called the "futures group" under the direction of Frederick J. Meister, Acting Associate Administrator for Policy Development and Review. Their studies will serve as a tool to help develop major public aviation policies responsive to long-term national aviation requirements. The current focus of the futures group is the development of a series of postulated "worlds" or scenarios, with varying economic, political, technical and social characteristics.

NO DAMAGE SEEN FROM SCHEDULED SST FLEET

FAA LOOKS AT STRATOSPHERE

FAA is taking over responsibility for the Department of Transportation's Climatic Impact Assessment Program (CIAP) and will conduct a continuing program to determine the effects on the earth's environment of high altitude aircraft such as the supersonic transports (SSTs). The action follows a DOT report to Congress last week which concluded that the currently scheduled fleet of world SSTs cannot harm the earth's environment, but added that future expansion of the high-altitude aircraft fleet must be carefully monitored to permit timely regulation, if necessary, to provide a safeguard against environmental damage. The report notes that "future harmful effects to the environment can be avoided if proper measures are taken to develop new engine technology leading to lower levels of nitrogen oxide emissions (Continued on page 2)

WATCH THAT GROUND

A ground proximity warning system (GPWS) has been installed on the agency's DC-9 aircraft at Oklahoma City for evaluation and training purposes. The system, which gives pilots both a visual and aural alert, is intended to provide warnings of dangerous flight paths due to: excessive descent rates, excessive terrain closure rates, significant descent after take-off or insufficient clearance when not in the landing configuration--that is with flaps and gear down. The GPWS was installed on the FAA plane to acquaint air carrier inspectors with the equipment during recurrent training and to evaluate overall system performance and functional characteristics. As a result of recent FAA action, the warning system will be required on all large turbine powered aircraft in the airline fleet by Dec. 1, 1975.

SST POLLUTION (Continued from page 1) . . . and the use of jet fuels having a sulphur content smaller than that in current fuels." Frederick A. Meister, Acting Associate Administrator for Policy Development and Review, said a "continuing atmosphere monitoring and research program can further reduce the uncertainties in our current scientific knowledge...and ascertain whether atmospheric quality is being maintained, provide guidance for decisions concerning regulatory actions and minimize the cost of providing any required environmental safeguards." Meister said the high-altitude pollution study will be a part of the total environmental program carried on by FAA's Office of Environmental Quality. He said that program includes the continuing study of aircraft noise, aircraft engine emissions such as those identified in the Climatic Impact Assessment report, and environment assessment of airport development projects.

KEEPING THEM SAFE . . . A Minimum Safe Altitude Warning System for the automated radar terminal system (ARTS III) was delivered to Denver's Stapleton Airport last week for field evaluation. This system, devised by UNIVAC, will enable controllers to alert pilots to potentially dangerous reductions in altitude. The computer program will trigger a visual signal on the ARTS III radar screen as well as an aural signal when a plane descends below or is about to descend below a predetermined minimum safe altitude. Before being delivered to Denver, the MSAW system was tested at NAFEC and minor deficiencies were corrected.

EXEC SCHOOL WELCOMES GOLDEN CLASS . . . This week marks the 50th class at FAA's Executive School in Charlottesville, Va. The first class in this long-running training program for top FAA officials took place in October 1959. Since then 1,418 agency managers and executives have attended the two-week course. "Students" include such people as regional directors, office and service directors, associate administrators and deputies in these positions. Managed by Vic Onachilla of the Office of Training almost since its beginning, the school emphasizes the dual themes of agency management effectiveness and personal managerial effectiveness. Talks by other top officials and "laboratory" sessions are the main teaching methods.

NEW FS DIVISION STRUCTURE . . . The Flight Standards Service in Washington has been restructured to establish an Air Carrier Division, AFS-200, and a General Aviation Division, AFS-800, in lieu of the Maintenance Division and the Flight Operations Division which were abolished. The Accident Prevention Program Staff and the Aviation Safety Publications Branch also were transferred to the new General Aviation Division. Information about internal routing symbols and personnel assignments appears in Notice 1100.127.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal, 2 years-PC-41/74 Economist, P=4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. PC-42/74 Supervisor, Printing Unit, P=2/P=3, P=2 Gross: U.S. \$14,780 per annum, Net (free of tax): U.S. \$11,346 per annum; P=3 Gross: U.S. \$18,410 per annum, Net (free of tax): U.S. \$13,766 per annum. PC-45/74 Technical Officer, AGA, P=4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. 3 years-PC-46/74 Technical Officer, Aviation Security, P=4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. 2 years-PC-44/74 Chief, Arabic Unit, P=4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. PC-43/74 Language Officer (Translator), P=3, Gross: U.S. \$18,410 per annum, Net (free of tax): U.S. \$13,766 per annum. Language requirement for (PC-44 & 43/74): Arabic must be mother tongue, or the language used for education; ability to write translations from Arabic into English, and vice-versa; working knowledge of French, Spanish, or Russian would be a valuable additional qualification. Applications due in AIA-29 by February 25, 1975. Additional information about duties, salary, qualifications and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

TV TAKES WING . . . The ancient dream and modern reality of flight will be shown in a Smithsonian Television Special on the CBS network this Friday night, January 31. Check your local station for the exact time. Part of the show features a high school student project of rebuilding an "L-4" military reconnaissance aircraft. The program also includes many other historic aircraft illustrating the worldwide growth of aviation. Many of these same aircraft will subsequently be displayed in the new Smithsonian Air and Space Museum to open in July, 1976.

NO MORE BUDGET BRINKMANSHIP . . . Federal agencies are expected to have less difficulty following through on budget and employment plans at the beginning of each fiscal year as a result of a law establishing October 1 through September 30 as the start and finish of the fiscal year, beginning in October 1976. Because the President's budget proposal will still be presented in January, Congress will have an extra three months to work on appropriations for the various agencies, hopefully finishing before the new fiscal year begins. The same law also established the Congressional Budget Office to work with the Executive Branch and the House and Senate budget committees, giving Congress a better overview of Federal budgets. The law requires the Executive Branch to report its reasons before impounding any appropriated money.

"FLYING FLOATS" . . . Ever try to land a plane on glassy water? First of all, you better be flying a float plane to do it. Then, you'll need to know helpful hints on determining the plane's height above the surface. Pointers like this are given in the FAA film "Flying Floats," to be shown next Tuesday and Wednesday, February 4 and 5, at 12 noon and 12:30 p.m. in the Midday Matinee in the third floor auditorium. Filmed against a colorful panorama of great scenery in Alaska, Maine and Florida, the movie runs 15 minutes and is recommended viewing for anyone who flies or is learning to fly seaplanes.

WOMEN'S GROUP . . . Elected officers of the Delegate Body of the newly established Women's Program Committee are: Ann Peavey AMS-620, chairperson; Brenda Hull AIS-300, vice-chairperson; and Patricia Romanofsky AGC-50, secretary. The WPC, consisting of a Delegate and an At Large Body, is a subcommittee of the Civil Rights Board which is chaired by the Deputy Administrator.

STOP THEFT . . . There has been a marked increase in thefts of both government and personal property from Headquarters offices recently. Items ranging in size and value from a very large tape recorder through typewriters, calculators, plants and memorabilia of value only to their owners have been lost. To help reduce these losses, please identify electronic desk calculators, recorders and other office machines in your work area that are easily portable and could be stolen. Then make it a point to lock them in a secure place at the close of business or at least store them out of sight. Destroy empty boxes and other containers that could be used to conceal contraband being removed from the premises, and for your own protection, don't leave personal property on top of your desk at night. Report suspicious activities to the Federal Protective Service (13-20423), and, if caution fails to prevent a loss, report it to TAD-50 according to WA 1600.2.



Attracting viewers is the International Women's Year display in the FAA lobby symbolizing the agency's participation in IWY. From left are Barbara Steele, OST; Irene Miels, FAA Civil Rights; and Yvonne Evans and Jannie Koger, OST. The display shows FAA women in a variety of air traffic, flight standards and maintenance jobs.

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NAFEC HONORED

The National Aviation Facilities Experimental Center (NAFEC) has been cited by the Department of Transportation for "outstanding performance and achievements contributing significantly to the accomplishment of the Department's mission from July 1, 1973 to June 30, 1974." In recent ceremonies in New York, NAFEC Acting Director

Faith accepted the New York Field Coordination Group Annual Unit Award, conferred by the Secretary of Transportation's Regional Representative.

NEW YEAR RESOLUTION: MAKE A SUGGESTION

Four billion dollars in savings have resulted from Federal employees' economy suggestions, ideas and inventions in the first 20 years of the government's Incentives Awards Program, according to the Civil Service Commission. Uncle Sam still came out far in the black after paying \$300 million to employees whose ideas were adopted.

Deputy Administrator On Panel

TASK FORCE TO STUDY SAFETY

A nine-member task force to study the organizational structure and management approach employed by the FAA in carrying out its various missions, including aviation safety, has been formed by the Department of Transportation. Headed by Assistant Transportation Secretary Benjamin O. Davis, the panel will consist of six full-time and three part-time members, including FAA Deputy Administrator Dow, who will serve as executive secretary, and former astronauts Michael Collins and Neil Armstrong. The task force was created to consider various safety issues raised in a recent Congressional report and in an FAA Flight Standards task force report. The other committee members are: Warren Bennis, president of Cincinnati University; George Warde, former president of American Airlines; Louis Young, retired Bendix vice president; Edgar Cortright, director of NASA's Langley center, and Willis Hawkins, former Lockheed vice president. The task force will report in 60 days.

MOSTLY THEY WEAR WHITE HATS

That is, most of the General Aviation District Office inspectors wear white hats--they're the good guys--according to a recent survey taken by the U.S. Parachute Association and published in the January issue of Parachutist magazine. The survey revealed that a convincing 92 percent of the chutists queried found FAAers "friendly" while a mere eight percent said the inspectors were "rude." Another 85 percent found FAA inspectors helpful and only 15 percent said they were "interfering." Also, 80 percent of those asked said FAA inspectors were reasonable while 20 percent characterized them as "dictatorial." FAAers did not do as well when rated on their knowledge of parachuting, however. (Continued on page 2)

WHITE HATS (Continued from page 1) . . . Only 37 percent of the jumpers found them "knowledgeable" while the remaining 63 percent gave a negative response. In a signed column published with the survey, Administrator Butterfield said, "We in the FAA are gratified by the results of the USPA poll because it shows not only what we are doing right but that we can do better. And it seems to say too that on balance the relationship between the FAA and the parachutist is a healthy one marked by mutual awareness and understanding of each other's interests." He added that "just as the survey found the average FAA inspector is not a bureaucratic ogre out to throttle sport parachuting, experience has demonstrated that the jumper is not an irresponsible daredevil bent on risking life and limb and endangering other airspace users in the process."

NEW WEATHER EQUIPMENT FOR FSSs . . . Factory acceptance test of the Aviation Weather and NOTAM System (AWANS) took place last week at the E-Systems plant in Garland, Texas. This computer equipment will permit a flight service station specialist to enter an aircraft's departure and destination and get all pertinent weather information and NOTAMS for 50 miles on each side of the flight path displayed on a cathode ray tube (CRT). Also available to him on the CRT will be appropriate graphics, including weather maps. The weather and NOTAM data is fed into the equipment from the Kansas City Switching Center and includes weather information principally from the National Weather Service, the Air Force and FAA while the weather maps come from the National Meteorological Center in Suitland, Md. Shipment to and installation of the equipment in the Atlanta FSS is scheduled for February. There it will undergo a one-year operational evaluation.

MORE ON HAZARDOUS MATERIALS . . . FAA will be represented on a Department of Transportation task force to review the hazardous materials carried on aircraft to determine which materials could reasonably be carried by surface transportation and have no justification for carriage by air. The task force will focus its efforts on recommendations by the Air Line Pilots Association concerning the transportation of hazardous materials on planes, especially passenger-carrying planes. The task force has been ordered to report the results of its study by mid-March.

NEW ST. LOUIS AIRPORT SHELVED . . . Because of downward revisions in the outlook for aviation growth in the St. Louis area, DOT Secretary Brinegar in one of his last official acts has announced that the plans for building a new airport in the area have been shelved, at least temporarily. He said that as a result of a recent study, it appears that the present airport, Lambert Field, may be technically capable of serving the area's air carrier needs into the mid-1990s. However, he added that it would be prudent to "land bank" the property at the proposed site in Waterloo, Ill., but not commit Federal funds for construction at this time.

AVIATION CONFERENCE TO BE CO-SPONSORED BY FAA . . . The energy crisis, short-haul air transportation, aircraft noise, airport capacity, terminal access and passenger capacity, and airport planning will be discussed in an International Air Transportation Conference to be co-sponsored by the agency in San Francisco March 24 through 26. The meeting will be the latest in a series of conferences that are held every two years on the problems facing air transportation planners and engineers and on technological advances in the field. FAAers participating in the program include David R. Israel, Deputy Associate Administrator for Engineering and Development; Charles R. Foster, Director of the Office of Environmental Quality; and Alexander B. Winick, recently retired Director of the Systems Research and Development Service. Prime sponsor of the conference is the American Society of Civil Engineers.

NAFEC GETS PIECE OF A PLANE . . . A 24-foot section of an L-1011 fuselage salvaged from a TWA aircraft which burned on the ground at Boston Logan Airport has been delivered to NAFEC. The section will be used for structural and explosion testing in the Safe Bomb Location Program which seeks to determine the best place to put a bomb discovered in an airborne aircraft in order to minimize damage and casualties. Testing is scheduled to begin next month.

YOUR FEBRUARY FAA WORLD mission is to read about accomplishing FAA's mission through its "Goals and Objectives"...We tell about youth still finding "Aviation a Career Magnet"...A novel approach to aircraft nostalgia can be found in "2-for-a-Nickel Memorabilia"..."Keep 'em Flying" tells about technicians' maintenance of a rare bird...As always, you'll find Faces and Places, Direct Line, Federal Notebook, Small World and Heads Up.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Cairo-2 years: PC-47/74 Language Officer, P-3, Gross: U.S. \$18,410 per annum, Net (free of tax): U.S. \$13,766 per annum. Arabic should be mother tongue, or the language used for education. Oral and written command of English and ability to write translation from English into Arabic and vice versa are required. A working knowledge of French would be a valuable additional qualification. Montreal-2 years: PC-49/74 Project Implementation Officer, P-5, Gross: U.S. \$28,530 per annum, Net (free of tax): U.S. \$20,118 per annum. PC-48/74 Personnel Officer, P-3, Gross: U.S. \$18,410 per annum, Net (free of tax): U.S. \$13,766 per annum. Application for PC-47 and PC-49 due in AIA-29 by 3/12/75; for PC-48 by 2/13/75. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

RINEGAR BACK TO UNION OIL . . . Former Transportation Secretary Claude Brinegar has returned to his old job with Union Oil Co. as a Senior Vice President and a member of the Executive Board. Brinegar's resignation as Transportation Secretary was effective February 1, and he resumed his duties at Union Oil two days later.

GOING AWAY AND A GOOD DEED . . . Gene Tutterrow, who recently left FAA Headquarters for another agency, decided that he didn't really need a going-away gift, especially after all the recent holiday gift-giving. So he asked his fellow employees to donate to Children's Hospital any money they collected for him. True to his request, his colleagues in the Logistics Service turned over the collection to the hospital. But they couldn't resist giving him a small farewell luncheon, particularly since "he is such a sincere person," as a co-worker in the Material Management Division said.

DISTINGUISHED RETIREE . . . Frank S. Kadi, Chief, Systems and Allocation Branch, ARD, was presented a Distinguished Career Service Award by William B. Hawthorne, Chief, Spectrum Management Staff, ARD, at Kadi's retirement lunch on January 24. Kadi, who joined the agency in 1943, spent approximately half his career in the Pacific-Asia Region and the other half at Washington Headquarters.

PROMOTION ON YOUR MIND? . . . Find out how the FAA Merit Promotion Program affects you at the first at-large meeting of the newly reestablished Women's Program Committee. All employees are invited to hear a presentation of MPP given by Bob McCarthy, APT-100, and Bert Randall, APT-150, and participate in the question and answer period following the presentation on February 14 at 12:30 a.m. in conference room 5 ABC.

IN CASE OF BOMB THREAT . . . In light of the recent rash of bomb threats and actual bombings of various government buildings, occupants of FOB-10A should be aware of procedures which would be used to cope with an incident of this type. First, employees should be alert to any suspicious packages in their work areas. Any such discoveries should be telephoned to the GSA guard post on 13-20423. Employees should make no attempt to examine or remove the suspicious package. If the situation warrants the evacuation of the immediate area, or the evacuation of the entire building, occupants will be advised either by means of the building public address system or by the sounding of the general fire alarm throughout the building. In the latter case, building fire wardens should respond in the same manner as they would in a fire drill. Employees should secure safes, pick up their personal belongings and proceed down the stairwell to exit the building. For their own personal safety, employees should not question fire wardens' instructions to evacuate the building.

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HEADQUARTERS PERSONNEL NOTES

Feb. 3, 1975

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A NEW FORMAT

This is the first issue of Headquarters Personnel Notes in INTERCOM format, a continuation of the former Personnel Newsletter.

A NEW NAME

The Personnel Operations Division, APN=100, recently became the Manpower Operations Division, APT-100. This new name resulted from the recent reorganization which created the Office of Personnel and Training.

OPEN CONTINUOUS ANNOUNCEMENT SYSTEM EXPANDED

Effective January 24, the open continuous announcement system for advertising clerical positions in Washington Headquarters was expanded to handle recruitment and promotion for secretarial positions at the GS-7 level. The new announcement, APN=74-538A, includes the positions of Clerk (Typist) GS=2 through 4; Clerk Stenographer GS-3 through 5; Secretary (Typing) GS=4 through 7; and Secretary (Stenography) GS=4 through 7. 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 Alice Womack, room 512, x63229.

RETIREMENT

Thinking about retiring in a few year Begin your long-range planning now. The next scheduled sessions of the Pre-Retirement Planning Seminar will be held March 3-7 and June 2-6 for three hours each day. Four seminars are held each year. This excellent program has been used by several other federal agencies. Coordinate with your supervisor and training contact if you wish to attend; your attendance does not necessarily imply that you are planning to retire soon. For further information, contact Phyllis Burbank, APT-130, x63320.

NEW FEDERAL WOMEN'S PROGRAM COORDINATOR APPOINTED

Louisa Simpert, ACR-3, x63785, the newly appointed Federal Women's Program Coordinator, will be working in conjunction with the offices and services of FAA as well as with the regions and centers to accelerate FAA's focus on opportunities for women. In FAA headquarters, the Training Branch is coordinating plans to offer seminars for women in the management and clerical fields. Details will be announced later.

UPWARD MOBILITY PROGRAM

The formal announcement of the Upward Mobility Program for 1975 should be forthcoming in March. At present, FAA is awaiting official approval of the training agreement by the Civil Service Commission. For 1975, it is planned that employees in grades GS-4 through GS-8 and wage grade equivalents, WG-3 through WG-11, with a minimum of one year's service in FAA will be eligible for consideration.

SPECIAL PROGRAMS

The Manpower Operations Division offers the following special services and programs for both management and employees:

Suggestions - If you have a suggestion for an improvement that is not an inherent part of your job, obtain FAA Form 2333 from your supervisor. You must describe the problem or condition needing improvement and propose a specific solution to the problem. For further information, refer to FAA Order 3450.7B, "Recognition and Awards Program," or contact the Employee Management Relations Branch, APT-140, x68916.

Safety - Report any unsafe or potentially unsafe condition to your supervisor, who has responsibility to ensure safe conditions. Report any injuries (even minor ones) to your supervisor at once; forms DOT-F3902.1, DOT-F3902.2, and Department of Labor CA-1&2 must be filled out and submitted after every injury. Further safety information can be obtained from Marty Schrecengost, APT-150A, x63383, or (for either airport) Jim Griebe, AMA-30, x70965.

Grievances - The exact procedures for filing a grievance are contained in FAA Order 3770.2A, "Adverse Actions, Appeals, and Grievances." The Employee-Management Relations Branch, APT-140, can explain grievance procedures to you and what your rights are. It is important to note, however, that APT-140 cannot serve as the employee's representative in grievances.



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

5-6 Feb. 10, 1975

AIRPORT MANAGER

High Riddle Jr., who has been directing the operation of National Airport as assistant manager since January 1974, has been named Manager by Metropolitan Washington Airports Service Director James T. Murphy. He was previously an Airports Liaison Officer reporting to the Director of Airports Service at Washington Headquarters, and prior to that was a Special Assistant to the Director of the Bureau of National Capital Airports, the predecessor of MWAS. Riddle began his career with FAA as an air traffic controller at Chicago O'Hare in 1956.

TAX DISLODGED

FAA has been informed by Oklahoma City that the agency's "agents, representatives or employees are exempt" from the city's five percent lodging tax. This tax is charged on motel and hotel bills. Employees who will travel to Oke City for training or other purposes should first check with their supervisors on procedures for proving their status to motel/hotel operators.

\$1.915 BILLION ASKED

1976 BUDGET GOES TO CONGRESS

FAA's request for a piece of the Federal pie in fiscal year 1976 totals \$1.915 billion. This is \$176 million more than the current budget. The \$1.915 billion total does not include \$350 million in new contract authority requested for airport grants-in-aid. The budget request provides for 57,555 full-time permanent positions, a net increase of 496 over 1975. The Facilities and Equipment appropriation request is \$250 million to continue programs to upgrade air traffic control automation, provide new and improved radar systems and instrument landing systems and improve towers and other facilities. The \$80.4 million request for Research, Engineering and Development includes work on key elements of the ground-based collision avoidance system and development of the microwave landing system. FAA proposes to continue its program of grants-in-aid for airports, but is asking for new legislation that will change the program to permit more local flexibility in the use of the funds and eliminate unnecessary Federal involvement. The proposed legislation would adjust user taxes to provide more equitable sharing of airport and airway costs between commercial and general aviation, while generating a small net increase in revenue. (See budget chart on page 3.)

AFRO-AMERICAN HISTORY WEEK

This week marks the 49th annual observance of Negro History Week, now officially known as Afro-American Week. National observances during this week will focus on the past and present achievements of Black Americans. The week embraces the birthdates of Abraham Lincoln (February 12) and Frederick Douglass (February 14) who are recognized as instrumental in the abolition of slavery. (See page 4 for Headquarters observance.)

KEEPING COOL WITH ICE . . . The pilot reported to Salt Lake City approach control that his plane was covered with ice and his airspeed was dropping dangerously. He also said the plane did not carry a transponder to facilitate radar identification. That's when controllers Bryan C. Johnson and Robert J. Bullock went to work. First, they asked the pilot to report his radial and distance from the Fairfield VORTAC. But before the answer came back, radio contact was lost due to icing on the plane's antenna. The controllers then set up a relay through another plane in the area, and the ice-covered plane was located on radar about the time the pilot reported his altimeter was not functioning. The controllers then vectored the plane to a less mountainous area but did not stop with that. They asked other planes in the area for cloud base and temperature readings. Using this information, they guided the pilot to a safe area and cleared him to descend to an altitude where the temperature was above the freezing level. Just nine minutes after his initial call the pilot reported he could see the ground through a small ice-free area in his windshield. The plane landed at Salt Lake City International Airport 11 minutes later. During the month of January, 274 flight assists were reported--117 by flight service stations, 106 by towers and 51 by centers. There were a total of 510 people reported on board the aircraft involved.

ACTUAL CONDITIONS AT NAFEC . . . A new Instrument Landing System (ILS), which among other things will permit flight experience in actual weather conditions for the Systems Research and Development Service's All Weather Landing Program, was commissioned on the main instrument runway (Runway 13) at NAFEC on January 16. The initial commissioning is at the Category I level, but it will be raised to Category II in March. The Category II permits landings with visibility (runway visual range) as low as 1,200 feet, and there is a decision height of only 100 feet.

FOUR DAYS SHALT THOU LABOR . . . The four-day work week is being considered by the Federal Government. It's still some time off and by no means definite, but the Civil Service Commission has been given approval by the White House's Office of Management and Budget to draft legislation proposing variations in the government work week, including a four-day week. Other changes that may be considered are: ● A six-day work week at some times and four day week at other times depending on work load. ● Flexible schedules which would allow some employees to start at 7 a.m. and leave at 3:30 p.m. or start as late as 10 a.m. and leave at 6:30 p.m. ● The four-day week would consist of four days of 10, 9 1/2 or 9 hours each.

FAA BUYS NEW PLANE . . . The agency has awarded a \$1.6 million contract to Beech Aircraft Corp. for a Beech Super King Air model 200. The price includes related services and spare parts. The turboprop aircraft will come equipped for flight inspection work, and is expected to be used in the Hawaiian Islands. The plane is scheduled to be delivered in about 14 months.

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Here is requested FY 1976 budget compared to FY 1975 budget. All amounts are in thousands.

<u>Appropriation Title</u>	<u>FY 1975</u>	<u>FY 1976</u>	<u>Difference</u>
Operations	\$1,419,850	\$1,542,200	\$+122,350
Facilities, Engineering and Development	11,821	13,000	+ 1,179
Operation and Maintenance, National Capital Airports	16,310	17,700	+ 1,390
Construction, National Capital Airports	5,500	12,100	+ 6,600
Grants-in-aid for Airports: (Trust Fund)			
Program Level	(344,572)	(350,000)	(+ 5,428)
Contract Authority	(-)	(350,000)	(+350,000)
Approp. to liquidate obligations	(280,000)	(370,000)	(+ 90,000)
Facilities and Equipment (Trust Fund)	227,278	250,000	+ 22,722
Research, Engineering and Development (Trust Fund)	58,650	80,400	+ 21,750
TOTAL	\$1,739,409	\$1,915,400	\$+175,991

INSPECTION A MUST FOR HAZARDOUS MATERIALS . . . New inspection procedures for radioactive and other hazardous material shipments have been prescribed by the agency to guard against leakage or spilling of these materials in flight. Beginning March 7, 1975 airline personnel must check each package to make sure it has no dents, holes, leakage or other indications that the integrity of the packaging has been compromised, and, in the case of radioactive materials, no broken seal. Also, the packages must be scanned with monitoring instruments before being loaded on the aircraft and again when off-loaded. In a separate action, FAA issued a notice of proposed rule-making which would limit shipments of radioactive materials on passenger-carrying flights to those intended for research or medical use or meeting certain exemption requirements.

CRIME PREVENTION TIPS FOR WOMEN . . . Over 45,000 forcible rapes are committed in the U.S. every year. In the past five years, such rapes have increased over 60 percent. Each year, approximately 40 of every 100,000 women are reported rape victims, and the number may be twice that. Here are some ways to avoid becoming a statistic: ● Keep windows and doors locked. ● If you live alone or with other women, don't advertise the fact by putting your full name on mailboxes or in phone books. ● When answering a knock at your door, make sure the caller is legitimate before opening. ● Keep blinds drawn at night. ● Report suspicious persons or cars near your home. ● Always have your key ready before reaching the door to enter as quickly as possible. ● Avoid dark halls and stairwells. ● Do not enter your residence if the door is ajar or if you feel someone may be inside. ● If in an elevator with a stranger, stand near the control panel. If he makes a suspicious gesture, push the emergency button and as many floor buttons as possible.

The Equal Employment Opportunity (EEO) Counseling Program in FAA Washington Headquarters is being revised. All FAA employees in Headquarters, including those at Trans Point and at Washington National and Dulles International Airports, can nominate fellow employees to be EEO counselors. EEO counselors perform an important role in the informal resolution of problems involving discrimination based on race, color, religion, sex, national origin, and age. Any interested employee will be considered for selection by the Office of Civil Rights. If you feel that you are sensitive to the particular employment problems of minority groups, women, and persons between the ages of 40 and 65, and you have empathy with persons who bring discrimination problems to your attention, then you are a likely candidate. All persons who are

selected will be formally trained and thoroughly briefed on the EEO program. EEO counselor responsibilities are part-time and are carried out in addition to regular work assignments. EEO counselor duties are not included in the employee's official position description. However, an EEO counselor is free to work exclusively and at some length on EEO problems when the circumstances demand. Any employee who wants to make a nomination or who is interested in being selected, please make your wishes known. Write an informal note to George F. Gordon, EEO Coordinator, ACR-3, FAA Headquarters, 800 Independence Avenue, S.W. Washington, D.C. 20591. Any employee group that wants to discuss the Headquarters EEO counselor program in detail is asked to call Mr. Gordon on 426-3785.

TO COMMEMORATE BLACK ACHIEVEMENTS . . . In conjunction with Afro-American History Week, a film, "Martin Luther King--Montgomery to Memphis" will be shown as the Mid-Day Matinee on February 18 at 12 noon and 12:30. The film traces the career of Dr. King and the growth of the civil rights movement under his leadership. On February 19 a videotape, "Black Fighter Pilot in World War II" will be shown at 12 noon. Two FAA employees who were members of the original fighter group will be present to discuss the tape. Both the film and the tape will be shown in the auditorium.

PROMOTING PROMOTION . . . A presentation on the Merit Promotion Program will be given by Bob McCarthy, APT-100, and Bert Randall, APT-150, on February 14 at 12:30 p.m. in conference room 5 ABC. The Women's Program Committee encourages all interested FAA employees to attend.

AWARDS AND REWARDS . . . The Logistics Service presented Quality Within-Grade Pay Increases to Terrance Greenwood, Donald B. Williams, Keith Brooks, James Jamitis, Jacqueline Clemen, Samuel Friedlander, James E. Davis, Icie Mae Goodwin, Reuben Richardson, Mary Beth Russell, Barbara Casey, Linette Brice; and Special Achievement Awards to Patrick Clark, Daniel McGrath, Francis McCabe, Eva Brown, Wilbert Mueller, Rose Hochstein, Katie Broadus and Allen Behrman.

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HEADQUARTERS intercom

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

75-7 Feb. 18, 1975

THREE PROMOTED

The agency last week announced the appointment of three career civil servants to top field positions. Duane W. Freer, who has been Deputy Director of the Southern Region, has been appointed Director of the Eastern Region. He replaces Robert H. Stanton, who is now director of the Western Region. C.R. "Tex" Melugin leaves his position as Deputy Director of the Flight Standards Service to become Director of the Central Region. He replaces Al Coulter, who recently retired. Robert L. Faith, former Deputy Director, has been named Director of NAFEC succeeding Cecil "Buck" Commander who retired.

SENATE CONFIRMATION

Hearings on the nomination of William T. Coleman, Jr., as Secretary of Transportation are scheduled to begin February 20 before the Senate Commerce Committee. If all goes well, the new Secretary could be sworn in and on the job in early March.

THREE UNSUCCESSFUL ATTEMPTS

HIJACKING CURBED BY SCREENING

Passenger screening procedures paid big dividends in 1974. Although there is no way to determine how many potential hijackings were thwarted, it is a matter of record that there were only three attempts to commit air piracy of a scheduled airliner during the year and all of them were unsuccessful. One of these did not involve the passenger screening system as the would-be hijacker with two hostages boarded a parked, out-of-service aircraft. In another case, the potential air pirate shot his way on board the aircraft. The "weapons" used in the third failure were a razor blade and nail file. As a result of the passenger screening system, 2,663 passengers were denied boarding of aircraft for security reasons in 1974. In most instances, boarding was denied after a weapon was found on the passenger's person or in carry-on baggage, although there were a few instances where the passenger made some inappropriate remark, such as, "I wonder if this plane is going to Cuba." In all, passenger screening procedures detected and confiscated the following weapons and dangerous items: 2,450 guns; 14,928 explosives and ammunition rounds including fireworks; 21,468 knives; and 28,864 other dangerous articles.

GETTING THE INFO OUT

Amendments to the Freedom of Information Act, effective February 19, will have a significant impact on all Federal agencies. The revised law provides for disciplinary action against Federal officials who improperly withhold information requested by the public. (Continued on page 3).

CONTROL FROM A SKYSCRAPER . . . The world's tallest control tower went into operation at Boston's Logan Airport last Saturday night, February 15, when controllers moved from the old nine-story tower to the 11-sided cab on the 22nd floor of the new facility. The tower, owned by the Massachusetts Port Authority, is 285 feet high and is topped by a white-domed radar antenna and a lightning arrestor rod which reaches up to 301 feet. During the change-over, controllers manned the cabs of both the old and new towers, assuring the orderly and safe flow of airplanes within a 30-mile radius of the airport.

LABOR-MANAGEMENT RELATIONS ORDER REVISED . . . On February 6, President Ford signed Executive Order 11838, to amend EO 11491, which governs the Federal labor-management relations program. The main changes:

- o enlarge the scope of bargaining so that unions can bargain about an increased number of personnel policies, practices and other matters affecting working conditions.
- o establish a machinery by which existing exclusively recognized bargaining units can be consolidated.
- o permit expansion of negotiated grievance procedures beyond that of just the interpretation and application of a labor agreement.

The order becomes effective 90 days from the date of issuance, on May 7.

FSS BRANCH SAVES \$\$\$. . . The flight service station branch of the Air Traffic Service has saved over \$49,000 by using the Kansas City National Communications Center (the Kansas City switch) to disseminate international weather information (Service O products). Previously, the National Weather Service National Meteorological Center was used to distribute this weather data. Savings have also been realized by dropping certain stations from the network, and tailoring the service more closely to the needs of users. This project is expected to yield a savings of \$60 to \$80 thousand annually by the first quarter of 1975.

SPECIAL ACHIEVEMENT . . . Administrator Butterfield presented the Award for Superior Achievement to five FAA officials during ceremonies last week at Headquarters. Receiving the awards were Frederick A. Meister, Associate Administrator for Policy Development and Review, for "exceptional achievement and outstanding service in directing FAA policy formulation and planning...and for improving the aviation environmental quality to the benefit of the public." Usto E. Schultz, Staff Assistant (Technical Projects) Flight Standards Service, Lawrence M. Bott, Chief, and Robert T. Snipes, both of the Special Projects Staff, Office of Personnel and Training, were all cited for significant contributions "in planning, organizing and providing staff leadership to the comprehensive review of the Flight Standards safety regulatory program." Also cited was Jack Ormsbee, Executive Officer of the New England Region, for "distinguished achievement," especially in establishing the New England Administrative Training Program.

INFO ACT (Continued from page 1) . . . The law permits the courts to review security classifications to determine if they are proper and to order release of information the courts decide should not be withheld. Agencies must respond within 10 days to each request for information and within 20 days to appeals of denials of information. In special cases a 10 day extension on a request or an appeal is permitted. No deadlines were previously set by law. Certain investigatory information used by agencies for law enforcement purposes remains exempt from release, but the revised law narrows the scope of this exemption. Agencies must submit annual reports to Congress related to the Freedom of Information Act, including, among other things, the names and titles of persons who denied information and number of times each person did so.

FAST TIME . . . Daylight Saving Time comes early this year at 2 a.m., February 23, and remains in effect until 2 a.m., October 26, 1975. So remember to set your clocks ahead one hour before turning in Saturday night. Employees on duty at the time of the changeover will be charged one hour leave, and when the nation returns to Standard Time in October, employees on duty will receive overtime pay for the extra hour they work. Paragraph 25 of Handbook PTP 3600.3, Workweek and Hours of Duty, gives complete information. Areas within the conterminous U.S. not observing Daylight Time include Arizona and that part of Indiana within the Eastern Time Zone. Also, the Eastern Time Zone portion of Michigan and the Mountain Time Zone portion of Idaho will not observe daylight time until April 27.

SAFETY SUGGESTION WINNERS . . . Winners have been named by the agency's aviation safety magazine, FAA AVIATION NEWS, in its annual contest for accident prevention suggestions. The ideas will be used in cartoons printed in the magazine and in posters. Each winner gets \$25 and a credit line.

Elizabeth Thrift
Combined Station/Tower
Farmington, N.M.

Lou Lombard
Rocky Mountain Regional Office
Denver, Colo.

Jerry Forsythe
General Aviation Dist. Office
Houston, Texas

Andrew Rupnick
Flight Service Station
Pittsburgh, Pa.

Bob Dawry
Air Traffic Control Tower
Fayetteville, N.C.

Jack Wright
Air Carrier District Office
Anchorage, Alaska

A.O. Ferguson
Air Traffic Control Tower
Lubbock, Texas

Clifford Cernick
Northwest Regional Office
Seattle, Wash.

Carol Clark
General Aviation Dist. Office
Fresno, Calif.

Norman R. Farnhill
Flight Service Station
Traverse City, Mich.

R. E. Bereman
Combined Station/Tower
Hilo, Hawaii

Deanna Barbarick
Flight Inspection Dist.
Office
Anchorage, Alaska

BUILDING SECURITY TIGHTENED . . . The GSA emergency plan to increase protection of Federal buildings, including FOB-10A, was still in effect when INTERCOM went to press last Friday. The plan calls for checking of employee identification cards at all times when entering the building; inspecting packages; and locking of doors on the C Street side of the building to prevent entry and permit exit. GSA admits to some difficulty in completely enforcing the plan because of lack of manpower and hopes that agencies and employees will cooperate and understand the cause of any inconvenience (such as walking around the building to get in). The emergency procedures have been in effect since January 30, the day after the State Department bombing.

EAGLE IN THE AUDITORIUM . . . "Seeing is believing," they say--but is it? Come to the Midday Matinee and see for yourself. The FAA film "Eagle Eyed Pilot" shows that a pilot's "eagle" vision and flight safety go hand in hand, and that sometimes, seeing can be deceiving. Beautifully filmed in Alaska, the movie is both entertaining and instructive. It will be shown next Tuesday and Wednesday, February 25 and 26 at 12 noon and 12:30 p.m. in the third floor auditorium.



CLEARING THE AIR--AND LUNGS . . . Not a wisp of cigarette smoke could be seen when the Five Day Plan to stop smoking began last week at Headquarters. Eighty-one employees signed up for the sessions, which were conducted by plan director Al Marple (at right) of the Washington Adventist Hospital. Marple showed films on health hazards of smoking and on motivation (featuring a Vince Lombardi pep talk) and also brought in a radiologist and pathologist to explain exactly what smoking does to the body. The power of right-thinking was much emphasized, keyed to the idea of: "I choose not to smoke." The non-smoking hopefuls also had homework to do--primarily changes in daily routine to get away from temptations, habits and the craving that lead to a light-up. On Friday, a show of hands indicated that more than three quarters of the class had not smoked in five days. A final follow-up session is set for this Wednesday.

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PAM



SPECIAL

Intercom

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

Feb. 18, 1975

RETIREMENT ROLL

In the last three months of 1974, a lot of FAA employees retired—588 in fact. Another in the periodic series of cost-of-living annuity increases spurred the FAA veterans to call it a career and head for the sunshine—or forests or mountains or deserts or whatever. Good wishes and good luck to all of them.

AERONAUTICAL CENTER

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Glenn H. Browning
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Arthur R. Eno, Jr.
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Robert L. Sanders
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Robert Thomas
Ocial K. Van Hoose
Garland R. Wall
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Oma Willis
John I. Willoughby
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General G. Young

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William S. Cole
Maynard D. Denué
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Joseph Yourelonis
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Dennis Cronin
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Theodore Demko
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Edward Homel
Paul Kasten
Sylvester Kempf
Duane Kich
Arthur Kohn
Alice Kosobucki
John Kulberg
Catherine Losh
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Richard Mallott
Earl Nelson
Margaret Nelson
Herman Nidetz
Edgar Preston
Frank Roman

Duane Rosendale
Henry Sarnwick
Orville Sauer
Edward Scott
Kenneth Shuff
Leno Sonna
Raymond Tarte
Robert Terrill
Charles Thomas
Marvin Thornton
James Timmons
George Tkach
Alva Viner
Cliff Waterman
Conrad Wilkins
Byron Williams

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Cecil A. Commander
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William Hanley

Elizabeth Heckman
Norman Hughes
Irving Levin
Aubry MacFarland
Arlie Moore

Eleanore Raffo
John Shuman
Bernard Weinstein
George Zimmer

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Walter A. Corsano

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Ferris J. Howland
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Kenneth C. Walker
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Frank Agnlin
Delphine J. Aldecoa
(first woman tower chief)
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Melvin C. Couch
Robert S. Davis
James W. Evans
Robert W. Gordon

Robert W. Gorsuch
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Russell Larmay
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Leslie E. Layton

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Earl D. Pearson
H. Allen Robbins
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John E. Netzer
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Sylvester Reineke
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Frederick H. Aiken
William H. Anderson
William P. Anderson
Eric Arnholdt
Eugene Arcamonte
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Vernon E. Avant
Rudolph Bailes
Albert S. Ballenger
Robert W. Barrentine
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Ann L. Bell
Howell E. Bell
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Joe W. Faucher
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Theo A. Hoffman
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Thomas K. Hendersholt
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Louise M. Herbison
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John W. Munds
Helen McElwee
Aurelio V. Nofi
Arthur E. Owens
George E. Parker
Frederick O. Parsons
Richard W. Preston
Vernon L. Robinson, Jr.
Myles P. Ruggenberg
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Philip O. Simonson
William C. Sipe
Richard S. Sliff
Edgar R. Sorenson
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EUROPE, AFRICA, MIDDLE EAST

Howard J. Duffey II



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

7-8 Feb. 24, 1975

FEEL LIKE FLYING?

A medical handbook to help pilots evaluate their fitness to fly as they prepare for individual flights has been issued by the agency.

It cautions, however, that the handbook is a general guide and not a substitute for consulting an Aviation Medical Examiner or a company's flight physician. The 12-page guide covers such areas as fatigue, medication, alcohol, age and anger, fear, frustration and depression.

"Medical Handbook for Pilots" is available in limited numbers from AAM-1; or for \$1.45 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

IDEA SAVED AGENCY \$78,000

SUGGESTION AWARD WINNER NAMED

For a suggestion which resulted in a \$78,000 saving to the agency, Harold G. Owens of the National Communications Center in Kansas City was named the Suggester of the Year Award winner last week. He is a supervisory electronics technician at the Airway Facilities Sector at the center. He suggested a productive way to salvage surplus FAA equipment by using it in his own digital logic circuitry design for all Service "B" data Interchange System (BDIS) facilities. This permitted the system to recognize and accept the International Civil Aviation Organization (ICAO) message format in addition to accepting the domestic message format. First runner-up for the award was Leon H. Turk, Deputy Chief, NATCOM, Air Traffic Division, Central Region, and the second runner-up was Troy L. Niles, electronics technician, FAA Depot, Aeronautical Center.

A HUG FOR LIFE

Pacific-Asia Region's Jan Carrere probably saved a life recently when she prevented a woman from choking to death on a piece of food in a Waikiki restaurant. Mrs. Carrere, wife of Honolulu tower controller John Carrere, grasped the victim around the waist from behind with both arms and pulled her fist in sharply just below the rib cage, giving several quick upward thrusts. This forced air in the lungs upward, dislodging the food. Known as the "Heimlich maneuver" after Dr. Henry J. Heimlich, this life-saving technique also was used by Honolulu tower controller Ed Groth on fellow controller (Continued on page 3.)



CANCELLATION OF LOGISTICS SERVICE ORDERS . . . The Logistics Service announces the cancellation of the following agency orders: 4600.12, Administrative Space at Washington National and Dulles International Airport, dated 1/18/66; 4600.21A, Special Cables for the NASPO Facility Subsystem, dated 9/2/69; 4665.1, Reduction in Obtaining Conference and Meeting Facilities, dated 8/5/68; 4800.4, Utilization of Department of Defense Excess Personal Property, dated 6/29/70; and Internal Order IM 4400.4, Procurement Operations Division Procedures for FERS Procurement, dated 10/11/67. These cancellations will appear in the cancelled section of the next Directives Checklist.

RADAR BEACON ON THE MOVE . . . A mobile Air Traffic Control Radar Beacon System (ATCRBS), which will be used in the field to test various sites before establishing a new beacon ground station, is being run through its paces at NAFEC. By using the mobile unit, engineers can be sure a site is free of interference before a permanent antenna tower is constructed. The entire system can be transported on two vehicles. A 100-foot retractable tower, an antenna pedestal system and engine generator units are loaded on a flatbed truck while the beacon equipment, which was developed at NAFEC, is installed in a special trailer. Currently, video tapes are being made of the system--one for training purposes and one to help inform the general public.

REGULAR LIFE INSURANCE RATE INCREASE . . . An increase in withholdings from pay for regular life insurance will be effective March 2, 1975. The Federal Employees' Group Life Insurance law obligates the Civil Service Commission to collect 2/3 of the premium cost of regular insurance through withholding from employee pay and to collect 1/3 of the cost through agency contributions. A recent CSC actuarial valuation of the regular life insurance program found the cost of regular coverage has increased by 12¢ biweekly per \$1,000 of insurance since the last study in 1968. Therefore, to maintain the 2/3-1/3 cost sharing ratio, the employee withholding rate must be increased from 27.5¢ to 35.5¢ biweekly per \$1,000 of regular insurance. For example, if you are earning more than \$10,000 but less than \$11,000 annually, your regular insurance will be \$13,000 and your premium will go up from \$3.58 to \$4.62 per pay period; or if you are earning more than \$24,000 but less than \$25,000, you are insured for \$27,000 and your premium will jump from \$7.43 to \$9.59. Note: no change in optional life insurance withholdings is contemplated at this time. For more information, contact your local manpower office.

FARS IN PARTS . . . The Federal Aviation Regulations are again being sold in individual Parts rather than volumes. At least the conversion from volumes to Parts is virtually finished. The last of the Parts was sent to the Government Printing Office last month, which means the regulations will be available to users in March. FAA work on the conversion was completed six months ahead of the June deadline.

A HUG FOR LIFE (Continued from page 1) . . . Fred Arthur at dinner on the very evening when, by a bizarre coincidence, a newspaper story about Jan's "save" appeared. The technique can be similarly applied to a person lying face down, and, if lying face up, by pushing down with the heel of the hand just below the rib cage. Mouth-to-mouth resuscitation is not to be done; it forces the object deeper into the windpipe. If alone, a person can push himself against a table edge (or the like) to force air upward. Take heed--and chew food carefully.

WASHINGTON NATIONAL IN MOVIE . . . If you saw "Airport 1975," you know that Dulles International Airport had a feature role. Now Washington National Airport is getting equal treatment. Segments of a movie, starring Robert Redford and Faye Dunaway, entitled "Three Days of the Condor" were recently filmed at National. Scenes include a landing sequence of an Eastern DC-9 and shots of actor Max Van Sydow, the movie's villain, leaving the main terminal and hailing a taxi.

LISTEN CLOSELY . . . Tape recordings of voice communications between enroute controllers and pilots will be made on new machines FAA is buying to replace older ones under a \$2.08 million contract. The money goes to the MINCOM Division of 3M Company, which will build 18 high capacity voice recorders and deliver them to seven ARTCCs by July 1976. FAA already has bought and received 15 such recorders from 3M for seven centers and the FAA Academy in Oklahoma City. The machine simultaneously records up to 152 channels of voice communication, primarily for investigative use after a crash or incident. The recorders will replace 180 older devices, having fewer channels, in the enroute centers. The 3M contract includes ancillary equipment, technical services and an option to buy three more recorders and playback equipment to cover the remaining six NAS centers.

AIRWORTHINESS SUMMARY OFF THE PRESS . . . "Then we moved into balloons, and with regard to balloons, it was all you ever wanted to know about balloons but were afraid to ask. And I really did learn a lot." These remarks, characteristic of FAA's thorough effort, are to be found in the agency's recently issued Conference Summary describing discussions at FAA's first Biennial Airworthiness Review Conference last December in Washington. The 315 page document contains transcripts of introductory and closing speeches by top FAA and industry officials, as well as descriptions of discussions in the five technical committees. The eight-day conference considered a systematic revision of FAA airworthiness rules on aircraft, rotorcraft, lighter-than-air craft, engines, equipment and flight characteristics--the all-important regulations which set construction standards. Copies of the summary were sent to conference participants and other interested persons.

KARATE CHAMP COWED BY TROPHY . . . Robert Everhart, a co-op student working in the Systems Research and Development Service as a project engineer, recently won top honors in a karate tournament in Baltimore. Everhart, a second-degree black belt who has practiced the martial art for ten years and taught it for eight, reports the trophy is 6 1/2 feet tall, so it must have been a championship fight just to get it in the car and bring it home. But it was a welcome addition to his collection of some 100 other karate trophies. Enrolled in Howard University for a B.S. degree in electrical engineering, Everhart worked in Headquarters in the summer of '73 and began a 15-month stint with the agency last summer. Not likely to fall idle, he also runs a karate school, Everhart's Nippon Kenpo Karate-Do, in southeast Washington.

HOW TO EXERCISE . . . The Coast Guard advises that its Exercise Facility, located on the 10th floor of the Nassif Building (reached by southwest elevator), is open to Washington-based DOT employees with the following guidelines for its use: o Those who want to use the facility must fill out a medical form which may be obtained at the facility; all civilian employees 40 years or older must furnish a doctor's certificate stating that exercise will not be harmful to their health; o Active duty military personnel have first priority; o Employees for whom an exercise regimen has been prescribed by a doctor; o Employees in executive level, super grades or equivalent; o GS-15 employees and below until facility use nears capacity; o Two days a week reserved for female employees, regardless of grade. Hours of operation, which previously were curtailed, are back to 7 a.m. to 7 p.m. The Exercise Facility has weights, punching bag, exercise bar and bicycle and the rooftop track.

ARGENTINE SPEAKER AT DOT . . . A representative of the Republic of Argentina will discuss his country's history and people this Wednesday, February 26, at 12:30 p.m., in room 8236 of the Nassif Building. The Departmental Office of Civil Rights periodically sponsors such sessions as part of its awareness program to familiarize DOT employees with Latin cultures and related affairs. A cordial invitation to attend is extended to all persons interested in Spanish culture, language, art and literature.

AWARDS AND REWARDS . . . The Office of International Aviation Affairs presented Quality Increases to Julianna Kaplun and Pamela Buell. The Airports Service presented a Special Achievement Award to Robert J. Endres and Quality Increases to Lowell Johnson, Patricia Campbell and William D. Sherertz.

SELF-BRIEFER HERE . . . FAA's pilot self-briefing equipment showed up in the lobby again last week in preparation for demonstrations to Representatives and Senators this Tuesday, Wednesday and Thursday. The devices were here in December for demonstrations to Departmental officials and industry and trade group members.

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HEADQUARTERS

intercom

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

75-9 March 3, 1975

TOP MEDICINE MAN

Dr. Homer L. Reighard, who has been Deputy Federal Air Surgeon since 1964, has been appointed Federal Air Surgeon. He replaces Dr. Peter V. Siegel, who recently left FAA for another government position.

As Federal Air Surgeon, Reighard is responsible for developing medical standards for airmen, investigating the medical aspects of aircraft accidents and conducting medical research and aeromedical education programs. His office is also responsible for some 7,000 Aviation Medical Examiners--private physicians appointed by the agency to handle medical certification of pilots and other airmen.



SCANNING BEAM UPHELD

U.S. SELECTS MLS CANDIDATE

Selection of the time reference scanning beam technique over the Doppler technique as the U.S. candidate for the international standard Microwave Landing System (MLS) was announced last week by Deputy Associate Administrator for Engineering and Development David Israel. Final selection was made by the MLS Executive Committee, which was chaired by Israel and included representatives from the Departments of Transportation and Defense and the National Aeronautics and Space Administration. The action by the committee ratified a recommendation made in December by the Steering Committee of MLS Central Assessment Group, which conducted an in-depth evaluation of the two techniques. The choice of time reference scanning beam culminated three years of intense development effort by FAA contractors who have been working on the competing techniques. Six contractors were involved in the initial design phase. This was pared to four in the second, or feasibility demonstration, phase--Bendix and Texas Instruments on scanning beam and Hazeltine and ITT Gilfillan on Doppler. Two contractors--Bendix and Texas Instruments, both associated with scanning beam in Phases I and II--will be awarded contracts for Phase III, which involves development of pre-production prototypes with an option for a limited number of production units. The contracts are expected to be awarded in June with the first pre-production system delivered nine months later. Israel said the agency's goal is to have this unit in operation in early 1976 before the International Civil Aviation Organization (ICAO) makes its decision on what system it should adopt as the world's standard MLS system.

TOWER ACTIVITY UP . . . Aircraft operations at airport towers were up five percent in fiscal year 1974 as compared to FY 1973, 56.8 million to 53.9 million, and flight services at FSSs, IFSSs and combined station/towers were up one percent over the same period, from 55.8 million in 1973 to 58.0 million, while numbers of aircraft handled at enroute centers were virtually the same for both years, 22.8 million. Also, according to the recently published 1974 edition of the FAA Air Traffic Activity report, the five busiest enroute centers were: Chicago with 1,659,629 aircraft handled; Cleveland, 1,645,299; New York, 1,529,768; Atlanta, 1,409,660; and Washington, 1,337,928. The five busiest airport towers were: Chicago O'Hare, 680,763 aircraft operations; Santa Ana, Calif., 615,446; Van Nuys, Calif., 582,853; Long Beach, Calif., 546,762 and Atlanta International with 502,264. The Los Angeles FSS was the busiest in this category with 950,192 flight services, followed by Chicago with 911,729; Miami, 858,217; Washington National, 706,333 and Detroit City, 698,423. The report is available for \$4.40 through the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

BRIEFERS SHOWN TO CONGRESSMEN . . . FAA's pilot self-briefing equipment made its second appearance in Headquarters last week for demonstrations to Representatives and Senators. Viewing the equipment were staff workers and several members of Senate and House committees and subcommittees on aviation, public works and transportation, appropriations and science and technology. The self-briefing machines, which include devices for computer-generated voice information, provide simulated weather briefings such as a pilot would request for a planned route of flight. Preliminary plans have been made to take the equipment to several more locations in the nation for tests by pilots. Last year, some 1,300 pilots tried out the equipment at various sites.

MARCH WINDS BLOW GOOD FAA WORLD STORIES YOUR WAY . . . A couple living next door to Dulles enjoy it: "Good Neighbors Adopt an Airport" . . . With spring on its way and food prices still high, "Harvesting the Airport" has some good ideas . . . Here's a look at "How We Read Noise" at NAFEC . . . An ET has a novel way of documenting his career in "Signs of His Times" . . . You can go much "Higher Than a Kite" in tow-kiting, but that does create some problems . . . Three AF families are "Working in an Icebox and Loving It" at the coldest facility in the Lower 48 . . . "3-D Radar Spreads Through System" gives a photographic view of the Phase II automation that will be completed at all centers this year . . . The regular features are here, too: Federal Notebook, Direct Line, Faces and Places, Small World and Heads Up.

OUTSTANDING HANDICAPPED . . . Named last week as FAA's Outstanding Handicapped Employee of the Year for 1974 was Sterling Foxworth, a computer operator in the Simulation and Analysis Division at NAFEC. He was chosen from a group of seven nominees. In addition, he has been selected as the Department of Transportation nominee for the Civil Service Commission's Outstanding Handicapped Federal Employee of the Year. James T. Dwyer, an air traffic control specialist at Cleveland ARTCC, was named as runner-up for the award.

HEADQUARTERS PERSONNEL NOTES

MANPOWER MANAGEMENT EVALUATION SCHEDULED

The Offices of Personnel and Training, Civil Rights and Labor Relations will jointly conduct a comprehensive evaluation of manpower management in Washington Headquarters including all local and overseas organizations directly serviced by the Washington Headquarters, such as the European Region. The evaluation will take place April 7-18, 1975. The primary objectives of this review are to determine: (1) the quality of service and support provided to managers and employees by the Manpower Operations Division; (2) the extent of adherence to established regulations in the conduct of manpower activities; (3) the degree of line management recognition and assumption of their manpower responsibilities. Prior to the evaluation, a 20 percent representative sample of the Headquarters workforce will be asked to participate in the review by responding to a confidential questionnaire designed to assist the survey team in determining areas of special interest in the review. In addition, some managers, supervisors and employees may also be selected to participate in individual interviews and group discussions. Findings and recommendations for improvement will be provided to appropriate program managers for resolution.

WOMEN'S COMMITTEE SPONSORS MPP PRESENTATION

On February 14, Bob McCarthy, Chief, Manpower Operations Division, APT-100, and Bert Randall, Assistant Chief, Employment Branch, APT-150, spoke on the Merit Promotion Program before an at-large meeting of the Women's Program Committee. The briefing appeared to be well received by the audience of approximately 75. True to their earlier promise, the speakers did not flee when the questions started flowing.... The Manpower Operations Division welcomes the opportunity to explain its programs to interested employees and looks forward to future meetings with various employee groups on personnel program areas.

NOONTIME BRIEFING - AIRWAY FACILITIES - TUES., MARCH 11

Warren Sharp, Director, Airway Facilities Service, will speak on the Service's current plans and operational problems in room 8ABC on Tuesday, March 11, 12:20-1 p.m. Noontime Informative Briefings are presented monthly so that all interested employees can get up to date on the functions and latest happenings in the various offices and services.

UPWARD MOBILITY PROGRAM--MEETING SET FOR MARCH 17

There will be a general meeting for all employees interested in the Upward Mobility Program at 10 a.m. on Monday, March 17, in the third floor auditorium. This meeting will formally announce this year's program and will answer questions from employees about the program. Additional meetings are planned at National and Dulles airports. At a meeting on February 11, each office and service was asked to look at its organization to see if upward mobility positions could be provided. The precise number of positions for this year's program will be determined from their responses.

MAKING THE GRADE--DEVELOPMENTS IN CLASSIFICATION

- o The classification system divides the enormous mass of work required to run the government into an orderly system of measurable, manageable units (or positions). Each position is a set of duties and responsibilities and is identified by the type and grade (i.e., difficulty and responsibility) of work. One of the major purposes of the classification system is to assure appropriate pay for work performed. The system also aids the creation of organizational structures, recruitment of qualified workers, and development of adequate training programs.
- o In a recent development of note, a bulletin from the Civil Service Commission about assuring the integrity of the merit system has established a requirement for supervisors to sign an extensive certification statement on each position description. The certification attests to the accuracy of the description and acknowledges the seriousness of false or misleading statements. All positions established, amended, or redescribed after December 16, 1974, must carry this signed certification.
- o The development of a coordinated wage system for Federal employees in trades and labor occupations, begun in 1965, is now nearing completion. Nearly 300 different series of wage grade work are now covered by 68 job standards issued by the CSC. New standards will continue to be issued as the need arises. All nonsupervisory wage grade jobs are evaluated in these job standards by (1) skill and knowledge required, (2) responsibility, (3) physical effort, and (4) working conditions.
- o It is expected that a new method of grading General Schedule jobs will be implemented within the next several months, full implementation taking about five years. The new method changes certain classification concepts that date from 1923. Put simply, the new system will establish positions' grades by comparing them with the descriptions of certain sample (or benchmark) jobs; at present, positions are graded by comparing them with standard evaluation criteria issued by the CSC. Initial tests indicate that both supervisors and employees will be able to understand the basis of classification decisions more clearly under the new system.



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75-10 March 10, 1975

OPERATIONS TO U.S. WOULD BE LIMITED

CONCORDE FLIGHTS CONSIDERED

COLEMAN SWORN IN

William T. Coleman, Jr., 54, was sworn in as Secretary of Transportation in ceremonies at the White House last Friday. He succeeds Claude S. Brinegar, who resigned February 1. Before heading the Department, Coleman earned a distinguished record as a partner in a Philadelphia law firm and in many public service activities. He received his law degree from Harvard Law School, and his later legal work put him in the forefront of the civil rights movement.

FAA has issued a draft Environmental Impact Statement (EIS) on the application of Air France and British Airways to conduct limited operations with the supersonic Concorde into two U.S. airports. The two carriers want to conduct a total of four flights a day into New York's Kennedy Airport and two a day into Dulles Airport outside Washington, D.C. In preparing the draft EIS, FAA considered a range of options but said that granting the application was the "preferred alternative." It noted that the "volume of Concorde operations will be limited and consequently the environmental impact will be limited." Moreover, it continued, "the levels of flight operations requested are so low they will not prejudice any subsequent rulemaking proceeding in which general operating restrictions on SST's are proposed." The draft statement stresses that FAA regulations prohibit supersonic flight over the U.S. or its territorial waters. Therefore, the Concorde would have to slow to subsonic speeds before reaching the U.S. and there would be no sonic boom impact. Public hearings on the proposal are scheduled for next month in New York and Washington and written comments will be accepted until May 6. The comments will be considered in preparing a final EIS.

WE DEPUTY DIRECTOR

Lynn L. Hink, a 28-year agency veteran, was named Western Region Deputy Director last week. He had been WE Region Air Traffic Division chief since 1967. He began his career as an "airways operations specialist" at the Denver enroute center, and moved up over the years to hold facility chief and various air traffic staff positions in the Western Region and Washington.

A BUNCH OF PROS

Handling an emergency with professional ease, Salt Lake City Approach Control first vectored the lost pilot to the airport and then handed him off to the tower controllers who guided him to a safe landing. It all started when a non-instrument rated pilot radioed to say that he was lost and under instrument conditions. (Continued on page 2)

LOST PILOT (Continued from page 1) . . . Controllers realized the aircraft was headed for high terrain, so they gave the pilot vectors away from the dangerous area and toward Salt Lake City International Airport. When the pilot reported seeing the airport, tower controllers took over. Other traffic coming in to land already had been instructed to hold their positions. Departing traffic was held on the ground, and the appropriate runway lights were turned up to full intensity. On the first pass, the pilot radioed that he was too high and would go around. On the second pass, his landing gear was not down and he was instructed to go around. Tower controllers then gave the pilot precise instructions and carefully guided him to a safe landing. During the month of February 1975, 200 flight assists were reported--90 by flight service stations, 83 by towers and 27 by centers. There were a total of 329 people reported on board the aircraft involved.

HARZADOUS MATERIALS ENFORCEMENT TIGHTENS . . . Civil penalties assessed against air carriers and shippers found in violation of hazardous materials regulations tripled in the past year, according to FAA. Intensified enforcement action by the agency resulted in the collection of nearly \$85,000 in civil penalties in 291 cases last year as compared with \$24,000 collected in 222 cases in 1973. Under the Hazardous Materials Transportation Act, shippers and air carriers must comply with strict FAA regulations, which cover packaging and labeling, quantity limitations, cargo location, special requirements for poisons, radioactive materials and fuels, reporting of incidents and reports to the pilot-in-command.

MEETING OF THE MINDS ON MANAGEMENT . . . A meeting of Management Systems Division chiefs is being held in Denver from March 10 to March 13. Region, NAFEC and Aero Center division chiefs will attend as well as representatives from the Washington Office of Management Systems. Emphasis will be on solution of problems, future plans and ways for regional, center and Washington MS people to work more effectively together.

AIRPORT X-RAY UNITS TO BE CHECKED . . . A new regulation governing the installation and the safe, efficient operation of X-ray machines used by airlines to screen the carry-on luggage of air passengers has been issued by the agency. The regulation, effective April 4, 1975, provides that all such machines must comply with radiation level standards set by the Food and Drug Administration (FDA) of the Department of Health, Education and Welfare. This compliance must be verified by a radiation check when the equipment is installed and every six months thereafter, as well as each time it is moved unless the airline operating the equipment can show it can be moved without altering its radiation level.

SAVINGS BOND CAMPAIGN BEGINS . . . Give U.S. Savings Bonds an inch-- they'll take you a mile. With this thought in mind, DOT has launched its 1975 U.S. Savings Bond campaign, to run from March 10 to April 4. Remember, Bonds are probably the best way to save money, because they are safe, easy to buy and earn 6 percent interest. For as little as \$3.75 each pay period, you can buy Bonds through payroll deduction, and the small amounts of money you don't see now will add up later to a handsome sum that can help pay for retirement, children's education, vacations or any other purpose. Bonds are also as good for America as they are for Americans, since they give the government a solid financial base. Not a penny has ever been lost by an investor in U.S. Bonds; the government guarantees their value and replaces them if lost, stolen or destroyed. Consider the future for yourself and your family when a canvasser stops by to offer the chance to sign up or increase a current allotment.

GARNISHMENT LEGISLATION . . . Wages and salaries of all Federal employees are subject for the first time to garnishment and or attachment by court order, effective Jan. 1, 1975. Federal employees' wages, however, may be garnished or attached only for the purpose of satisfying the legal obligation of the employee to provide child support or make alimony payments.

SMOKE EMISSION STANDARDS . . . The agency has proposed new smoke emission standards for transport airplane cabin materials in a move to enhance passenger safety in survivable accidents. The agency has conducted a survey of the smoke emission characteristics of numerous cabin materials and determined there are now materials available that emit appreciably less smoke than those currently in use. Moreover, it appears these materials will be available in sufficient quantity and variety to meet reasonable design goals. The proposed rule is part of a two-pronged effort to reduce passenger fatalities from smoke inhalation and toxic gas poisoning. The agency also issued an advance proposal on toxicity standards in December.

ACCIDENT INVESTIGATION EQUIPMENT A MUST . . . By FAA action, air taxi operators using business-type jets will be required to equip these aircraft by May 15, 1975 with two devices that are vital to accident investigations: cockpit voice recorders and flight data recorders. The flight data recorder documents information about the performance of an aircraft in flight from takeoff to landing. Similarly, the cockpit voice recorder documents flight crew conversation. Involved are turbojet airplanes between 12,500 and 27,000 pounds which carry no more than 12 passengers. Included in this category are the Learjet, Sabreliner and DH-125.

AIR TRAFFIC CAREER OPPORTUNITIES . . . All persons in jobs with limited potential who are willing to work hard have an excellent opportunity for career development in the challenging field of air traffic control. The Air Traffic Control Act of 1972 provides a maximum age limit of 30 at the time of appointment for all candidates considered for tower and center positions. The Manpower Operations Division will be offering an orientation session for the air traffic control examination for career and/or career-conditional employees on Thursday, March 20, from 1 p.m. to 5 p.m. in FOB-10A, conference room 9BC. The Air Traffic Control examination will be given on Friday, March 21, from 9 a.m. to 1 p.m. in FOB-10A, conference room 6ABC. Entry into the program is at the GS-5 level. Employees interested in attending the orientation session and taking the examination for noncompetitive placement in the ATC program should contact Alice Womack, Personnel Receptionist, on x63229.

UPWARD MOBILITY PROGRAM . . . Here's another reminder that the FAA Washington headquarters Upward Mobility Program will be explained to interested employees on March 17, at 10 a.m. in the third floor auditorium in FOB-10A. Deputy Administrator James E. Dow will be present to kickoff this year's program, which will be open to employees in grades GS-4 through GS-8 and wage grade equivalent (WG-3 through WG-11). A minimum of one year's service in FAA is also required. The Upward Mobility Program is designed to provide career advancement opportunities to employees in dead-ended positions who demonstrate through an assessment center selection process their potential to succeed in para-professional positions.

MIDDAY MATINEE SPECIAL . . . Are you understanding? When it comes to road signs, that is. The Federal Highway Administration has invited FAAers to participate in a research project on road signs. Do you like the signs? Do they give you problems? Here's your chance to help a sister (brother) agency by participating in this interesting film program and questionnaire, to be held this Tuesday and Wednesday, March 11 and 12, at noon in the auditorium. Everyone is invited, but because it is a sample survey, the number of questionnaires will be limited to the first 300. Participants will have the satisfaction of knowing they're helping the nation's road marking program. So come and do your thing-- and help the road markings do theirs.

AWARDS AND REWARDS . . . The Office of Personnel and Training presented a Quality Increase to Gerald W. Mahdik and a Special Achievement Award to Wilma R. Stucker. A group Special Achievement Award was presented to the following Flight Standards Service employees for contributions to the success of the first Biennial Airworthiness Review Conference: Irving Fagin, Arthur Goodier, Paul Spiess, A. Astorga, Robert Phillips, Mary Jane Zock, Kathleen Gallahan, Nelson Shapter, Robert Allen, Hugh Waterman, Melvin Beard, Dennis Tuck, and Robert Auburn. Airports Service presented a Quality Increase to John M. Mobley.

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service to man in flight

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PILOT'S RESPONSIBILITY CITED

NEW REG STRESSES ALTITUDE

The agency has amended its basic regulation covering minimum altitudes to clarify pilot responsibility for maintaining a safe altitude after receiving an approach clearance. The amended regulation provides that a pilot who receives an approach clearance when operating under instrument flight rules (IFR) on an unpublished route, or on radar vectors provided by air traffic control, must maintain his last assigned altitude (1) unless a different altitude is assigned by air traffic control, or (2) until the aircraft is established on a segment of a published route or an instrument approach procedure. The amendment also requires that a pilot immediately request clarification from the controller if he does not fully understand his clearance. FAA said its present regulations are explicit with regard to the pilot's responsibility for maintaining safe altitudes at all times. Nevertheless, it added, there have been incidents of pilots descending below minimum IFR altitudes after receiving an approach clearance "due to inadvertence or uncertainty."

JOHNSON HONORED

Selected to receive the Outstanding Service Award by the National Association of Black Manufacturers recently was Malcolm Johnson, Policy Branch, Logistics Service. Johnson, who works as minority business coordinator, earned the award for his accomplishments while working with minority contractors.

READ ALL ABOUT IT

The crucial role of Atlantic City controller Thomas Van Swearingen in a dramatic flight assist in June 1974 is highlighted in this month's Reader's Digest. When a woman radioed Mayday after her husband died at the airplane's controls, Van Swearingen, at his radar position, teamed up with a local pilot who took to the air and flew alongside the distressed plane while radioing landing instructions to the woman, a non-pilot.

BETTER CONTROL FOR CONTROLLERS

The brightness control of the Plan View Display radar scopes used in enroute centers will be enhanced under a \$1.7 million contract with the Raytheon Company. The action is based on controller evaluations during site testing which indicated that the present two levels of brightness ("bright data" and "dim data") were not satisfactory. After modification, controllers will be able to set five distinct levels of brightness. This will, in turn, illuminate different sets of information to the desired level. Deliveries of the modification kits (Continued on page 2).

STILL PLENTY OF PASSENGERS . . . Total passenger traffic at the two Washington airports operated by the agency remained almost static in 1974, but the number of flight operations was off almost nine percent, reflecting the cutback in airline schedules resulting from the energy crisis. During the year, Washington National and Dulles International Airports handled 14,263,238 enplaning passengers, only slightly less than the 14,360,571 who moved through the two airports in 1973. While general aviation and air carrier total operations (takeoffs and landings) were down at both airports, air taxi operators appear to have benefited by the reduction in airline schedules. They increased operations by 14.7 percent at the two airports.

MAKING THOSE UNIFORMS SAFE . . . Can an airline flight attendant's uniform be safe as well as chic? That's a question FAA has posed in an advance notice of proposed rule making aimed at developing flammability standards for the uniforms worn by flight stewards and stewardesses. Noting that flight attendants play a vital role in emergency situations that may involve fire, FAA stressed there is an "urgent requirement for such standards as a result of recent flammability tests in which flight attendant uniforms readily caught fire and, in some instances, did not afford sufficient coverage to provide protection from exposure to heat and flame."

TO CUT USER COSTS . . . The agency recently announced that it will begin publishing enroute instrument flight charts, depicting changes in the National Airspace System, every eight weeks instead of four in an effort to provide pilots with current materials at a reasonable price. FAA points out that the escalating costs of paper and postage have increased substantially the prices of charts and other flight information publications with a corresponding decline in sales and subscriptions to the aviation public. As a result, FAA said, it is concerned that many pilots might be using obsolete charts rather than pay the increased prices.

YES, VIRGINIA, THERE IS A SPEEDY MAILMAN . . . A recent direct pouch delivery time check showed that excellent mail service is received when the FAA direct pouch system is used for mail going to regions and centers and return. No pouches took more than one work day of travel time, even to AAL and APC. Pouches to ANE, AEA, ANA, ASO, AGL, ACE, ARM and AWE generally were delivered overnight. Use the FAA direct pouch messenger-type mail system for maximum speed and security.

BETTER CONTROL FOR CONTROLLERS (Continued from page 1) . . . and spare parts will begin in about four months and will be completed in a little over a year from the first delivery date. The kits will be installed by FAA technicians.

RED CROSS MONTH . . . Here's a reminder that President Ford has proclaimed March as Red Cross Month and called attention to the many good works of this valuable service organization. As the President noted in his proclamation, the American Red Cross each year provides open-handed assistance to thousands of people whenever and wherever disaster strikes. Through its blood donor, first aid and water safety programs, the Red Cross makes lasting contributions to the health and welfare of the nation. The President suggests that government employees consider volunteering for service with the Red Cross to help continue these vital efforts.

VET FLIGHT TRAINING PROGRAM CUT . . . A recently passed public law (93-508) may cut the number of Vietnam veterans pursuing flight training on the G.I. bill and therefore have an adverse economic effect on the FAR Part 141, FAA certified schools, in which they are enrolled. The new legislation will not authorize veterans training in these schools unless the veteran or the institution can show that at least 50 percent of those so trained in the past two years have obtained employment in the general field of aviation.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal: 2 years-PC-50/74 Chief, Statistics Section, P-5, Gross: U.S. \$28,530 per annum, Net (free of tax): U.S. \$20,118 per annum. PC-51/74 Chief, Facilitation Section, P-4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. Applications due in AIS-29 by April 4, 1975. Additional information about duties, salary, qualifications and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

TRAVELING? USE ECONOMY CLASS ACCOMMODATIONS . . . Deputy Secretary John W. Barnum, in a letter to all administrations, urged travelers in the interest of the current financial situation to be more economy conscious when spending the travel dollar. To conserve travel funds, travelers are advised to (1) schedule a minimum number of essential trips in order to consolidate visits, (2) minimize the number of personnel taking such trips (i.e., don't send two specialists where one will do), (3) maximize use of GSA loan pool cars and economy class accommodations where such options are available, and (4) minimize duration of trips by having data required prepared in advance of visits, where possible; and above all, maximize FTS telephone communications rather than travel. Remember, travel costs are not limited to the ticket price alone, but also include per diem and, to some extent, other actual expenses.

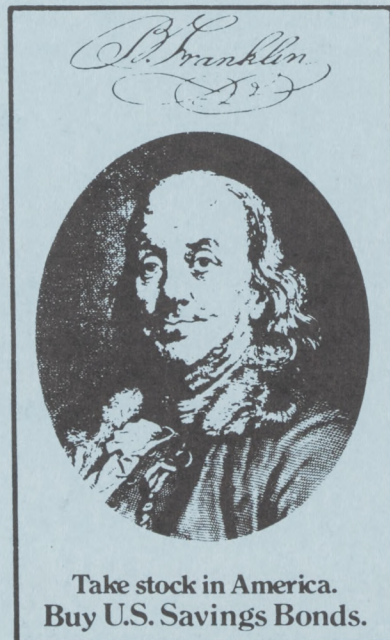
BUY U.S. SAVINGS BONDS

FASTER THAN A SPEEDING BULLET . . . Test pilot Robert J. Gilliland showed films and related his experiences as pilot of the super-sonic U.S. reconnaissance jet, the SR-71, to a standing-room-only audience last week at FAA Headquarters. The airplane, known informally as "Blackbird" after its color, is the same type that set a new speed record on a New York-London flight, 1 hr., 55 min., 42 sec., on Sept. 1, 1974. Gilliland, who has more supersonic hours under his belt than anyone else, entertained questions from the audience, which found the answers quite entertaining. For example, the SR-71 moves so fast (in excess of 2,000 mph), that it can't be turned around inside an area the size of Texas. It can fly as high as 90,000 feet (and probably higher) and literally goes faster than a speeding bullet. When landing, however, it can fly as slow as 175 mph.

HEAR ABOUT CHILE . . . The press attache of the Embassy of Chile will address interested DOT employees on "Chile--Its Culture and People" --this Wednesday, March 19, at 12:30 p.m. in room 8236 of the Nassif building. A cordial invitation to attend is extended to all persons interested in Spanish art, culture and literature. The talk is sponsored by the Departmental Office of Civil Rights.

GIVING YOU THE BUSINESS . . . What do airports mean to you? To a lot of people "Airports Mean Business"--and that's the title of a film showing next Tuesday and Wednesday, March 25 and 26, at 12 noon and 12:30 in the third floor auditorium. Handsomely photographed in color in several locations across the country, the film underscores the economic benefits an airport brings to a community, with emphasis on medium-size communities where new or improved airports can attract industry, provide new jobs, generate more revenue and offer greater recreational opportunities. Several communities that have tangibly benefitted from airports are featured in the film.

**"It is hard for
an empty sack to
stand upright."**



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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ALASKA HONORED

FAA's Alaskan Region was named Employer of the Year last month by the Alaska Rehabilitation Association. The region won the honor for its achievements in hiring persons with a variety of disabilities. During the last three and a half years, the region has hired amputees as well as people with polio, epilepsy, mental retardation, alcoholism and psychiatric problems. Jobs filled included key punch operators, secretaries, draftsman trainees and warehousemen.

REVISES ADAP PROGRAM

AIRPORT-AIRWAY BILL GOES TO HILL

The Ford Administration sent a proposed new five-year, \$3.1 billion airport and airway development program to Congress last week that would provide direct payments to air carrier airports and eliminate Federal financial aid for general aviation airports after three years. Secretary Coleman and Deputy Administrator Dow testified in support of the bill. The legislation is intended to renew, with several changes, the Airport and Airway Development and Revenue Act of 1970 which expires this June 30. The new bill would do away with individual Airport Development Aid Program (ADAP) grants for specific projects at air carrier airports and replace the grants with direct, predictable yearly payments based on the volume of traffic at each airport. The thrust of the bill is to reduce Federal involvement with its accompanying red tape

WIDEBODY JET MODIFICATION ORDERED

A proposed airworthiness directive (AD) that would require strengthening of the cabin floor or better venting of wide-body jets to improve their capability to withstand rapid in-flight depressurization was issued last week by FAA. The proposed AD would affect about 275 wide-body jets--Boeing 747s, Lockheed L-1011s and McDonnell Douglas DC-10s--presently in service with U.S. air carriers. Compliance would be required by July 1, 1977. The AD's main purpose is to minimize effects of a sudden large opening of at least 20 square feet in the lower fuselage wall resulting from some abnormal and highly unusual occurrence. Such an opening could structurally damage the cabin floor with an adverse effect on the plane's controllability. All modifications would have to be approved by FAA as meeting the objectives of the AD.

TAKE STOCK

IN AMERICA

* * *

BUY

U.S. SAVINGS BONDS

AIRPORT-AIRWAYS (Continued from page 1) . . . and time lags and let local communities make the basic decisions on how and when to spend the money. Under the bill, \$300 million each year would be available to air carrier airports, compared to the present \$275 million; for each of the next three years, \$50 million would be available to the states for general aviation airports, compared to the present \$35 million annually. Reversing a long-standing policy, the legislation would permit use of Federal funds to build or improve airport passenger facilities and to buy land around airports as environmental buffer areas. Regarding airway development, the bill continues to annual \$250 million to buy new FAA facilities and equipment. The bill also proposes that FAA be permitted to use money from the aviation Trust fund to pay for maintenance of agency facilities and equipment. Another provision would repeal the ban on state and local "head taxes" on air passengers. A companion bill proposes adjustment of aviation user taxes to reduce the airlines' contribution to the Trust Fund, while raising general aviation's share from 15 to 25 percent through increased fuel taxes. The idea of departure fees at controlled airports has been dropped.

AIRWAY FACILITIES UNIONIZATION IN THE BALANCE . . . A Department of Labor hearing in Washington on separate petitions for a national labor unit and an Eastern Region labor unit of non-supervisory FAA Airway Facilities employees was recessed last week until April. The National Association of Government Employees (NAGE) filed for representation of some 8,000 employees agencywide, while the American Federation of Government Employees, AFL/CIO (AFGE) filed to represent Eastern Region employees. The International Association of Machinists and Aerospace Workers, AFL/CIO (IAM&AW) and the National Federation of Federal Employees (NFFE) are intervenors in the NAGE petition, based on their status as exclusive representatives of some of the employees involved. Last month a hearing was held in Alaska on another AFGE petition to represent Alaskan Region Airway Facilities employees. At the Washington and Alaska hearings, FAA supported the idea of a national unit rather than regional units. This support does not imply endorsement of a particular union, but only the size of the labor unit. Final decisions by the Labor Department on the appropriate units could come in six months.

ORDERS CANCELLED . . . The Logistics Service announces the cancellation of agency order 4450.1, Sampling of Contracts, dated 4/22/66. This cancellation will appear in the cancelled section of the next Directives Checklist. The Airway Facilities Service cancels Order 6900.1 dated October 8, 1967, Prevention, Control, and Abatement of Water Pollution from the Federal Aviation Administration Installations. This order is cancelled without replacement and will be reflected in the next edition of the Directives Checklist.

March 24, 1975

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FLIGHT INSPECTION CHANGEOVER ON SCHEDULE . . . Two of the agency's old Flight Inspection District Offices (FIDOs), Houston, Tex., and Bedford Mass., closed in the first half of March as FAA's plan to convert to operations under the Flight Inspection National Field Office went ahead on schedule. In all, seven FIDOs will close by late May. All 103 employees affected by the closings have been assured reassignment in FAA or placement with other agencies. The job done by FIDOs is being taken over by seven Flight Inspection Field Offices, some of which were converted from FIDOs. At the same time, flight inspection of landing and navigation aids is being handed over to 20 speedy new twin jets replacing a fleet of 44 aging DC-3s. Delivery of the last of the new jets is expected by the end of this year. After training of all back-up jet crews, the DC-3s are expected to retire from the scene forever by July 1976.

PHILLY GETS GROUP II TCA . . . A Group II Terminal Control Area is scheduled to go into operation at Philadelphia on March 27. 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 flight to and from the primary airport. Also, student pilots are permitted to operate at the primary airport in Group II TCAs, whereas in Group I TCAs they are not. Other locations where Group II TCAs are operational are: Seattle, Minneapolis, Denver, Houston, Cleveland, Pittsburgh and Las Vegas.

TAX TIME=SELF-ASSESSMENT TIME . . . Now that taxes are due again, it's time to take stock of what we did last year, and that's a good time to ensure that our financial and other actions are compatible with the agency's Ethical Conduct Program. The obligations and responsibilities of all FAA employees and supervisors in this regard are described in FAA Order 3750.3A, which is available for review in the labor relations branch of your servicing Manpower Division and in the Manpower Operations Division, APT, in Washington. Remember, the agency has no wish to interfere with the legitimate off-the-job activities of anyone, yet certain outside actions can cause or create the appearance of conflict of interest and must therefore be avoided. If you have a question about the program, don't wait; ask for assistance. Your supervisor, or an LMR specialist in your servicing manpower division, will be glad to help.

MARZEC TO RECEIVE AWARD . . . Frank W. Marzec, Jr., Chief of the Configuration Control Branch, Airway Facilities Service, has been selected by the Association of Black Manufacturers to receive its Outstanding Service Award for his work with minority contractors. Also receiving the same award will be Malcolm Johnson of Logistics Service as reported in last week's INTERCOM. Presentations will be made at the Association's Fifth Annual Conference in San Francisco this week, March 29.

KOJAK MAKES BOND . . . Even Kojak buys U.S. Savings Bonds. Just because he's a tough cop, doesn't mean he can't take stock in America. You can see this member of Hollywood's finest invest in his and the nation's future in a film showing in the FAA (FOB=10A) auditorium this Thursday, March 27, at 12:30, 12:50 and 1:10 pm, and in the Trans Point Building in conference room 3201, Friday, March 28, at 11:00 am and 1:30 pm. And while you're thinking about it, remember that Bonds are the safest investment you can make, and they now pay 6 percent interest when held five years to maturity. In the current Bond drive, Washington Headquarters has reached 78 percent participation, an increase of 5 percent since the campaign began. But the goal is a 10 percent increase in new subscribers and a 50 percent increase of present subscribers who raise their allotments. So give heed to your canvasser when he or she comes to call, and help yourself to that vacation, kid's education, secure retirement, etc.

FEDERAL CAREER GUIDANCE WORKSHOP . . . The Training and Career Development Branch, APT=130, in conjunction with the Office of Civil Rights, has arranged to have Washington Opportunities for Women conduct a pilot three-hour Federal Career Guidance Workshop for 20 participants in grades GS=4=5 on April 7. The workshop is geared mainly to help women (but not restricted to women) determine their career goals and provide the necessary techniques for realizing them. Interested employees should contact (through their supervisors) their respective office/service training representative for further information and nomination procedures.

**“Waste neither
time nor money,
but make the best
use of both.”**

B. Franklin

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

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

75-13 March 31, 1975

GENERAL AVIATION CHIEF
Allan Francis Landolt, former Director of Aeronautics for the State of Illinois, last week was named Assistant Administrator for General Aviation. In his new position, Landolt will direct the operations of the agency's office responsible for all matters affecting the general aviation community, including industry-government relations, aviation safety education programs and general safety coordination. Besides being the Illinois Director of Aviation, Landolt's aviation experience includes being vice president of the National Association of State Aviation Officials in Washington and, more recently, a consultant to that organization. During World War II, Landolt served in naval aviation operations. He holds a commercial pilot's certificate with multi-engine and instrument ratings. He is a 1950 graduate of the University of Notre Dame.

THANKS FAAers FOR PROUD RECORD

BUTTERFIELD LEAVES AGENCY

After serving two years as FAA Administrator, Alexander P. Butterfield resigned last week, effective March 31. President Ford accepted the resignation with "sincere regret" and thanked Mr. Butterfield for his "dedicated service" to the nation. "During your tenure as Administrator," the President said, "significant progress has been made in the development of a more efficient system of air navigation and traffic control, and, most importantly, in the field of aviation safety. This is understandably an area of greatest public concern, and I am grateful for your effective leadership." In his letter of resignation, Butterfield told the President that FAA "absolutely and without qualification is one of the finest organizational elements in your Administration, with a spirit and sense of dedication second to none. Knowledgeable people have recently attested to that, I know; yet I feel I owe to the men and women actually responsible some mention directly to you of the fact that significant strides have indeed been made toward improving aviation safety and further ensuring air transportation security. In short, I am tremendously proud of our record and of those who work so hard here on a day-to-day basis to accomplish and achieve." Deputy Administrator James Dow will be Acting Administrator until appointment of a successor. (See farewell message to FAA on page 2.)

CONTROLLER ON TV

Watch for the "profile" feature on NBC's Sunday afternoon news on April 6. A controller, Billy Hill from Denver's Stapleton International Airport, will be the star. The program will include scenes of Hill at work in the tower as well as his voice radioing a United Airlines Boeing 727 approaching the airport for a landing.

BUTTERFIELD BIDS FAREWELL TO FAA EMPLOYEES

I leave the Federal Aviation Administration with deep satisfaction over what we were able to accomplish together during the past two years, but acutely aware of unfulfilled goals and the enormity of the tasks that remain.

It has been a period of fundamental reassessment when the agency has had to ask itself hard questions about its ability to fulfill its basic missions. For some, this has been a time of anxiety and upheaval. For most, it has represented a periodic stock-taking that leads to renewal and increased effectiveness.

I believe that the FAA organization is better suited than before to respond to the growing needs of aviation. Through the consultative planning process, the public now has a larger voice in the way the FAA conducts its business--a voice that can help keep the agency from the comforting but dangerous delusion of self-complacency. And, by formalizing the review process, the FAA will be able to see to it that its regulations are current with the rapidly changing field of technology.

So, we can all take pride in these and other solid accomplishments whose importance for the future of aviation safety and efficiency is vital.

The future of FAA is bright because the agency's moving force will continue to be dedicated, competent professionals who have never lost sight of the fact that they are public servants. Because of my association with such people throughout the FAA, I have developed a profound respect for them and am saddened when they are wrapped indiscriminately in a blanket of criticism that, through misunderstandings, does serious injustice to those highly-motivated competent individuals.

But I counsel all of you to remain open to the voice of criticism, even when you feel it is unjustified. Because it is often through criticism that we make the greatest strides towards the accomplishment of our goals. At the same time, you should not be timid or shy about responding to unfair and inaccurate criticism with factual information. This, too, can serve a useful purpose.

As I relinquish my duties, my greatest regret is to leave the personal and professional relationships that I have had the privilege of enjoying during the past two years. I thank all of you for your contributions to our common goals under my stewardship and I bid you a warm farewell.

Alexander P. Butterfield
Alexander P. Butterfield

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal - 2 years PC-1/75 Technical Officer, MET, 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 April 16, 1975. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

INJURED IN DC-3 CRASH . . . Three Eastern Region officials, Duane Freer, Regional Director; Harry Bernard, Chief, Flight Standards Division; and Carl Pederson, A System Worthiness Analysis Program pilot, were seriously injured last Thursday when an FAA DC-3, the N-6, crashed after takeoff from Dubois, Pa., Jefferson County Airport. According to preliminary reports, the plane's left engine apparently failed shortly after takeoff, and the plane crashed into a ravine and broke in two. Freer's injuries included a leg injury and lacerations of the face, nose and hands. Bernard suffered a fracture of the elbow and lacerations of the ear, and Peterson a fracture of one vertebra, a broken collar collar bone and leg. All three were in the cockpit at the time of the crash. Also hospitalized for further observation were Walter Kies, Chief of the Regional Planning Staff, and Paul Bohr, Chief of the Airway Facilities Division. Six others on board, all from Eastern Region Headquarters, suffered minor injuries.

VIDEOTAPE FOR SELF-STUDY . . . FAA has begun a six-month national test program to use videotapes as aids for employee self-study in the management area. The program will consist initially of four tapes prepared by the Management Training School which can be used to supplement managerial training received at MTS. The titles of these are: (a) Counseling (Performance Improvement Program); (b) Managerial Styles; (c) A New Look at Non-Directive Counseling; and (d) Appropriate Use of Sick Leave (presently under development). While these particular tapes were designed primarily for groups of from four to seven participants, they may also be used on an individual basis. These tapes can be played on the Sony Video/Audio Recorders, CV-2200 and AV-3600, available in the field. Distribution of these tapes and associated printed material will be accomplished within the Academy's Directed Study distribution system. Details regarding this program including specific instructions on ordering the tapes are provided in Notice 3000.8(X), dated Feb. 28, 1975. The pilot program began April 1 and will last until October 1. Should the pilot program prove successful, a permanent program will be established which could include tapes on technical as well as management topics.

SAFETY SEMINARS--GAMA SWEEPSTAKES . . . Some lucky pilot (not employed by FAA) may win a new \$40,000 airplane by attending any one of the 1,600 FAA Safety Seminars to be held throughout the country during a one-year period beginning April 1, 1975. The Sweepstakes II is being sponsored by the General Aviation Manufacturers Association in support of the FAA's Accident Prevention Program. The first Sweepstakes was held in 1972-73. The Sweepstakes II winner will have a choice of several aircraft models, each retailing at \$40,000 and manufactured by a member company of GAMA. Other prizes also will be given. A person may enter the contest as many times as he or she attends a safety seminar. The time and place of the drawing will be announced at a later date. FAA employees are welcome to attend the safety seminars on the same basis as other attendees. They are reminded, however, that conflict of interest regulations would preclude their acceptance of any FAMA Sweepstakes prizes.

OSHKOSH '74 . . . What is Oshkosh, Wis., famous for, besides wood products, leather goods, motor truck axles, corrugated boxes, industrial machinery, burial vaults, apparel and refuse collection boxes? Why, the annual Experimental Aircraft Association Convention and Fly-In, of course. This convention draws thousands of people and amateur-built aircraft--antiques, classics, restored warbirds and gyrocopters--for a fun-filled week of flying and exhibitions. "One Busy Day--Oshkosh '74," a film about last summer's event, in which FAA played its customary role for safety, will be shown in the FAA auditorium next week, on April 9 and 10, at 12 noon and 12:30. Don't miss it.

BOND BUYER BREAKS BANK . . . So you've been thinking about buying U.S. Savings Bonds....Brady David, an aircraft mechanic at National Airport's FAA Hangar, thought about it, got some advice from a local bank and bought \$15,000 worth of Bonds last month. He also subscribes to Bonds under the payroll deduction plan for \$25 Bonds. "I just figured I wasn't making enough interest from my savings account," he said, "and I liked the idea of deferred taxes on the interest Bonds pay." You don't have to pay off as much of the national debt as Davis, but a modest investment in Bonds through payroll deduction will be well worth it, especially with today's 6 percent interest on Bonds when held five years to maturity. In the current Bond campaign at Headquarters, five offices have reached 100 percent employee participation, and four are above 90 percent. Overall, 8.6 percent of the 10 percent goal of increased participation has been achieved, but only 10 percent of the 50 percent goal of increased allotments has been reached. The campaign lasts until April 4, so there's still time to take advantage of your canvasser's offer to sign up.

HELP CHOOSE EEO COUNSELORS . . . The Office of Civil Rights is currently distributing candidate ranking forms to be used as a factor in the selection of Equal Employment Opportunity counselors for Washington Headquarters. A form will be provided for every employee at Headquarters. Interested employees are asked to read the list of candidates, rank them in order of preference, and return the form to ACR-3 by April 7.

SMITHSONIAN DOINGS . . . As spring warms the air and renews your spirits, consider the Smithsonian Institution's almost bewildering array of films and other activities during lunch hour at locations very close to the FAA building. For example, the Hirshhorn Museum sponsors a film series at noon, including "Films by Man Ray" this Thursday, April 3. To be sure of a seat, pick up a ticket (free) at the information desk a few days in advance. At the Museum of Natural History, Baird Auditorium, a film, "Whales, Dolphins and Men," will be shown Friday, April 4 at 12 noon. For the young at heart, the merry-go-round on the Mall is expected to be open next week--still only 30¢.

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HEADQUARTERS intercom

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

J 4/7

75-14 April 7, 1975

DOW REACTIVATES POLICY-MAKING BODIES

Acting Administrator James E. Dow announced last week that he is reestablishing the Executive Committee, (EXCOM), Agency Review Board (ARB) and Regulatory Council (RC) which were suspended in February 1974. "We are reestablishing these bodies," Dow said, "in order to facilitate timely decisions and provide the tools that will enable FAA business to be controlled in terms of priorities and deadlines, as well as to facilitate communications both internally and externally." EXCOM is composed of the Administrator and/or his Deputy, the Associate Administrators, Assistant Administrator for General Aviation and the Chief Counsel. It is the highest level of review in FAA on all matters of policy and other critical issues, particularly those involving new directions. The ARB has the same membership with the Budget Director serving as the Executive Secretary. (Continued on page 2)

NEW SYSTEM TRIGGERS ALARM

SAFE ALTITUDE TO BE MONITORED

The agency will add a "minimum safe altitude warning" capability to all 64 of its automated radar terminal systems (ARTS III) to alert air traffic controllers to potentially dangerous altitude deviations by aircraft under their control. The system will automatically trigger a visual/aural signal on the ARTS III when an aircraft penetrates or is about to penetrate a predetermined minimum safe altitude in terminal airspace. To implement its decision, FAA has awarded a \$2.4 million contract to Sperry Rand's UNIVAC Division for the hardware changes to all ARTS III units. UNIVAC also will make the computer program (software) modifications on five ARTS III installations and assist FAA with this task at two other sites. The agency then will assume responsibility for making the remaining software changes. The contract schedule (Continued on page 2)

UNSAFE CONDITION REPORTS URGED

FAA has moved to encourage unsafe condition reports from pilots, controllers and other aviation users by waiving certain civil penalty actions. The new program, announced by Acting Administrator James Dow, is effective April 30. Initially, the program will emphasize potentially unsafe instrument approach procedures, air traffic control deficiencies (including pilot-controller communications), unsafe airport conditions and near mid-air collisions. Dow said the program may be expanded to encompass "all areas subject to FAA regulation except those involving criminal offenses." Upon request, the agency will preserve the anonymity of persons filing reports. FAA will not grant waivers to persons involved in accidents, gross misconduct, negligence or criminal conduct.

POLICY MAKING BODIES (Continued from page 1) . . . Concerned with fiscal policies and the allocation of resources, it reviews evaluates and recommends programs and plans in terms of manpower and financial resources for inclusion in the FAA budget estimates. The RC is primarily concerned with safety and is the principal means of directing FAA's rule making program. According to Mr. Dow, who will serve as chairman, one of its first actions will be to review the regulatory aspects of safety programs to make sure they are receiving the highest priority. Members of this body are the Associate Administrators for Aviation Safety, Airports, Policy Development and Review, and Air Traffic and Airway Facilities as well as the Chief Counsel and Assistant Administrator for General Aviation.

SAFE ALTITUDE (Continued from page 1) . . . calls for hardware deliveries to begin in January 1976 and be completed in August. Among the first airports to get the system will be Los Angeles International, Chicago O'Hare, Washington's Dulles International, Detroit Metro, Oakland International and Houston Intercontinental. The computer program for the minimum safe altitude warning system was developed by UNIVAC under an FAA contract awarded last July. The system was tested first at NAFEC and then given an operational evaluation at Denver's Stapleton International Airport.

CRIME PREVENTION TIPS . . . While driving: o Plan your route of travel before leaving. o If you need directions, stop at a well-lighted service station or similar location. o While driving keep car doors locked; windows should not be rolled completely down. o Always lock your car if you are going to leave it unattended, even if only for a few minutes; before re-entering, look inside and check the floor and back seat. o Never pick up hitchhikers. o If your car breaks down on the road, raise the hood and tie a white cloth object to the antenna or door handle nearest the road; then re-enter the car and lock the doors. If a stranger approaches to assist, roll the window down slightly and request that he call a service truck. o If you are being followed, drive to a service station or other well-lighted area and report the incident. o If someone attempts to enter your car while stopped in traffic, flash your lights and sound your horn.

WORLD BLOSSOMS . . . April FAA World blossoms forth with a potpourri of straight and humorous material. "The Who's Who of Airway Aircraft" lays out the history of flight-inspection planes... For International Women's Year, we have a "Focus on Women"... Take one grain of salt with "The Case of the Nabbed Cab"... Meet William T. Coleman--"Mr. Secretary"... "A RAPCON--Then and Now" is a profile of a facility... An FAA film crew made a movie of "White on White"... "Let Them Eat Cake!" and you'll like this recipe, too... We have a word search to stimulate the synapses of your brain and the standard features: Federal Notebook, Faces and Places, Direct Line, Small World and Heads Up.

April 7, 1975

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CLAIM DEADLINE FOR RETIREMENT FUND TAX REBATE . . . April 15, 1975, is the deadline for Federal Employees to file refund claims to recover back taxes if the National Treasure Employees Union succeeds in its lawsuit to defer taxation on retirement fund contributions until an employee receives an annuity. Because of the statute of limitations a claim for refund concerning the calendar year 1971 must be filed on or before this date. Federal employees may file Form 843 which is available at Internal Revenue Service offices. For those wishing to do so, the following language is recommended by IRS: item I, amount of refund claimed, "in excess of \$1," and item K, "Taxpayer, a Federal employee, is entitled to exclude his contribution to the U.S. Civil Service Retirement and Disability Fund from his income for tax year 19___. I believe the IRS position taken in Feb. Rul. 72-250 I.R.B. 1972-21, 6, is in error."

URGENT REQUEST - ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is seeking applicants for the following positions: TA-75/07 Aeronautical Training Adviser (Civil Aviation Safety Centres), Mexico; TA-75/10 Aeronautical Engineering Instructor/Training Adviser, Indonesia; TA-75/12 Electronics Engineering Instructor/Training Adviser, Indonesia; TA-75/13 Avionics Instructor/Training Adviser, Indonesia; TA-75/14 Electronics Engineer (Radar Maintenance), Mexico; TA-75/16 Electronics Engineer (Radar Installation), Mexico; TA-75/17 Electronics Engineer (Project Manager), Sri Lanka; TA-75/18 Flight Operations Training Expert, Mexico; TA-75/19 Electronics Engineer, Khmer Republic; TA-75/20 Civil Aviation Adviser (Project Manager), Khmer Republic; TA-75/21 Air Traffic Services Expert, Khmer Republic; TA-75/22 Airport Management Expert, Khmer Republic; TA-75/23 Air Traffic Services Adviser, Iran; TA-75/24 Electronics Engineer Adviser, Iran; TA-75/25 Aerodrome Engineer, Iran; TA-75/26 Aerodrome Electrical Engineer (Power and Lighting), Iran; TA-75/27 Telecommunications Operations Adviser, Iran; TA-75/28 Telecommunications Operations Expert, Bolivia; TA-75/29 Aeronautical Training Expert, Bolivia; TA-75/30 Electronic Engineer, Bolivia; TA-75/31 Project Manager, Bolivia; TA-75/34 Electronic Engineer, Brazil; TA-75/35 Systems and Equipment Engineer (Hydraulic/Mechanical), Brazil; TA-75/36 Systems and Equipment Engineer (Electrical/Electronic), Brazil; TA-75/37 Propulsion System Installation Engineer, Brazil; TA-75/41 Air Traffic Services Instructor, Saudi Arabia. Duration of appointments range from 6 months to 5 years. Salary range is Gross \$24,220 to \$35,000; Net (free of tax) \$17,532 to \$23,850, plus allowances and benefits. Applications due in AIA-29 ASAP. Additional information about salary, benefits, duties, and qualifications is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

MIDDAY MATINEE . . . "One Busy Day Oshkosh'74" will be shown in the FAA auditorium Tuesday April 8 and Wednesday April 9 at 12:00 noon and 12:30 each day. The film about last summer's Experimental Aircraft Association Convention and Fly-In at Oshkosh is one you won't want to miss. Please note the rescheduled dates-Tuesday and Wednesday April 9 and 10. See yuh.

HELP IN REVISING YOUR SF-171 . . . The FAA Federal Women's Program Coordinator, Louisa Stimpert, has scheduled a lunch-time meeting for Headquarters employees who are interested in revising their SF-171 forms in order to better reflect their job-related experience and thereby increase their chances for promotion or change to a different job series. With the special permission of the DOT Building Manager, Gary McCullough, TAD=443.3, participants in this meeting will be allowed to bring brown-bag lunches. FAA employees are invited to join this session any time from 11:30 to 1:30, Rooms 6 A & B, Friday, April 11. If interested but unable to attend this session, please call 63785. Similar meetings will be scheduled at future dates in other FAA locations.

OPEN MEETINGS SCHEDULED AS PART OF MANPOWER HEADQUARTERS REVIEW. During the period of April 7-18, the FAA/OST will begin a joint evaluation of personnel management in the FAA Headquarters. A vital source of information for the team are the views of employees. To obtain these views the team has employed a variety of means, including questionnaires and interviews. More than a thousand questionnaire responses have been received and a number of interviews with managers, supervisors and employees have been selected on a random basis. We are also scheduling a series of open meetings for any employees who have not been interviewed or received questionnaires. Because of the size of the Headquarters population, we have scheduled the open meetings by organization. For the employees in FOB-10A, the schedule is as follows:

April 8

9:00-9:45	AFS and AAS
10:00-10:45	AAF
2:00-2:45	All organizations reporting to AAD-1
3:00-3:45	ASE and all organizations reporting to APD-1

April 9

9:00-9:45	AAM, AGC, and ACR
10:00-10:45	AAT
2:00-2:45	AGA, AIS, and AIA

These meetings will be held in the FAA auditorium. For the employees in the Transpo Building, there will be an open meeting on Friday, April 11, at 9:30 in Room 3201. Arrangements for open meetings at the Airports will be made and employees will be so informed.

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HEADQUARTERS PERSONNEL NOTES

UPWARD MOBILITY PROGRAM DEADLINE

There's still time left to apply to the FAA headquarters Upward Mobility Program...applications are due in to the Training and Career Development Branch, APT-130, by April 10 at 5:00 p.m. If there are circumstances which make it impossible for you to apply by this deadline, contact Tim Pile, x63320. All applicants will be notified when and where to appear for an assessment center session scheduled for April 14-May 2.

THE LABOR RELATIONS BRANCH

The Employee-Management Relations Branch, APT-140, of the Manpower Operations Division recently became the Labor Relations Branch. This new name came about in conjunction with the recent reorganization which created the Office of Personnel and Training.

WHAT IS JOB RESTRUCTURING?

This item is a response to a request from a group of readers for an explanation of the job restructuring concept.

Every job in government consists of a number of related assignments; job restructuring means rearranging one or more of these assignments between jobs. It is a term associated recently with formal and informal upward mobility programs, but it is a versatile tool that under certain conditions can serve many personnel management programs.

When management identifies and investigates such problems as high employee turnover, low morale or low productivity, recommended alternatives for improvement may include job restructuring. Job restructuring can also be used as a "preventive medicine" measure. For example, job restructuring might be used in a large organization if its professional jobs had a combination of high and middle graded assignments and a grade gap existed between the professional and clerical/administrative support jobs. A restructuring effort would create middle-graded, paraprofessional jobs and leave only higher level assignments in the professional jobs, creating a career ladder within the organization and freeing the professional

employees to devote more time to professional level work. If properly accomplished, this restructuring would create promotional opportunities for dead-ended or under-utilized employees, result in higher productivity, reduce costly turnover, and aid in recruiting efforts.

PER'S

All employees should be aware of the importance of keeping a copy of their most recent Performance Evaluation Record (PER) (DOT F 3430.1) for their personal files. As the PER is accorded a certain percentage weight in the promotion process, it is required that a copy be submitted along with the SF-171 when bidding for a position in order for the applicant to receive full credit. Omitting the PER may mean the difference between being placed on a promotion list from which selection can be made and not receiving a high enough score to be placed on the list. Employees who fail to maintain a copy of their PER's are imposing an unnecessary inconvenience on themselves since current procedures require that you call the personnel office one day in advance and schedule a time to review your Official Personnel File or make copies of documents contained in it. One day's delay could mean that your application for a vacant position is not received on time. For this reason, we strongly urge you to maintain a copy of your most recent PER for bidding purposes.

DID YOU KNOW THAT . . .

FAA has a language laboratory available during work and after hours to any Federal employee. The laboratory provides facilities for self-training in Spanish or French through practice tapes and lesson books. 55 Spanish and 24 French tapes, ranging in length from one-half hour to an hour, are on file to assist elementary through advanced learning. To schedule a time slot, contact Phyllis Burbank or Alicia Todd, APT-130, 63320.

WHAT YOU DON'T KNOW . . .

What articles would you like to see in this newsletter? Do you know all you need to know about bidding on jobs, seeking out training, special benefit programs, etc.? Address such general interest concerns to APT-101; we will attempt to answer them through this newsletter.



HEADQUARTERS intercom

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

75-15 April 14, 1975

KEY PERSONNEL PICKED

Seven new selections have been made under the new selection system for filling GS-15 Flight Standards key positions. They are: ACE-Robert W. Stephens, Chief, Wichita EMDO; AGL-John H. Freese, Chief, Air Carrier Branch; AGL-Joseph O. Gaul, Chief, Minneapolis GADO; AHQ-John Jewell, Chief, Operations and Maintenance Branch, FS Service; AC-Clyde M. DeHart, Chief, Flight Standards Branch, FAA Academy; ASO-Richard R. Nevill, Chief, Miami ACDO; and ACE-George L. Howard, Chief, General Aviation/Air Carrier Branch. Under the new system, candidates were evaluated by special national assessment panels and entered on central registers for selection consideration referral as specific vacancies occur. Full information on the system appears in Order 3330.1A, Appendix 14.

FLIGHT INSPECTION FLEET GOES MODERN

FIRST SABERLINER ROLLED OUT

Acting Administrator James E. Dow will accept the first of 15 new flight inspection Model 75 Saberliner jets scheduled to be delivered to FAA this Thursday, April 17. Rollout ceremonies will be held in front of the Rockwell International Corp. facility at Los Angeles International Airport. The twin engine jet will be used briefly for crew training at Oklahoma City before being assigned to its primary mission of flight testing ground navigational aids which mark the nation's airways, jet routes and airport terminal areas. The second Saberliner is expected to be delivered early next month and all 15 are scheduled for delivery by February 1976. The contract for the Saberliners is part of an FAA program to replace 46 DC-3s and T-29s currently used for flight inspection with 20 modern light twin jets that can do the job faster, more efficiently and at far less cost. Besides the 15 Saberliners, the agency (Continued on page 2)

AIRLINES DOWN, GENERAL AVIATION UP

Reports by approximately 400 control towers show the number of flights by the nation's scheduled airlines dropped seven percent in 1974 while general aviation flights rose almost five percent. Even though airline flights decreased, the number of paying passengers on domestic carriers went up three percent. The reduction in airline flights came as the airlines cut back their schedules in response to the fuel shortage that began in October 1973. Totals for 1974 show 9.2 million airline flights; 45.6 million general aviation flights reported by towers; and 188.7 million domestic airline revenue passengers.

SABERLINERS (Continued from page 1) . . . purchased five Jet Commanders, all of which have been delivered. When all these planes are in operation sometime early next year, better than 100 percent productivity gain in flight inspection operations is expected because of the planes' greater speed, higher operating altitudes, greater efficiency and because they will be equipped with the most modern electronic equipment for checking the quality and usability of the navigational signals emanating from the ILSs, VORs, and other navigational aids.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal = 2 years PC=2/75 Language Officer (Reviser), P-4, Gross: U.S. \$22,680 per annum and NET (free of tax): U.S. \$16,542 per annum. Russian mother, tongue, or the language used for the purpose of education. Demonstrated ability to reverse and write Russian translations, with a thorough knowledge of syntax and stylistics, is essential. A profound knowledge of English is essential. A sound working knowledge of French or Spanish would be a valuable additional qualification, Dakar - 3 years PC=3/75 Technical Officer, RAC/SAR, P-3, Gross: U.S. \$18,410 per annum and NET (Free of tax): U.S. \$13,766 per annum. Applications due in AIA-29 by April 23, 1975. Additional information about duties, salary, qualifications and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

NO INJURIES...NO DAMAGE . . . A light twin was in trouble over the rugged terrain in the vicinity of Spokane, Wash. Ice was forming on the plane's fuselage and wings, and the pilot could not maintain altitude. Again and again he radioed the Seattle Center and asked for a lower altitude in order to get out of the icing conditions. Again and again controllers vectored him over lower terrain and cleared him to descend. As the plane lost altitude, radio contact was lost, but controllers arranged relays through various other flights in the area. In this way they maintained the vital communications link as the plane was guided to Thompson Falls, Mont., airport. Ultimately a safe landing was made after information on runway conditions--eight inches of snow over mud--was sent to the center and subsequently radioed back to the endangered plane through the communications relay. During the month of March 1975 there were 236 flight assists reported--93 by flight service stations, 96 by towers and 47 by centers. A total of 385 people were reported on board the aircraft involved.

ALTITUDE REPORTING EQUIPMENT NOT REQUIRED . . . A rule which drops the requirement that aircraft carry automatic altitude reporting equipment when operating in Group II terminal control areas (TCAs) after July 1, 1975, has been adopted by the agency. However, aircraft operating in these areas, with minor exceptions, will still be required to carry transponders capable of automatically providing discrete identity information to air traffic control. TCAs affected by the rule are at Cleveland, Denver, Houston, Kansas City, Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburg, Seattle and St. Louis.

NEW DOT SECRETARY SPEAKS OUT ON CIVIL RIGHTS . . . Stressing that "Discrimination against minorities and against women imposes unacceptable social, economic and manpower losses on this Department and on the nation as a whole," the new Secretary of Transportation, William T. Coleman, Jr., outlined his position on Civil Rights in a recently released policy statement. He went on to say, "Such losses must be eliminated through vigorous enforcement of the equal opportunity laws and regulations applicable to the Department and to those organizations both public and private which receive DOT financial assistance." To assure these goals he promised to "initiate innovative programs that make optimum use of the skills of every employee of the Department and at the same time give credibility to the expression "equal opportunity employer." He added that he would "look to the head of all offices for leadership, for imaginative action and for definite results."

ELECTRONIC CALCULATORS STILL BANNED . . . The agency will continue its ban on the use of portable electronic calculators on airline aircraft because of possible interference with on-board navigational equipment. The ban also applies to other aircraft operating under instrument flight rules (IFR). FAA announced its decision in withdrawing a notice of proposed rule making (NPRM) that would have exempted calculators from the agency's general ban on the use of portable electronic equipment on aircraft operating IFR. In withdrawing the proposed rule, FAA said tests show that the effect of portable electronic calculators on navigation equipment varies with different models in different aircraft and cited documented incidents showing that operation of certain calculators has caused interference with this equipment.

SEARCH AND RESCUE TEST BECOMES REAL THING . . . A simulated search and rescue mission to test the equipment and demonstrate the capabilities for the ATS-6 communication satellite became the real thing recently when a ship not involved in the exercise developed rudder difficulties. As a result the Coast Guard cutter Gallatou, a test participant, used the satellite to relay the crippled ship's position and the nature of the difficulties to the New York Rescue Control Center, which also was taking part in the test. Although the crippled ship rectified the trouble herself, the system worked perfectly and test participants claimed a "save" for the satellite. Among the ships and planes involved in the multi-station exercise in the North Atlantic was the FAA KC-135.

PROPOSALS INVITED FOR OPERATIONS REVIEW . . . The agency has launched a new Biennial Operations Review Program by calling for proposals to revise and update the FAA regulations governing civil aviation operations. The new program supplements the agency's Biennial Airworthiness Review Program established last year. Both review programs are aimed at eliminating the traditional piecemeal practice of amending rules and assuring that necessary regulatory changes are made in a regular, timely and orderly manner with public and industry cooperation.

April 14, 1975

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SAVE A LIFE . . . FAAers the Red Cross Bloodmobile is coming to FOB-10A on April 25, between the hours of 10:00 am and 3:30 pm. We need 200 units to meet our quota for the fiscal year--only three months away. We urge each employee to help meet this goal. There is a sign-up board on the 2nd floor outside the cafeteria for your convenience in choosing an appointment. It is a rewarding feeling to give of yourself to save another's life.

AIR CIRCUS AND FAMILY DAY PLAN . . . ALPA, AOPA, and CAP have joined forces to hold an Old Fashioned Air Circus and Family Day, Circa 1930, for the benefit of the Montgomery County Association for Retarded Citizens, on May 4, 1975 (rain date May 11) at Camp WAREDACA, Damascus and Howard Chapel Roads, near Unity, Md. The event will begin at 11:00 am. Show time starts at 1:30 pm and includes antique aircraft, cars, and buggies, hay rides, picnic games, etc. Tickets are \$5.00 for adults, \$1.50 for juniors 6 to 16, and handicapped children and children under 6 are admitted free. Tickets are available in the FAA Club.

ELEVATING ON OR OFF THE ELEVATOR . . . Why not let our stairways help round you into shape. By walking up or down several flights of steps instead of riding the elevator, you help yourself by exercising and help your country by saving energy (by decreased use of the elevators). Of course, persons with medical problems should not participate in this stairway health program if their doctor has advised against climbing steps. For those of us who use the elevators for "long" trips or for medical reasons, please keep safety and courtesy in mind. Do not use your arms or legs to stop the elevator doors from closing. Besides being discourteous to those on board and ready to depart, you could be risking your limbs. Please keep in mind that smoking or carrying a lighted cigar, cigarette, or pipe is not permitted on our elevators.

MIDDAY MATINEE . . . "The 747 Story"--the 17 minute film takes us behind the scenes for some interesting views of the first of the superjets...No ordinary plane--the 747 required no ordinary approach to production...Viewers to Midday Matinee--April 22 and 23--will see the big aircraft go through its tests with flying colors at 12 noon and 12:30 pm.

INFORMATION POWER . . . Are you spinning your wheels with one of your pet projects because you don't have the facts you need? Find out how "information power" can push you out of that rut and get you headed in the right direction. A short videotape, The Search for Information, will be shown in Conference Rooms 8A and 8B at noon on April 15 and 17 during National Library Week. See the show and visit your library to learn how to avoid your own "power shortage."

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HEADQUARTERS

intercom

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

5-16 April 21, 1975

ELEVEN MONTH TEST IN ATLANTA

FSS AUTOMATION GEAR DELIVERED

SRDS DIRECTOR

David J. Sheftel, a career executive with the agency and formerly director of the Quiet Short Haul Air Transportation System Office, has been named Director of the Systems Research and Development Service. In his new post he will be responsible for directing and supervising the research and development of all equipment and systems for the modernization of the National Airspace System. He will also be responsible for the research and development in support of the agency's aircraft safety and aircraft noise abatement programs. Before being appointed director of SRDS, Sheftel was acting Deputy Associate Administrator for Policy Development and Review. A Federal employee since 1950, he joined the agency in 1958 as an electronic engineer on the Airways Modernization Board. A World War II Navy veteran, Sheftel holds a private pilot certificate.

The precursor of automated flight service station equipment was uncrated and installed at the Atlanta FSS this month. AWANS--Aviation Weather and Notices to Airmen System--built by E-Systems of Dallas, Tex., will be checked out next week (following exhaustive checks at the factory). If all goes well, parts of the system will then be installed at the Macon, Ga., "satellite" FSS, in the Washington Central Flow Control facility, at the Atlanta National Weather Service office, and at an Atlanta airport for pilot self-briefing. Flight service specialists will use AWANS viewing screens and keyboards directly in front of them to call up all kinds of weather and aeronautical information. In Atlanta the specialists will also view real-time weather radar pictures from a long-range radar at Athens, Ga., and from any of 50 selected locations across the country. Sixty flight service specialists from the Atlanta FSS and 12 from Macon will be trained for five weeks on the system, followed by an eleven-month operational test to see how well the system helps the specialists do their jobs. For most of the Atlanta and Macon specialists, the arrival of AWANS was their first chance to put their hands on equipment about which they--and the rest of FAA--have heard so much during the years of planning and development for FSS automation. Expansion of AWANS is not planned. Ideas and suggestions of the Atlanta specialists will contribute much to the development of the basic computerized system which will be implemented nationally toward the end of this decade. Selected FSS personnel from all levels and regions will get a chance to evaluate the AWANS equipment.

CONCORDE HEARINGS HELD . . . More than 100 witnesses turned out last week at public hearings in New York and Washington to testify for and against the proposed operation of the supersonic Concorde into airports serving these two cities. At issue is the application of British Airways and Air France to conduct a maximum of four flights a day into New York's Kennedy Airport and two a day at Washington's Dulles Airport. FAA's draft Environmental Impact Statement said such limited operations would not have any significant adverse effect on the environment nor prejudice any subsequent rulemaking proceedings dealing with general operating restrictions on supersonic transports. Challenging this position were such speakers as Senator William Proxmire of Wisconsin and Reps. Lester Wolff and Joseph Addabbo both of New York, as well as a succession of spokespersons for various environmental groups. Speaking for the proposal were former CAB Chairman Secor Browne, and representatives of several New York and Washington business interests, in addition to the Concorde manufacturers and operators. An additional hearing is scheduled for this week in Sterling Park, Va. The hearing officers were Charles Foster, Director of Environmental Quality, and Len Ceruzzi, Office of the Chief Counsel.

TAPE SYSTEMS . . . The third and fourth high capacity voice recording systems were installed at the Oakland and Denver enroute centers early this month. The systems, used to tape record pilot-controller communications, will operate simultaneously with the older system from 30 to 60 days before final commissioning. Manufactured by 3M Co., the equipment records on 152 channels, compared to the 22 or 30-channel gear being replaced. Minneapolis and Chicago are the next two centers scheduled to receive the new systems. All 20 NAS centers are expected to be equipped with high capacity voice recorders by June 1977.

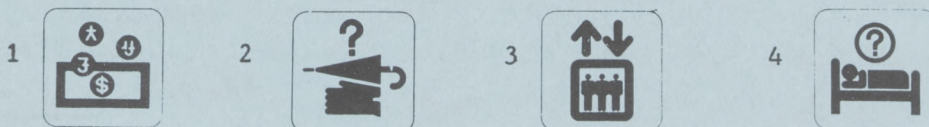
TAX LOWERED . . . Taxpayers will have less money withheld from their paychecks as a result of a new law, effective April 30, that revises Federal tax withholding rates. For example, an unmarried employee earning a GS-7, Step 1 salary (\$404.80 bi-weekly) and claiming one exemption (him or herself) will have \$67.00 withheld from a paycheck, compared to the previous \$69.90 withheld. A married employee earning a GS-13, Step 1 salary (\$839.20 bi-weekly) and claiming two exemptions (self and spouse) will have \$141.40 withheld, compared to the previous \$155.90. Furthermore, the new law increases the standard deduction for taxpayers not itemizing their deductions. This increase is from 15 percent to 16 percent of the "adjusted gross income." The maximum allowable standard deduction is raised from \$2,000 to \$2,300 for a single person or head of household, and raised to \$2,600 for a married couple filing a joint return. In addition, a new "tax credit" of \$30 per person (self, spouse and dependents) is allowed. This means the taxpayer can subtract \$30 per person from his "tax liability"--thus increasing a tax refund or decreasing tax owed. Because of these changes in Federal tax rules, the Internal Revenue Service urges taxpayers to re-check their withholding status (exemptions claimed) to prevent possible underwithholding, which would cause a smaller refund or larger tax owed at the end of the year.

STAY ON THAT GLIDE SLOPE . . . A notice of proposed rule making to require installation of equipment in all airline turbine-powered airplanes that would alert pilots to deviations below the glide slope when making an instrument approach for landing was issued last week by the agency. Under the proposal, installation of the glide slope deviation monitoring system would be required in all large turbine-powered aircraft operated by air travel clubs and air taxis as well as those in the airline fleet. The equipment would provide both visual and aural warnings of deviations below the glide slope, which is a radio beam that defines the proper approach angle to the runway. The proposed rule supplements a recently adopted regulation requiring a ground proximity warning system in all such aircraft by December 1, 1975.

ID CARDS FOR RETIREES . . . Special identification cards for FAA retirees are scheduled to be issued beginning July 1. On the card, with a gold filigree border and DOT seal, will be the employee's signature, picture, organization and years of service as well as the signature of the Secretary of Transportation. The cards are being issued to help retirees maintain or establish their identification at Federal Credit Unions throughout the country and as a means of recognizing the employee's Federal service. An FAA covering order, which also spells out ways to issue the card to employees who have already retired, will be distributed to the field about May 15.

FLIGHT ATTENDANT SPECIALIST ON BOARD . . . Jeanne Marie Koreltz, a Hughes Airwest stewardess from San Mateo, Calif., has been selected to fill the newly created position of Air Carrier Cabin Safety Specialist in the FAA. The position was created to give the agency a closer liaison with the airline industry in developing and enhancing the safety role of the flight attendant in the area of crashworthiness and survivability. Ms. Koreltz will be assigned to the Air Carrier Division of the Flight Standards Service. She will deal primarily with regulations concerning flight attendant safety functions and will solicit ideas from airline flight attendants on improving cabin safety. She will also assist in the analysis of accidents where the safety of cabin equipment or other cabin considerations are factors.

SIGN LANGUAGE . . . DOT and the American Revolution Bicentennial Administration (ARBA) have agreed to test new symbol signs at Bicentennial sites, events and transportation facilities. The signs are designed as an easy and convenient guide for visitors who are unfamiliar with the areas visited and will be tested during 1976 at five cities: Boston, New York, Philadelphia, Washington, D.C., and Williamsburg, Va. DOT hopes the symbols will be adopted as an international standard. In keeping with the spirit of the test, here are a few of the signs. Their meanings will be printed next week. (If you care to take a guess, drop a line to AIS-330.)



FAA EMPLOYEES BENEFIT . . . Last year 26 FAA employees here at Headquarters--or their immediate families--received blood under the FAA Blood Program. In order to retain this privilege, we must meet a quota of 532 units by the end of the fiscal year. As of March 13, FAA employees had donated 357 units. Thus, we need another 175 units by July 1. To help accomplish this, the Red Cross Bloodmobile will be in Headquarters this Friday, April 25, between 10:00 a.m. and 3:30 p.m. in conference rooms 5 ABC. There is a sign-up board on the second floor, outside the cafeteria, for your convenience in choosing an appointment. Sign up. Give blood. Save a life. (For more information concerning the benefits you receive, contact Ms. Wisner at the clinic on x63252.)

NOONTIME BRIEFING . . . All employees are invited to the seventh in a series of informal Noontime Informative Briefings to be presented by Richard F. Lally, Director, Civil Aviation Security Service, April 29, 1975, 12:20-1:00 p.m. in 6ABC.

GET IN ON EEO . . . Meet the new Equal Employment Opportunity counselors on May 1 and discuss the new Headquarters EEO counseling program with EEO Coordinator George Gordon, ACR-3. The meeting will be held at 1:30 p.m. in the auditorium and is jointly sponsored by the Office of Civil Rights and the FAA Women's Program Committee.

RESIDENT COMMISSIONER OF PUERTO RICO TO SPEAK . . . Jaime Benitez, Resident Commissioner of Puerto Rico and formerly president of the University of Puerto Rico, will speak to interested employees on April 30, in Room 8236, NASSIF building, at 12:30 p.m. about the Puerto Rican people and their culture. Mr. Benitez will conclude this season's speakers on cultural affairs sponsored by the Departmental Office of Civil Rights awareness program. Employees interested in Spanish language and culture are invited to attend.

NEW VIDEO TAPE ON ETHICAL CONDUCT AVAILABLE . . . A video tape designed for possible use in a course on conduct and discipline now being developed at the Management Training School has been completed by the Office of Labor Relations. It is available for local use and can serve as a backdrop for supervisory briefings, indoctrinations of new employees, etc. Contact the Labor Relations Branch, x68916.

AWARDS AND REWARDS . . . The Flight Standards Service presented Quality Increases to Janet L. Halbert, Mary Jane Zock, Robert J. Dame, Leo J. Weston, Robert B. Phillips, Sandy DeLucia, Albert J. Bolster, Ray F. Terry, William T. Brennan, Judith A. Bain, William J. Sullivan, Pauline C. Womble, Dennis A. Tuck, Mary Torrance, William R. Brouse, Marie Jordan, Debra Barnes, and Virginia Jackson; and Special Achievement Awards to Russell D. Carroll and April M. Drowin.

FA CLUB OPEN FOR BUSINESS AGAIN . . . The FA Club has reopened, with daily hours of 11:30 to 3:30. The new executive director is Winnie Lee. The Club regrets any inconvenience caused by its having been closed during the past few weeks.

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HEADQUARTERS intercom

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

5-17 April 28, 1975

CITED FOR SAFETY

TOP FS FIELD OFFICES HONORED

Winners of the sixth annual Flight Standards field office awards for outstanding performance in assigned safety programs in 1974 were announced last week by the agency. They are: Anchorage, Alaska, General Aviation District Office; Southwest Region's Systems and Equipment Field Project Group (in the Engineering and Manufacturing category); Fort Worth, Tex., Air Carrier District Office; and the Minneapolis, Minn., Flight Inspection Field Office. Selections were made by a special panel of Headquarters officials representing various technical specialties. Each winning office will receive a plaque and certificate at award ceremonies to be held in the field in the near future.

FAA TO STREAMLINE REG PROCESS

A proposal to eliminate a major cause of delay in FAA's rule-making process was announced by Acting Administrator James Dow last week. Under the proposal, all requests for exemptions from FAA rules would have to be filed at least six months in advance instead of the present two months. This longer lead time would permit more orderly action on such requests and minimize disruption of the agency's safety rule-making system. Dow emphasized that exemption requests warranting priority handling would still be expedited. When several requests for exemptions from the same rule are made, Dow said prompt consideration would be given to changing the rule itself. He also ordered that rule-making and exemption requests be handled separately as far as possible. A recent General Accounting Office report noted that processing of exemption requests seriously interrupts FAA's issuance of general safety regulations.

DEPUTY FOR ADMIN.

Murray E. Smith was appointed Deputy Associate Administrator for Administration last week. Smith previously was deputy director, Office of Management Systems, since 1973. Holder of bachelor and master's degrees in civil engineering from Kansas State College and Purdue University, Smith joined the agency in Kansas City in 1957 after a teaching stint and a tour with the U.S. Air Force. He came to Washington Headquarters in 1959 where he held several posts in the old Bureau of Facilities and the Installation and Material Service and the present Systems Research and Development Service. In 1972-73 he attended the Woodrow Wilson School of Public and International Affairs at Princeton University.

PEOPLE POWER . . . It can be done. People-powered, heavier than air flight is possible. Last week a Belgian athlete flew for 100 yards under his own power--no spark plugs, no pistons, just a hearty breakfast and off into the not-so wild-blue. However, as a means of transportation, people-powered planes still have their limitations. A waft of air forced our would-be Daedalus to the ground while he was attempting to fly a mile and win a \$125,000 prize. His second attempt was postponed when the wind increased to a driving gale of five knots. But a 100 yard flight is nothing to be sneezed at--gently please. After all, the Wright Brothers only flew 120 feet on their first try.

WATCH THOSE RADIOACTIVE MATERIALS . . . The agency has tightened its regulations governing the shipment of hazardous materials by air to ban all radioactive materials from passenger-carrying flights except those intended for medical or research use. The new, more restrictive requirements provide that no such material can be accepted for shipment on passenger aircraft unless it carries a signed statement by the shipper that it is intended for medical or research use. In addition, the materials must be packaged in conformance with existing FAA safety standards to prevent any leakage in transit.

NUMBER TWO SECURITY MAN . . . Joseph K. Blank, a veteran of FAA's war on air piracy, has been named Deputy Director of the Civil Aviation Security Service. He will assist in directing the agency's continuing program to prevent aircraft hijacking and sabotage and to maintain airport and air cargo security. Prior to his new appointment, Blank was chief of the Ground Operations Security Division in the Service. He was instrumental in establishing an aviation security training program at the Transportation Safety Institute in Oklahoma City. A veteran of the Army Air Corps in World War II, Blank served with State Department, Army Corps of Engineers and Civil Service Commission before joining FAA in 1961.

MINIATURE FARs, ACs AND ADs . . . Information Handling Services (IHS), the country's largest commercial micropublisher for various catalogs and specifications, has just announced availability of FAA publications on microfilm. Federal Aviation Regulations (FARs), Airworthiness Directives (ADs) and Advisory Circulars (ACs) are available in 8mm cassettes or 16mm cartridges on a subscription basis. IHS keeps the service current by providing automatic complete file updates every 60 days. Additional information may be obtained from Ron Gordon in AMS-140, telephone 202-426-8735.

SIGNS OF THE TIMES . . . True to our promise, here are identifications of the Bicentennial "symbol signs" that were reproduced in last week's INTERCOM. The signs are being tested by DOT and the American Revolution Bicentennial Administration (ARBA). Number 1 is "currency exchange"; 2 is "lost and found"; 3 is "elevator"; and 4 is "hotel information." Our thanks to those readers who sent in guesses--most of them correct, and some others, more imaginative than correct.

AIR SECURITY WORKING; VIGILANCE STILL NEEDED . . . Security procedures in effect at the nation's commercial airports successfully averted as many as 25 potential hijackings in 1974 and led to the confiscation of a vast stockpile of illegal weapons, according to an FAA report to Congress. The report noted that 1974 was the second consecutive year without a successful hijacking of a U.S. airliner, although three attempts were made, all ending in failure. The report identifies two major problem areas that will receive increased attention in the year ahead--cargo security and aircraft sabotage. Accordingly, efforts are being made to develop and put into service devices which can detect explosives and screen cargo as well as checked baggage. The report concludes with a strong warning against complacency.

CANCELLATION OF LOGISTICS SERVICE ORDER . . . The Logistics Service announces the cancellation of obsolete agency order 4450.4, Notice of Contract Awards to the Office of Congressional Liaison. This cancellation will appear in the cancelled section of the next Directives Checklist.

MORE POWER TO THEM . . . Installation of power conditioning systems in the enroute centers has moved apace since the first commissioning at the Los Angeles ARTCC last September. The ninth and tenth systems were commissioned at the Denver and Memphis centers at the end of last month. The system does two things: conditions incoming commercial power to provide exactly the right voltage and frequency for sensitive computers, radar displays and other automated air traffic control equipment; and, using a huge bank of batteries, supplies electric power between the time commercial power fails and the center's emergency generators come on with full power. All 20 centers are expected to have the systems operating by this fall.

CRIME PREVENTION TIPS FOR WOMEN . . . When outside: o Walk facing traffic and avoid passing closely by dark areas such as alleys, entrance ways, or shrubbery. o Try not to overload yourself with packages. Carry your purse in a secure manner or conceal it inside a shopping bag. o Carry a whistle around your wrist to use as an alarm if necessary. o Avoid walking through or parking in secluded areas, particularly those known as "lovers' lanes." o When shopping, be careful not to display cash from your purse. o If possible, avoid walking alone, especially at night. o If you are alone, be particularly aware of persons around you. Look around occasionally to see if someone might be following you.

THEY TOOK A RAINCHECK AND IT HELPED . . . Cooperation between FAA controllers and Panamanian pilots has improved considerably since the second Spanish language Operation Raincheck at the Balboa (Canal Zone) enroute center/approach control (CERAP). In Raincheck, controllers invited pilots to view operations at the CERAP and to learn what air traffic services are available. Prior to the first Raincheck effort some months ago, Panamanian pilots were asking for VFR traffic advisories only 10 to 20 times daily. Following the second session, the count zoomed to a daily average of 147 with a peak day count of 201.

EVACUATION OF HANDICAPPED . . . The General Services Administration recently issued a directive which bans the use of building elevators by any personnel, including the handicapped, for evacuation of certain buildings in the event of fire. The order stems from recent experiences where fire and smoke have resulted in elevators stopping between floors or stopping on burning floors with resultant deaths and injuries. Therefore, the standard procedure in the FAA building (FOB-10A) of reserving elevators for use by the handicapped will be abandoned and an alternate means of evacuating these employees will be developed--for both fire drills and actual fires. Employees whose handicaps make immediate assistance necessary for negotiating the stairwells should notify their supervisors. It is not necessary to divulge the nature of the handicap. Procedures for evacuating handicapped persons from the Nassif and Trans Point buildings are being worked out and will be announced in the near future.

STATUS OF WOMEN . . . Employees interested in proposed changes in the status of FAA women are invited to meet on Monday, May 5, in conference room 6AB, from noon to 1 p.m., to hear a report on the first national conference of FAA Federal Women's Program leaders. Several Headquarters participants will present a panel discussion on the conference, which was held in Kansas City, April 22-25.

TRANS POINT EMPLOYEES . . . Anyone who is interested in plans for forming an interagency noon-time women's forum at the Trans Point Building is invited to call the FAA Federal Women's Program Coordinator, Louisa Stimpert, x63785. The first meeting is being planned for early May.

MEET EEO COUNSELORS . . . All employees are urged to attend and participate in an open discussion on the new Equal Employment Opportunity Counseling Program for Headquarters on Thursday, May 1 at 12:30 p.m. in the auditorium. In addition, the newly selected EEO counselors for Headquarters will be introduced, and James Dow, Acting Administrator, will recognize the six EEO counselors who have served since 1969. This meeting is jointly sponsored by the Office of Civil Rights and the FAA Women's Program Committee for Headquarters.

PERSONAL PROBLEMS AND FLYING . . . "All It Takes Is Once"--and once is too much, as you'll find out when you come to the Midday Matinee, May 6 and 7, at 12 noon and 12:30 in the FAA auditorium. Running 25 minutes, this film dramatically shows how psychological problems can affect the performance of general aviation pilots.

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HEADQUARTERS intercom

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

75-18 May 5, 1975

UNCLOG AIRPORT GROUNDS

Deputy Secretary of Transportation John W. Barnum last week suggested various ways of tackling the problem of "landside" congestion at the nation's airports. Cars, taxis and buses have nearly saturated the roadway and parking capacity at 15 of the country's busiest 20 airports, Barnum told a conference in Tampa, Fla., co-sponsored by DOT. He noted that as airspace problems have been brought under control, airport landside problems have come to the fore. At several large airports, he said, landside needs are even more pressing than those on the airside. Barnum urged better planning and called the conference's attention to various aid programs of DOT agencies that could help pay for mass transit and innovative use of roadways. "If we are to get on top of the airport landside problem," Barnum said, "we must conceive of better ways to divert or absorb automobile traffic."

LEADERSHIP AND RECORD PERFORMANCES CITED

TOP ATC FACILITIES HONORED

The Kansas City Air Route Traffic Control Center, Houston Intercontinental Airport Traffic Control Tower and the Anchorage Flight Service Station have been selected as 1974 winners of Air Traffic Facility of the Year awards. Also cited was the National Communication Center in Kansas City for its outstanding record in all areas. The Kansas City ARTCC was singled out particularly for the leadership role exhibited in the implementation of the NAS Radar Data Processing Program. Everyone at the center was credited with contributing to this accomplishment by their initiative, cooperation, pride, dedication, professional skill and "can do" attitude. Records fell like ten pins during the year as Houston Tower personnel demonstrated a superior performance in all areas of activity under austere staffing conditions. Smashed records included the hourly instrument operations count which jumped from a previous record of 109 to 126 instrument operations in one hour; the high 24-hour instrument operations count which rose from 1,293 to 1,410; and the high monthly instrument operations count--from a previous record of 30,378 to the 1974 record of 33,688. The yearly instrument operations count also jumped eight percent over 1973. At the Anchorage FSS, the flight services count soared a whopping 34 percent, which represents an increase of 107,287 services. And all this was handled with the same number of journeymen specialists as were on board the previous year. Among the other outstanding accomplishments at the busy FSS was carrying out five flight assists.

FIRST AGENCYWIDE WOMEN'S CONFERENCE . . . Kansas City was the site of the first meeting among FAA Federal Women's Program Coordinators and Chairpersons of Women's Program Committees from Headquarters and all regions and centers last month. Participants discussed ways of making the Women's Program more effective and responsive to the needs of FAA's female work force. The Conference offered a forum for exchange of ideas while allowing participants to become personally acquainted and to learn of each other's efforts to improve the employment situation of FAA women.

NOISE HEARING . . . The agency announced last week that it will hold a public hearing in Los Angeles on May 16 on the Environmental Protection Agency's proposed noise restrictions on supersonic aircraft. The EPA proposal would require all new supersonic aircraft to meet the noise level restrictions set for the latest generation of subsonic commercial jets before they would be allowed to operate within the United States. But the proposal would exempt the 16 Concorde supersonic aircraft that are already built or are being built by France and Great Britain. Hearings on the proposal are also scheduled to be held in Washington, D.C. on May 22.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization is now seeking individuals for an assignment within the Technical Assistance Program in Jeddah, Saudi Arabia. Duration: 22 months. TA-75/46 Fire and Rescue Training Expert, Level 3, Step VI; subject to confirmation, Gross: \$22,920; Net (free of tax): \$16,698 per annum. Applications due in AIA-29 ASAP. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

BOOK HUNT . . . The Office of International Aviation Affairs is attempting to locate instruction books for ATCBI-2 SECRA Equipment for technicians in Barbados. They need both the Oklahoma City course material as well as the factory instruction manuals. Any technicians or engineers who would be willing to donate a set of their old books or who may know of an available set of equipment instruction books in some sector office or facility, please contact AIA-242, Richard Carmel, (202) 426-3241.

LAY THAT PISTOL DOWN . . . Tighter regulations governing the carrying of firearms on airplanes by law enforcement officers or other authorized persons will be imposed by the agency starting June 20. Also imposed will be new restrictions on the transportation by air of prisoners in the custody of law enforcement officers and the transportation of weapons in checked baggage. Among other things, the new regulations require that persons authorized to carry a weapon must show a need to have the weapon available to them immediately prior to, during, or immediately following the flight, and the concerned air carrier must be notified at least one hour in advance of the flight that the individual is armed.

PRECISION FLYERS THANK FAA . . . Hard on the heels of last month's U.S. precision flight championship, Acting Administrator James Dow accepted accolades from the National Pilots Association for FAA's safety assistance. FAA safety inspectors were on hand in several locations across the country during the regional and final contests for selection of a newly organized four-man U.S. National Precision Flight Team sponsored by NPA. "We've enjoyed a really fine working relationship with FAA out in the field. They have helped in a thousand little ways," NPA Executive Director William Ottley wrote to Dow. The U.S. team will compete in the world championship in Europe this August.

TOP AVIATION MECHANICS . . . An American Airlines maintenance crew chief and the maintenance chief of the nation's largest municipal helicopter operation have been selected as the national winners of the 12th Annual Aviation Mechanic Safety Awards Program. Winner in the air carrier category is Andrew E. Morgan, maintenance crew chief at American's Maintenance and Engineering Center, Tulsa, Okla. He is credited with developing some 30 major innovations in maintenance procedures, tool designs and work products. John R. Zebora, Chief of Maintenance, Helicopter Division, Los Angeles City Bureau of Transportation, was named winner in the general aviation group. He developed a warning system to alert pilots to the loss of engine oil which was adopted as standard equipment by the Bell Helicopter Co. on all model 206 helicopters.

TAKE CARE OF THOSE DENTAL BILLS . . . Now is the time to enroll for dental insurance . . . The DOT Employee Recreation Association reminds FAAers that the deadline for charter enrollment in the Group Dental Plan is May 15. Only those enrolled by this date will be eligible to receive benefits for orthodontia (braces) and prosthodontia (dentures). Rates are guaranteed for twelve months. Once enrolled, coverage is guaranteed renewable and cannot be cancelled except for non-payment of premium. Brochures and applications are available in the Credit Union branch in FOB-10A and the Association store, room 4338 of the Nassif Building. Further information can be obtained from Mr. Sacks, 434-5494.

HAIRY STORY . . . Getting shaggy? Remember, there's a barbershop for your convenience in this very building (FOB-10A), called the "FAA Barber Shop" (privately owned). It is located on the northeast corner of the second floor and can be reached from the third floor in the northeast corner. Hours are 8 a.m. to 5 p.m.--phone: 426-8622.

AWARDS AND REWARDS . . . The Office of Accounting and Audit presented a Quality Increase to Sidney A. Mays and Special Achievement Awards to Mary Good, Alice P. Canterbury and William L. Miller. Airports Service presented a Quality Increase to Mary Overton.

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AIS=330...Room 907C...x63483.

HEADQUARTERS PERSONNEL NOTES

WE'VE MOVED SLIGHTLY

In conjunction with the recent reorganization which created the Office of Personnel and Training, the physical locations of the Manpower Operations Division, APT-100, and the other APT divisions have been changed. APT-100 now spans rooms 512 to 517. Telephone numbers and the location of the reception desk will remain the same.

UPWARD MOBILITY ASSESSMENT CENTER IN PROCESS

About 130 applications for the second year of the Washington headquarters Upward Mobility Program have been accepted. All 130 applicants are currently being screened in the assessment center process; it is anticipated that this screening will be completed by the second week of May. A final selection panel will then convene to interview the most qualified candidates. It is expected that final selections for the program will be made by May 30.

IMPROVED INJURY BENEFITS FOR FEDERAL WORKERS

Major amendments to the Federal Employee's Compensation Act signed recently by President Ford provide compensation benefits to civilian Federal employees for personal injury while in performance of duty or for employment-related diseases. A few examples: employees who sustain disabling, job-related traumatic injuries may, with sufficient medical evidence, elect to have their pay continued up to 45 calendar days rather than using sick or annual leave; the time limit for notice of injury was extended from 48 hours to 30 days; the entire time off work while in receipt of compensation will not interfere with job retention, within-grade increases and other rights and benefits. Also, an employee is guaranteed the right to return to his or her former position, or equivalent, if recovered from the injury within one year; compensation benefits based on total disability will continue when the employee's physical condition has improved and he or she is enrolled and participating in an approved vocational rehabilitation program; etc. For further information contact Nancye Turner or Marty Schrecengost, APT-150A, x68007.

REPEAT OF SEMINARS FOR WOMEN PLANNED

Two seminars, "Women on the Way Up in Government" and "WOW--Federal Career Guidance Workshop," held during April, were well received. Additional special course offerings are being discussed with Washington Headquarters women's groups. Suggestions should be forwarded to Phyllis Burbank, APT-130, through your office or service's training representative.

SAG

SPECIAL

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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DOW SPEAKS OUT ON SAFETY

Acting Administrator James E. Dow mounted a strong defense of the U.S. aviation safety record in remarks last week to a Congressional committee considering the FAA Fiscal Year 1976 budget request. "During the past year or so, the Federal Aviation Administration has come under considerable fire and criticism," Dow told the House Appropriation Subcommittee on Transportation prior to outlining the agency's budget proposals. FAA, he said, welcomes criticism related to the agency's methods of operation. "But there is one area of criticism that rankles," he noted. "A few have said that we have become lax in the area of aviation safety...these and similar statements are totally unjustified."

In his more than 30 years with FAA and predecessor agencies, Dow said, no agency administrator has ever relegated aviation safety to a secondary role. There have indeed been some tragic aircraft accidents during the past several months, and "there may be a few instances in which the agency could have acted more expeditiously, but even this is somewhat speculative," Dow observed. "On balance, the U.S. safety record is outstanding and it is one in which the Congress, industry and the FAA can be justifiably proud."

Dow compared the U.S. air carrier accident rate with the rest of the world (excluding the USSR), to show that the U.S. record was approximately six times better from 1969 to 1973. In general aviation, he said, the 1974 U.S. accident rate declined about eight percent, exceeding FAA's goal of a five percent reduction. An additional five percent reduction is the agency's goal for 1975, he added.

"We cannot sit here and say that if you increase our budget three-fold, we will eliminate the aircraft accident", Dow continued. But, he added that "Reduction of accidents can be achieved by dedicated people who are moti-

vated, educated and trained in the latest techniques, and total elimination can be achieved only by grounding every aircraft in the United States."

"As long as we have people in the cockpit and on the ground, there is the possibility of human error." But FAA is constantly working to improve the aviation safety record, he said. "I want the Congress of the United States, the aviation industry and the flying public to know that regardless of the extraordinary U.S. air safety record, we shall not rest on past laurels." Dow went on to cite numerous agency programs for air safety, including:

- o The recently-established program to encourage unsafe condition reports while waiving punitive action (excluding accidents, misconduct, negligence and criminal conduct).
- o Biennial recertification of all flight instructors.
- o Upgraded pilot training, testing and certification.
- o Upgraded pilot school standards.
- o Last summer's 30-day "Ground Assist" program.
- o The Biennial Airworthiness Review program and the planned Biennial Operations Review program--these two to cover all major FAA regulations on aircraft and airmen.
- o Establishment of Terminal Control Areas--a program which reduced near misses and mid-air collisions from 413 in 1968 to 22 in 1974 at 18 large air terminals.
- o Airport Certification.
- o Improvements to the air traffic control system, especially installation of automated equipment.
- o Airport improvements under ADAP.

"I submit," Dow concluded, "that these examples and the record indicate the FAA has by no means stood still in its responsibility to improve the safety and efficiency of aviation. To the contrary, they indicate a positive and active approach."



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DEPUTY ALASKA CHIEF
FAA's Executive Development Program has produced its first Deputy Regional Director, Richard L. Failor, who takes the post in Alaska. Failor was previously Southwest Region Executive Officer and served earlier as chief of the Appraisal Staff in the same region. He participated in the formal portion of the first Executive Development class from September 1972 to May 1973. Failor earned a bachelor's degree in business administration from the University of Minnesota over a ten-year period beginning in 1957, while working at the Minneapolis ARTCC (starting in '58) and later, the Minneapolis Area Office. From 1967 to 1970 he held several positions at Headquarters as well as spending a year at Stanford University where he earned a master's in economics. In 1970 he became deputy chief of the Chicago center and chief the next year.

TWO-YEAR PACT

NEW FAA-PATCO ACCORD REACHED

FAA and the Professional Air Traffic Controllers Organization (PATCO) completed negotiations last week on a new two-year labor agreement covering more than 15,000 tower and center controllers. The contract affects such matters as working conditions, career enhancement, work scheduling, occupational safety and employee benefits. It is subject to ratification by the union membership. Acting Administrator James Dow and PATCO President John Leyden congratulated the negotiating team. Dow praised the agreement, which was negotiated over a 14-month period, as "The most comprehensive contract affecting Federal employees. It is good for both the agency and employee morale." Dow also lauded the efforts of the negotiating teams, as well as the Federal Mediation and Conciliation Service. "Their diligence and patience," he said, "were exemplary and contributed greatly to the final agreement."

AGENCY SAFETY MISSION ANALYZED

While recognizing FAA's "history of remarkable accomplishment" in the safety and promotion of aviation, the Secretary of Transportation's Task Force on the FAA Safety Mission concluded that "realistic and practical steps" are needed to improve FAA's effectiveness. The Task Force, chartered in January by former Secretary Claude Brinegar, came up with 19 specific recommendations in a report issued last month. Secretary William T. Coleman, Jr., directed FAA to implement the recommendations in 45 days, and Acting Administrator James Dow pledged prompt action. (Continued on page 2)

TASK FORCE SAFETY REPORT (Continued from page 1) . . . The report praised improvements in air safety due to better equipment, but observed: "People, on the other hand, have not changed," so that "today human beings may be the weak links in the safety chain." Noting that improvements in the air traffic control system have been "very effective" in preventing mid-air collisions, the report said "The focus should now shift to an all-out effort to prevent collisions with the ground." The Task Force recommendations included: o Better FAA monitoring of safety tasks delegated to industry; o Systematic aircraft and engine "Design Reviews"; o Expedited rulemaking; o Cooperative FAA-industry efforts to improve and standardize airline crew performance; o More realistic FAA airline flight checks and better guidelines for biennial flight reviews; o Prompt FAA action on National Transportation Safety Board recommendations; o FAA creation of a standing group to review air traffic control procedures; o Continuation of FAA within DOT, but no undue supervision by DOT; o Reorganization of certain FAA field and Washington functions and reduced number of regions.

SECURITY CLEARANCE--FOREIGN NATIONAL VISITS . . . Visits by foreign nationals to FAA facilities involved in the joint-use radar environment must be coordinated with the Security Division, ASE-200, Office of Investigations and Security, in advance of the visit. ASE-200 is responsible for obtaining DOD clearance for such visits. This coordination is in addition to other requirements established by AIA-1. If questions arise contact your region/center, or Headquarters security support element.

WEATHER DISPLAY HEADED FOR ARTCC TEST . . . The first 12 units of an automated weather display are expected to be delivered to the Washington ARTCC by May 23 for a 60-day test. The system--called MAPS, for Meteorological and Aeronautical Presentation Subsystem--shows forecasts, winds, temperature, humidity, dew point, etc. in alphanumeric form on a small TV screen installed at a sector control position. Information can be selected by the controller for his sector and adjoining sectors. The system contractor, Price, Williams & Associates, a Washington-based minority firm, was awarded a contract modification last month to develop the system for possible use in flight service stations.

AVIATION REVIEW CONFERENCE . . . FAA's seventh annual Aviation Review Conference--a wide-ranging forum for discussion of aviation issues--will be held May 19-21 in Arlington, Va. The opening day will feature presentations by four FAA Associate Administrators on aviation safety, policy, air traffic and airway facilities, and engineering and development. The second day will be devoted to panel discussions by aviation users. On the third day there will be a panel discussion on "Aviation and the Environment."

COLD AND WET--BUT LUCKY . . . Over the chilly Atlantic seven miles from Cape Cod's Hyannis airport, the pilot radioed that his single engine had quit. Hyannis tower controllers immediately requested a Coast Guard rescue helicopter. At the same time, an Air New England Twin Otter flew toward the distressed plane and watched as the pilot ditched his craft in the ocean. All three occupants scrambled into the sea, and one of them grabbed a life raft dropped by the Twin Otter. Moments later the Coast Guard helicopter picked up the people. The plane's occupants would have survived about 20 minutes in the 35-39 degree waters. During April, 262 flight assists were reported--118 by flight service stations, 101 by towers and 43 by centers. There were 513 people on board the aircraft involved.

EMPLOYEES SELECTED FOR LONG TERM TRAINING . . . The following FAA employees have been selected for long-term training opportunities for the 1975-76 academic year: Program for Federal Officials at Mid-Career at Princeton University = Joseph Del Balzo, Systems Research and Development Service; Industrial College of the Armed Forces = James M. Yohe, Director of the Office of Investigations and Security; Air War College = Arthur Varnado, Chief, Louisville Tower; Education for Public Management = Quentin J. Gates, Rocky Mountain Region (MIT); John G. Larsen, Eastern Region (Harvard); Kenneth M. Lauterstein, Flight Standards Service (University of Southern California); Albert Lim, Western Region (Stanford); Air Transportation Systems Specialist Program (University of California at Berkeley) = Stephen M. Alvania and Louis Pelish, Eastern Region; Robert J. Bernard, Western Region; Raymond D. Schunter, Office of Aviation System Plans; A. Martin Wexler, Central Region; Charles William Wolter, Great Lakes Region.

FAA WORLD IN THE MERRY MONTH carries a rundown on the status of "MLS--Wave of the Future" . . . How FAA carries the word on worldwide ATC compatibility and boosts the U.S. aviation industry is told in "FAA Goes to the Marketplace" . . . An R&D research tells how it's possible to get "Boomless Fast Flight" using a natural phenomenon . . . "Orchestrating the Future" is the job of DOT's Intermodal Planning Groups . . . Read about FAA's Flight Instructor Clinics, which is "Where Safety Starts" . . . You'll also find Direct Line, Faces and Places, Small World, Federal Notebook and Heads Up.

CANCELLATION OF SERVICE ORDERS . . . The Logistics Service announces the cancellation of the following obsolete agency orders: 1780.1, Christmas Decorations at 800 Independence Ave., S.W.; MS P 4600.12, FAA Regional Office Occupancy Guide Handbook; IM 4632.1, Inventory Management of Exchange and Repair Items; and Internal Order IM 1770.7A, Duty Officers - LG Service. These cancellations will appear in the cancelled section of the next Directives Checklist. Also cancelled is Order 7110.58, ARTS III Operations and Procedures, dated November 1, 1973. Procedural changes to the ARTS III system are included in 7110.8D or 7210.3B.

THE DISH RAN AWAY WITH THE SPOON . . . Hundreds of trays, dishes and pieces of silver from the GSI cafeteria are scattered in closets, cabinets and shelves throughout the FAA building as a result of people taking them for lunch and snacks and not returning them. This practice has resulted in GSI having to replace these now rather costly items. This in turn raises the cost of running the cafeteria, which is passed on to the consumer--YOU. Coping with high food costs is enough of a problem; GSI tries to keep the prices down. Let's all cooperate. If you have any of these items, please return them to the GSI cafeteria. Let's all get together to help keep the price of our meals down.

TRANS POINT WOMEN POWER . . . Federal Women's Program leaders of various agencies represented in the Trans Point Building will meet with interested Trans Point employees in the cafeteria at noon this Thursday, May 15. An overview of the Federal Women's Program will be presented, with emphasis on the need for women to keep informed and to provide suggestions for the Affirmative Action Plans. For more information, call Louisa Stimpert, Office of Civil Rights, x63785.

OUTTA SIGHT! . . . FAA's portion of the copying in the fifth floor centralized facility will come to 9,000,000 units in Fiscal Year 1975. It will cost in the neighborhood of \$383,000--and that is an expensive neighborhood. Whether you are a manager, supervisor, user of the facility, or all three, here are some "don'ts" that will not only save your tax dollars, but will save paper.

- Don't copy personal papers.
- Don't copy when carbons will do.
- Don't copy blank forms and publications.
- Don't do large jobs; leave for operators.
- Don't copy just one or two "just in case."
- Don't overcopy.

COLLEGE ANYONE? . . . The Forrestal Education Center (next door to FOB-10A) offers a variety of college level courses and degrees that are conducted by several colleges and universities in the Washington area. Included are economics, public and business administration, systems management and law enforcement. Call Don Poliquin or Will Johnson, 693-8484, 5, or visit the center in room GE-222 in the Forrestal Building.

AWARDS AND REWARDS . . . Dulles International Airport presented Special Achievement Awards to John B. Moats, Alfred Swift, John L. Walsh, Robert C. Minlionica, Elizabeth C. Willingham, William C. Devers, John W. Hogston, Robert C. Boothe, Minnie M. McCauley, Shirley T. Poland and Maurice D. Miller; Quality Increases to Mildred B. Sharpe, Martha A. Waldron, M. Lindsey Hagood, Carl E. Day and Bobby P. Masters; and a Beneficial Suggestion Award to Ray L. Tubbs. Airports Service presented a Special Achievement Award to Jimmie Trowbridge. The Office of Personnel and Training presented a Quality Increase to Barbara A. Hagle.



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OUTSTANDING WOMEN

Secretary of Transportation William T. Coleman has nominated two FAA women as candidates for the prestigious annual Civil Service Commission Federal Women's Awards given to outstanding women in federal service. Ethel Cohen, Assistant Chief, Personnel Programs Division of the Office of Personnel and Training, and Sue F. Silverman, Chief, Plans and Programs Division of the Office of Information Services, were among five DOT employees nominated for the awards. Ms. Cohen, who was the second female deputy director of an Office/Service, has been responsible for many innovative personnel programs and services that have benefited nearly every FAA employee. Sue Silverman was one of the youngest division chiefs ever appointed by FAA and has spearheaded several far-reaching national projects designed to increase public, pilot and user support for high priority operational programs.

TESTS BEGIN IN JUNE

K.C. CENTER TO TEST WEATHER SERVICE

Beginning in June, pilots under the control of the Kansas City ARTCC will be getting the latest information on hazardous weather conditions in the area. This additional service will be offered as part of a year-long test of a proposal to provide the weather information while at the same time saving money for the taxpayers. Weather forecasters stationed at the Center--one from the National Weather Service and six from the Air Force--will receive data on hazardous weather conditions, primarily thunderstorm activity, both from radar and pilot reports and pass it on to airspace users. In addition, they will assume some of the weather forecasting functions for nearby military bases. It is here that the Air Force hopes to save money by being able to close down its weather stations at those bases at night.

GAINS IN AIRCRAFT LANDING FACILITIES

The number of aircraft landing facilities in the United States and its possessions showed a net increase of 362 facilities in 1974, bringing the year-end total to 13,062. Included in the total were 11,160 airports, 1,430 heliports, and 472 seaplane bases. The 1974 increase was achieved despite the abandonment of 424 landing facilities during the year. The abandoned facilities included 330 airports, 84 heliports, and 10 seaplane bases. Texas continues to lead all states with 1,192 landing facilities, followed by Illinois with 829, California with 769, Alaska with 766, Pennsylvania with 579, Ohio with 543, New York with 478 and Michigan with 403.

FAA IDENTIFYING MILITARY OPERATIONS AREAS . . . On July 1, the FAA will begin identifying areas in which civil aviation pilots can anticipate encountering military flight operations such as familiarization training, intercept practice and air combat maneuvers. They will be called Military Operations Areas (MOAs). Non-participating IFR traffic will be cleared through a MOA if the FAA can provide separation service. If not, IFR traffic will be routed around or over them. VFR traffic will be allowed in the MOAs and the agency is planning an extensive information program to keep VFR pilots advised on the location of the areas and the activities taking place in them. To the extent possible, MOAs will be in locations that will have minimum effect on other airspace users and their size will be limited to what is actually necessary to satisfy military requirements.

ACTION URGED ON DISC FAILURE . . . Increased protection of aircraft occupants and vital aircraft systems against injury or damage caused by jet engine rotor disc failure has been urged by the National Transportation Safety Board. The Board recommended that the National Aeronautics and Space Administration expeditiously provide the FAA with data from a test program it now has underway to assist the agency in writing stricter regulations on the subject. The recommendation resulted from a special study of disc failures over a nine year period, ranging from minor incidents to one in which a passenger was killed.

"DISTANCE-TO-GO" MARKERS CONSIDERED . . . The FAA has issued an advance notice of proposed rule making to determine whether "distance-to-go" markers should be required on runways used by turbine-powered aircraft. Such a requirement has been requested by the Air Line Pilots Association, which contends that the markers would greatly assist pilots in determining the safest course of action in an emergency on takeoff or landing. The agency said it is not convinced such markers are essential to safety, but issued the advance notice to obtain sufficient relevant data for an informed decision on whether to proceed further with the rule making process.

CONFERENCE DRAWS 1,666 PROPOSALS . . . A total of 1,666 proposals have been received for consideration by the first biennial Operations Review Conference. Of these, 901 have been selected for discussion at the conference, which will be held next December 1 through 5. The selected proposals--which include 531 from the public sector and 370 from the FAA--will be published for comment by May 30.

NPRM COMMENT PERIOD EXTENDED . . . The comment period on the notice of proposed rule making on new smoke emission standards for transport category airplane cabin materials has been extended 30 days. The new deadline is June 11. The NPRM is part of two-pronged effort to reduce passenger fatalities from smoke inhalation and toxic gas poisoning in survivable aircraft accidents.

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NO RETIREMENT FOR DC-3s . . . The agency may be phasing out its fleet of 39 DC-3, but the workhorse aircraft are still far from retirement. Two of the aircraft will be retained by the FAA for logistics use and the rest have already been spoken for. One will go to the Marine Corps Museum, which will use it for logistics work. Another will be used in a National Aeronautics and Space Administration research project, and the rest will go to the agriculture department for use in its campaign to eradicate the Screw Worm.

INTERVIEWING WOMEN APPLICANTS . . . The proper way to interview female job applicants should be of considerable interest to agency supervisors and managers in these times of heightened equal rights awareness. Here are some tips, courtesy of the Civil Service Commission: o Women are not "girls" or "gals"--don't address the interviewee as "dear" or "sweetie" or "honey." o Don't inquire about private matters--marital status; husband's job, salary, etc.; children and their day care. o Don't flirt. o Don't suggest that her employment will help EEO statistics. o Don't bring up your prejudices about women related to travel, emotions, ambition. Remember, the appearance of discriminatory behavior, even though unintended, is as harmful as the real thing. There are plenty of "do's." Do discuss the job, the organization, the mission, career possibilities, applicant's qualifications, equipment and facilities and the like. Remember, too, that most of these guidelines apply to female interviewers as well as male.

REUNION PLANNED . . . The Chicago O'Hare Tower is planning a reunion on Saturday, September 13, 1975 for all who served at ORD in any capacity. For information contact John Gorman, Chicago O'Hare ATCT, P.O. Box 66036, Chicago, Ill. 60666.

NAS TEN-YEAR PLAN PUBLISHED . . . The 1975 National Aviation System Plan 1976-85 will be available at the Aviation Review Conference (May 19-21). Copies will be sent to regional offices through the regular distribution channels.

CANCELLED ORDERS AND DIRECTIVES . . . Logistics Service Order 4400.24 Selection of Educational Institutions for Research or Study Projects...Flight Standards Directive 8260.20 Revised Requirements and Concepts for Category 1 ILS (3/26/70) and 8260.22 Standard Instrument Approach Procedure Minima Based on Medium Approach Light System/Runway Alignment Indicator Lights (9/14/70)... Office of Information Services Order 1240.4 International Exposition on Environment. Other cancellations will be reflected in the next issuance of the Washington Directives Checklist.

FAA TECHNICIAN TELLS ALL . . . If you want to become an electronics technician with FAA, pick up the April Popular Electronics. It carries a three-page article by Tom Sear of the Moses Lake (Wash.) A.F. Sector with all the details

HEADQUARTERS EEO AFFIRMATIVE ACTION PLAN . . . The Office of Civil Rights is currently formulating the FY-76 Equal Employment Opportunity-Affirmative Action Plan for employees in Washington Headquarters. It will spell out specific action items with firm deadlines for implementation. All headquarters organizational units as well as unions, employee organizations and EEO counselors have been asked to submit specific proposals for the plan. Individual employees who wish to submit suggestions are asked to forward them to Headquarters EEO Coordinator George Gordon, ACR-3, or to the designated Office/Service EEO Liaison persons by the end of May. The EEO Liaison persons are responsible for input from their Office/Service and for assuring the implementation of the final plan. EEO Liaison persons are:

Wayne Startup, AAA=10	Donald S. Lang, ALG=10
Irene Barnett, AAM=11	Robert K. Friedman, AMS=10
John Fish, ABU=400	John R. Garrett, APT=10
Lois Delaney, AEQ=120	Patricia A. Suenkonis, ASA=5
Nancy Lambert, AGA=1	Clifford Schum, ATF=3
Patricia Myers, AIS=10	Warren Lichtenberg, AAF=10
Roderick Magellan, AMA=53	William H. Andrews, AAT=13
Rita Swope, APD=10	Paul E. Castle, AEM=12
June G. Anderson, ARP=4	Theodore W. Robinson, AFS=60
Germaine Williams, ASP=130	Marilyn Fobbs, AIA=29
John Walk, AAD=3	Bernard Thiman, ALR=200
Clarence O. Baron, AAS=11	Norris J. Ansell, AOA=3
Ann M. Stonnell, ACS=10	Carol Sears, ARD=54
Glenn Halbert, AEU=3	Roger Pogue, ASE=300
Theron A. Gray, AGC=10	H. O. Adams, AVP=201

NEW EEO COUNSELORS ANNOUNCED . . . Fifteen new EEO counselors for headquarters were announced at a recent employee meeting sponsored jointly by the Office of Civil Rights and the Headquarters Women's Program Committee. The counselors will assist any employee or qualified applicant for employment with FAA headquarters with the informal resolution of a discrimination complaint based on race, color, religion, sex, national origin or age. New counselors are: Aldolfo O. Astorga, AFS-70; Irving Birnbaum, AFS-834; Polly Bryan, APT-305; Willie Chin, AAF-424; Lillian Dickerson, ABU-300; Lonnie Gordon, ALG-237; Carl Johnson, ATF-10; Lawrence Kotzker, AAT-12; Patricia Knight, APT-30; Kenneth Lopez, ASE-200; George MacArthur, AFS-804; Vicki Ratcliffe, AEM-12; Carlos Segarra, AMS-110; Sherman Tynes, ARD-223; and Thomas Williamson, ARD-222. Any person who feels discriminated against may take his complaint to any EEO counselor. A full description of the headquarters EEO counseling program will be available soon in the revised Order 3300.19.

MIDDAY MATINEE . . . When Wilbur and Orville Wright launched the air age in 1903 they could hardly have dreamed that less than 70 years later men would be walking on the moon. They certainly would not have imagined that on May 20 and 21, FAA employees would be watching the film, "Mars-The Search Begins", in the auditorium at 12 noon and 12:30 p.m.

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FAA WORLD IN JUNE

This month's magazine features: Detroit's effective airborne unit of "Chopper Coppers"... The Transportation Safety Institute is "Where Security Begins"... Orientation for school guidance counselors uses "Today's EEO for Tomorrow's Careers"... An FAAer's wife shows a Bear Hug That Can Save Lives"... An independent study experience shows students "Aviation's Got a Lot To Offer"... You'll also find a recipe feature, a Word Search, Federal Notebook, Direct Line, Faces and Places, Heads Up and Small World.

ANGELS

This year's top Angels are Esther Wright and Joyce Akers, winners of last month's 25th Annual Angel Derby, an international all-women's air race. Run from Hamilton, Ontario over a 1,428 mile course to Titusville, Fla., the race drew 105 female pilots flying 55 aircraft. Pilot Wright and co-pilot Akers flew a Cessna 82-K and won \$3,000 for best score.

COMMUNICATIONS ELIMINATE NEED

END TO VFR FLIGHT PLANS ASKED

Time and electronics have caught up with the traditional VFR flight plan, which FAA proposes to eliminate for most such flights. With the use of two-way radio and the recent introduction of emergency locator transmitters on most general aviation aircraft, FAA said the need for a flight plan is greatly reduced. In the early days of aviation, the flight plan filed by the pilot was the only means of determining where to begin searching for an overdue or downed aircraft. The ending of FAA flight plan service, which involves time-consuming telephone, teletype and clerical work, would save some 368,000 manhours annually, time that flight service station specialists can better spend providing pilots with enroute weather and aeronautical advisory service. The agency wants to retain VFR flight plans where specifically required by the Federal Aviation Regulations--for certain air taxi flights and flights to Mexico and Canada--or where recommended for flights over lakes, swamps and mountains. At present, only an estimated 10-15 percent of all non-local flights file VFR flight plans. The agency is accepting comments on the proposal until July 28.

NAFEC TO STAY

NAFEC will be retained at its present site, Secretary Coleman announced last week. Coleman based his decision on staff recommendations, which followed extensive studies of NAFEC's role in FAA research and development efforts. Officials in the Atlantic City area assured the Secretary of their continued cooperation with the facility, which has 1,646 employees and a \$40 million annual budget.

TRAVEL EXPENSES . . . Travel allowances for Federal employees have been raised under a new law and regulations that became effective May 19. Highlights: Maximum per diem within continental U.S., \$33, with \$14 guaranteed for meals and miscellaneous expenses. Mileage allowances for private conveyances are 8 cents for motorcycle, 15 cents for automobile and 22 cents for aircraft, plus landing and tie-down fees. Certain parts of the U.S. are designated as "high rate geographic areas" with specific dollar amounts set for reimbursement of actual expenses instead of reimbursement from the standard per diem allowance. These areas are: Boston, Chicago, Los Angeles, New York City, San Francisco/Oakland and Washington, D.C. (including Arlington and Alexandria), with maximum daily allowances ranging from \$38 to \$50. Claims paid under old rates for travel May 19 and after may be re-claimed under the new rates.

TEST FSS AND WASHINGTON CENTER: NEIGHBORS . . . A prototype automated flight service station that will perform the functions of several stations will be built at the same location as the Washington Air Route Traffic Control Center, Acting Administrator Dow announced last week. The prototype station will supplement other FSS automation efforts now underway by the agency.

4,000...3,000...2,000 . . . Markers that tell a pilot how much runway is left before takeoff and after landing are under consideration by the agency. FAA issued an advance notice of proposed rule-making in response to a petition by the Air Line Pilots Association, which said the markers would greatly assist pilots in determining the safest action in an emergency. The "distance-to-go" markers would be placed every 1,000 feet along runways used by turbine powered airplanes. The advance notice asks questions such as: How would crews use the markers? Would markers distract crews or increase workload? How should markers be designed?

DOW GIVES EEO SHOT IN THE ARM . . . Calling upon middle-level managers not to confuse "activity with action," Acting Administrator James Dow last week announced a 90-day program to revitalize efforts for promotion of women and minorities at Headquarters. Dow cited statistics showing the small percentage of GS-9 and above positions held by these groups in FAA and called for "positive steps" to identify well-qualified women and minority candidates for vacant jobs at these levels. "I'm asking that selecting officials give women and minorities a fair shake," he said. "I'm not asking you to lower the standards or forget the Merit Promotion Plan." He requested reports within one month from Washington offices and services on steps taken to improve the promotion picture for women and minorities based on guidelines to be written by the Office of Personnel and Training.

HEADQUARTERS PERSONNEL NOTES

UPWARD MOBILITY PROGRAM SELECTION PROCESS ON FINAL

122 candidates who applied for the 1975 Upward Mobility Program completed the assessment center process April 14-May 5. An evaluation panel will meet to review the candidates' applications and make the final selections to the program by June 2. All applicants have been notified as to whether or not they were rated as "highly qualified." The final selections for the program will be made from the highly qualified group. Selected candidates will begin training July 7, 1975.

DISCRETION IN FILLING VACANCIES

In response to several recent inquiries from employees, APT would like to clarify some of the discretionary means which may be exercised by a selecting official in filling vacancies. The two basic methods of filling positions are outside hiring (i.e. selection from outside the agency) and internal placement (i.e. selection from eligible employees within the agency), which are elaborated below.

OUTSIDE HIRING:

- a. Reinstatement - a former Federal employee who has competitive status may be reinstated without competition to a position that does not have known promotion potential and which does not exceed the grade level he/she last held on a non-temporary appointment.
- b. Transfer - an individual may be non-competitively transferred from another agency to a position that does not have known promotion potential and which does not exceed his/her current grade level.
- c. Civil Service (CSC) Registers - an individual may be selected for an appointment from an appropriate Civil Service Commission Register without necessity for competition under the FAA Merit Promotion Program since CSC Registers constitute a separate source of competition.

INTERNAL PLACEMENT:

- a. Promotion - an employee may be non-competitively promoted by career-ladder promotion or to a position previously advertised with promotion potential; otherwise, competitive provisions of the Merit Promotion Program ordinarily apply.
- b. Reassignment - an employee may be non-competitively reassigned to a position at his/her current grade level if the position does not have known promotion potential.

(Continued on page 4)

These means of appointments are not all-encompassing but should give an idea of the most common means through which vacancies are ordinarily filled. Although not required, several of these recruitment sources may be used at one time to identify candidates for selection and, in fact, this happens quite often. These are the key points in understanding alternative ways by which vacancies can be filled by selecting officials.

REMINDERS

Apparently some employees still are not aware that vacancy announcements issued by APT-150 with an area of consideration of Washington Headquarters or less are no longer being circulated throughout the offices and services. These announcements are now posted on bulletin boards located in FOB-10A and at other FAA worksites (e.g. Washington National and Dulles International Airports). This should clarify the situation for those of you who have not read other issuances on this subject and who have wondered since last summer why these vacancy announcements were not being routed through your office!

Also, it appears that some clerical and secretarial employees have not noted that an Open-Continuous Register exists for clerical and secretarial positions. Clerk-typist, Clerk-Stenographer, and the Secretarial positions through GS-7 are being filled through this Open-Continuous Register rather than by individual vacancy announcements. For additional details, check the Merit Promotion Bulletin Boards, Vacancy Announcement Number APN-74-538A. Since you only need to apply once for the Open-Continuous Register, do yourself a favor and take the time to complete your application fully in order to get maximum credit for your experience, training, job-related education, and awards. Your last performance appraisal is also given credit in the process.

MEETING ON WOMEN'S PROGRAM

All employees are invited to participate in an open discussion on the goals and activities of the Headquarters Women's Program Committee on Thursday, June 5, at 12:30 p.m. in conference room 9ABC. The meeting will include a discussion on career progression and the Upward Mobility Program. Supervisors are reminded that this is an officially authorized meeting which all employees are encouraged to attend.

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HEADQUARTERS intercom

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

74-23 June 9, 1975

TWO DEPUTIES NAMED

Two service deputy directors were appointed last week: Joseph A. Ferrarese of the Flight Standards Service and Bascom N. Lockett, Jr., of the Airports Service. Ferrarese, who was previously chief of the FS Air Carrier Division, began his agency career in 1950 in Lima, Peru, as a flight operations inspector. He later held posts in Miami and San Francisco before moving into staff positions in Washington. Lockett was chief of the Operations Division in Airports Service and had served before that in the Office of SST Development. He joined the agency in 1953 and later held a series of posts in the flight inspection program.

BAD WEATHER TRAPS PILOTS

FSS MAKES 8 ASSISTS IN ONE DAY

Eight flight assists are a lot for any flight service station. But eight assists in one day? Eight in 5 1/2 hours? It happened at the Martinsburg, W.Va., FSS on May 17, and one flight service specialist, Gilbert Shade, made six flight assists in three hours, including two at the same time. Specialist Chester Evans had it a little "easier"--he handled the other two in about one hour. FSS chief Garland Holloman who was out playing softball because it was Saturday said, "I'm at ease when I'm away--these guys have a lot of experience." Shade and Evans have a combined 42 years service with the agency. Shade was assisted by specialist William Sembello, who earlier in the day handled what might qualify as the station's (Continued on page 3)

FAA AT PARIS AIR SHOW

The FAA exhibit, "Fifty Years of Airport Progress," highlighted nine days of excitement at the Paris Air Show which concluded June 8. As part of the U.S. pavilion, the FAA exhibit through displays and slide shows emphasized proper and prudent airport planning, particularly regarding land use, air traffic forecasts and ease of passenger movement. Featured in the exhibit were the stories of several U.S. airports, each with its own background of farsightedness or unforeseen problems. Also on display were models of pre-fab control towers, airport lighting systems and the microwave landing system as part of an effort to promote sales of U.S. equipment. FAA experts from Washington and the Europe, Africa and Middle East Region were on hand to discuss American methods and equipment with interested foreign officials. Some 100 U.S. companies also displayed their wares, ranging from aircraft to air traffic control equipment.

VIETNAMESE ASSISTANCE FUND . . . Among the Vietnamese refugees in the U.S. are at least 25 families whose members were associated with FAA's Civil Aviation Assistance Group during the 15-year life of the program in Vietnam. A fund for voluntary contributions to help these families (and any additional such families who become known) is being established on an unofficial basis at Washington Headquarters. Contributions do not obligate donors to sponsorship of the families, although several FAA employees who were personally acquainted with some of these Vietnamese have applied to become sponsors. Contributions may be sent to: Stanley Ratomsky, 1515 Jefferson Davis Highway, Arlington, Va. 22202, or Sidney Robinson, 7062 Leewood Forest Drive, Springfield, Va. 22151; payable to Vietnamese CAAG Assistance Fund.

A COLORFUL PROPOSAL . . . To prevent aircraft from being fueled with the wrong type of fuel, the agency has proposed a rule requiring the exterior surface around all fuel tank filler openings on an aircraft to be color-coded to identify the appropriate type of fuel. Also, under the proposal, no person may operate a plane unless it has been fueled through a color-coded nozzle, or unless other efforts are made to make sure the correct fuel is used. For aircraft engines using aviation gasoline, the color code would be a solid red circle 12 inches in diameter bordered with a 2-inch white band. For engines using a jet fuel, the color code would be a 12-inch solid black square bordered with a 2-inch white band.

WHO'S IN CHARGE HERE? . . . The agency has issued a proposed rule which would require that a company pilot--not the FAA pilot-inspector--act as the pilot-in-command during flight tests for aircraft certification. An exception may be made if FAA and the company have a written agreement prior to the flight. The agency's purpose in proposing the rule is to make the status of the FAA pilot "unmistakably clear to all concerned."

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal - PC-4/75, 2 years--Technical Officer, COM, P=4, Gross: \$24,220 per annum; Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by June 27, 1975. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

ORDERS CANCELED . . . The Office of Accounting and Audit announces the cancellation of FAA Orders 2700.13, Financial Reporting Procedures for National Airspace System Program Office (NASPO), dated 5/5/69 and Order 2700.16, National Reimbursable Agreement NAT 371, dated 7/9/71. These orders are canceled without replacement and will appear in the canceled section of the next edition of the directives checklist. The Air Traffic Service announces cancellation of Orders 7110.59A and 7110.57. The test that was established by 7110.59A, Forecast Issuances/Flight Advisories, has expired and 7110.57, Transcribed Weather Broadcast (TWEB), is now included in the 7110.10C, Flight Services.

THIS IS CONFIDENTIAL . . . It's time again to get ready to submit the annual Supplemental Statement, which is required from each key employee who submits a Confidential Statement of Employment and Financial Interests. The Supplemental Statement, due by July 31, is an update of the initial Confidential Statement, which is designed to help employees avoid real or apparent conflicts of interest.

THE ETHICAL CONDUCT PROGRAM IS NO SECRET, HOWEVER . . . The Ethical Conduct Program is of particular significance to FAA employees because so much of our work affects private industry, the aviation community, and the general public. Every employee should be familiar with ethical conduct regulations and be aware that violations can produce disciplinary action. In general, the Ethical Conduct Program requires that employees avoid any action which would result in or create the appearance of a conflict of interest; or of using public office for private gain. Here are some tips to help employees avoid ethical conduct problems:

- o Closely review FAA Order 3750.3A. This Order conveys DOT Regulations, Part 99, Employee Responsibilities and Conduct. A copy of the Order has been given to every employee. If you have misplaced your copy, the Order is available for review at your facility or office.
- o Recognize that certain off-the-job activities are prohibited. FAAers' obligations do not end with the "five o'clock whistle." Keep in mind that some outside activities are prohibited. For more information, check Handbook 3750.4, Conduct and Discipline.
- o Seek counseling before engaging in questionable activities. Counseling on what might constitute an ethical conduct violation is readily available. You can get answers from your immediate supervisor and/or your servicing Manpower Division. To be on the safe side, seek advice before engaging in any questionable activity.

FAA Order 3750.3A contains more information on Confidential Statements and also explains the requirement that **supervisors** remind their subordinates at least annually of the standards of conduct they are expected to observe.

BUSY DAY AT MARTINSBURG (Continued from page 1) . . . ninth assist-- providing the Dulles Airport tower with a cross-fix on a pilot in trouble. Specialist Garrett Elswick assisted Evans. The FSS began to get the business at 12:30 p.m. when the first pilot called in. By 6:55 it was over, with seven pilots landing safely at Martinsburg airport and one deciding to continue his flight. An unforecasted rapid lowering of an overcast caused the trouble, trapping VFR-rated pilots on top of or inside the clouds. Using direction-finding equipment, the specialists told the pilots what direction to fly, while the Air Force-staffed Martinsburg tower gave final landing instructions. With typical FAA professionalism, Holloman summed it up: "Just another busy day."

SPANISH-SPEAKING COORDINATOR NAMED . . . Louis Gonzalez, a former member of the President's Cabinet Committee on Opportunities for the Spanish-speaking has been named coordinator of FAA's Spanish-Speaking Program. Working in the Office of Civil Rights, he will maintain liaison with Spanish-origin persons, groups and representatives for the purpose of fostering FAA credibility within the Spanish-speaking community. He will also develop FAA's program for Equal Employment Opportunity for Spanish-speaking Americans.



HOW NOT TO STALL . . . When a car stalls, it stops. When an airplane stalls, it falls. The FAA film, "Stalling for Safety," explains the more serious matter of airplane stalls and spins, showing conditions that trigger stalls, warning signs of an approaching stall and the recovery actions a pilot can take. The film also points out the importance of practicing stalls and reviews the principles of aerodynamics. Showing in the Midday Matinee on June 17 and 18 at 12 noon and 12:30, this movie is rated a "must" for both the novice and experienced general aviation pilot.

BE CONSIDERATE . . . Do you wonder why the ashtrays near the elevators sometimes seem to be smoldering? It's because they are, and that's because some employees are in the habit of tossing candy and cigarette wrappers and paper into them. This habit is neither wise nor safe, because discarded cigarettes tend to make these materials catch fire. Please use wastebaskets for paper trash.

WINICK WINS INDUSTRY AWARD . . . Alexander B. Winick, former Deputy Director of the Systems Research and Development Service, was presented with a Volare award during the 25th anniversary luncheon of the Airline Maintenance Committee held in Washington, D.C., May 20. Winick, who is currently a consultant to FAA and industry, was given the award in recognition of his significant contributions to avionics systems technology. His was one of four Volare awards voted by colleagues in the avionics industry and presented by the Airlines Avionics Institute. Over the years, Winick achieved international recognition through his technical presentations at numerous worldwide meetings.

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HEADQUARTERS

intercom

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

JAY

75-24 June 16, 1975

FIRST ASR-8 GOES TO ACADEMY

ADVANCED AIRPORT RADAR ARRIVES

The most advanced airport surveillance radar ever built was delivered to the FAA Academy in Oklahoma City last week. Thirty-six more ASR-8 systems will be installed at high and medium density airports by September 1976. The system at the Academy will be used for technician training, and one system will be sent to NAFEC for research and development. Texas Instruments, Inc., is supplying the radars under a \$17.166 million contract. Advanced features of the radar include: dual beam for expanded low level coverage to improve detection of small aircraft; a klystron transmitter tube that doubles power output over present systems; integrated circuitry; and modular construction. The new radars will displace earlier ASR-4, 5 and 6 systems which will then be available for use at airports newly qualified for radar service.

CONTROLLERS TO GIVE LOW ALTITUDE ALERTS

FAA controllers have been directed to issue an immediate low altitude alert to pilots when, in the controller's judgment, the radar altitude display shows aircraft to be too close to the ground or obstructions. FAA also instructed ATC facility chiefs to brief controllers on the importance of providing this service as a first priority duty along with separation of aircraft from one another. ATC manuals will be revised to emphasize and clarify the requirement. The FAA action is responsive to a recommendation for issuance of such safety advisories on a mandatory basis made by the National Transportation Safety Board in connection with two recent crashes in the Washington, D. C. area.

MAKING EEO A REALITY

Underlining the statement, "Equal employment doesn't just happen; it comes about because managers make it happen," Acting Administrator Dow has passed on to all FAA employees a memorandum on equal employment opportunity from President Ford. The President stresses that more than non-discrimination and prohibition of discriminatory practices is required. What is needed, he says, are strong affirmative actions to assure that all persons have an opportunity to compete on a fair and equal basis for employment and advancement in the Federal Government." In a companion statement, DOT Secretary Coleman emphasizes that he expects the Department "to become a model in the provision of equal rights and opportunity for all persons, without regard to race, color, sex, age, religion or national origin."

FIXING UP LONG RANGE RADARS . . . FAA has attacked the problems of excessive noise, leakage and corrosion in 51 long-range radar systems by contracting for an engineering study to come up with a "fix." For years, the ARSR-1 and 2 (air route surveillance radar) liquid coolant systems, due to their alkalinity, have tended to eat away certain metal parts, while the pumping system was unduly noisy. Unified Industries, Inc., a minority firm based in Alexandria, Va., received a \$25,000 contract for a 13-week study which is expected to result in a design for modification kits than can be built by the Aeronautical Center.

UPDATING AIRWORTHINESS STANDARDS . . . The agency has issued a notice of proposed rule making to update and improve the airworthiness standards for aircraft performance flight characteristics and to make related changes in the operating rules. The notice is one of a series of notices issued, or to be issued, as part of the First Biennial Airworthiness Review Program established in February 1974 to assure timely and orderly revision of regulations with public and industry cooperation. Some areas specifically covered by the proposals are: takeoff decision speed, minimum control speeds, takeoff warning system, flight manuals, small airplane performance and spin requirements, helicopter rotor speed warning, and helicopter never-exceed-speed with power off.

KEEPING IT COLORFUL . . . Stricter standards should be developed for the intensity and reflectiveness of colors used to mark obstructions, such as towers, that pose a potential hazard to aircraft, according to a report issued by the agency. FAA already requires all ground obstructions that pose a potential hazard to be marked in alternating bands of white and orange--the combination, which, when fresh, is the most conspicuous. However, the current standards and color charts used by inspectors apply only to freshly painted surfaces and do not take into sufficient account the deteriorating effects of time, atmosphere, pollutants and other factors.

1974 AIR TRAFFIC ACTIVITY . . . The number of operations at FAA airport control towers, air route traffic control centers and flight service stations were only slightly changed from the previous year according to the recently published report on air traffic activity, Calendar Year 1974. There was a two percent gain at towers, a four percent increase at flight service stations and a one percent drop at ARTCCs. The total number of operations (takeoffs and landings) at the 402 control towers was 57,687,516, compared to 56,553,953 operations at 386 towers in 1973. Chicago's O'Hare remained the nation's busiest airport with 665,331 operations. Total number of aircraft handled by the 27 ARTCCs in 1974 was 23,145,079, as compared with 23,348,832 in 1973. Again, Chicago was the busiest facility with 1.6 million aircraft handled. Next in line were: Cleveland, New York, Atlanta and Washington. The top ten ranking flight service stations in terms of flight services provided were Los Angeles, Miami, Chicago, Boston, Oakland International, Detroit City, Houston, Washington National, Atlanta and San Juan. Total flight services provided by more than 350 FSSs in 1974 were 59,345,766, a gain of almost four percent from the 57,219,450 recorded in 1973.

ICAO EMPHASIZES FEMALE EMPLOYMENT . . . The International Civil Aviation Organization has appealed to its member nations for extra efforts to assure that women are informed of job opportunities in ICAO. The appeal supports the goals of ICAO's parent organization--the UN--which adopted several resolutions aimed at improving the status of women in national life, especially in employment, training, education, health and equal opportunity. One of these resolutions designated 1975 as International Women's Year. Although many ICAO job openings are highly technical, the organization cites such areas as legal, public information, language services, personnel, economics, budget and cartography as fields for which "applications from suitably trained women should be forthcoming in great numbers."

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal - 2 years, PC-5/75 Language Officer, Interpreter/Translator Language Qualification: French mother tongue or the language used for the purpose of education. Ability to interpret into French from English essential, and from Spanish, Russian, or Arabic desirable. Ability to write French translations, with a thorough knowledge of syntax and stylistics is essential. A profound knowledge of English essential. PC-6/75, Contracts Officer. Salary for PC-5 and 6/75 is: P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. PC-7/75, Chief, Spanish Section, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Language Qualification: Spanish mother tongue or the language used for the purpose of education. A complete command of that language, both oral and written, including an intimate knowledge of syntax and stylistics. A profound knowledge of English essential. A working knowledge of French, Russian, or Arabic would be a valuable additional qualification. Applications due in AIA-29 by 7/22/75. Additional information about duties, qualifications, salary and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

CHECKING THE PULSE . . . How does the FAA Administrator keep himself informed on the daily workings of the aviation system? NASCOM is the answer--the National Airspace System Communications Staff, a group of specialists at Washington Headquarters who review reports from 21 enroute centers and important events regarding equipment, aircraft operations, delays, accidents and the status of large airports. The NASCOM staff condenses this information and briefs the Administrator and his staff every morning; each Wednesday all top Headquarters officials are briefed on the status of the system--both strengths and weaknesses. Information gained through field reports is carefully considered and often influences decisions on the allocation of funds. The NASCOM pipeline can frequently be the shortest and most effective route for focusing on essential technical matters.

MERIT SYSTEM REVIEW OFFICIAL NAMED . . . President Ford last September advised the heads of all departments and agencies of his strong commitment to merit principles and the Civil Service system. The President stated his unequivocal expectation that top government leaders must do all that is necessary to insure the integrity of this system. The Civil Service Commission, Department of Transportation, and FAA have taken a series of actions to strengthen the merit system. One of these actions is to establish a Merit System Complaints Official within Washington Headquarters. Alan Read, Deputy Director, Office of Investigations and Security, ASE-2, has been designated as the Headquarters Complaints Official. His function is to receive complaints from employees if they have questions about possible violations of personnel laws and regulations. The establishment of the Headquarters Complaints Official in no way changes the grievance, appeal or discrimination procedures established by agency, Department and Civil Service Commission rules and regulations.

EXERCISE, ANYONE? . . . The Federal Women's Program Coordinators of the Department are asking DOT women who are interested in using the gymnasium in the penthouse of the Nassif Building to tell what additional times would be most convenient. At present, women are able to use the gym from 11 a.m. to 1 p.m. on Tuesdays and Thursdays--four hours out of the sixty hours the facility is open to DOT employees. Women who wish to be included in future gym plans should send their names and preferred hours to the FAA FWPC, ACR-3. The list will be compiled and sent to DOT with suggested additional hours.

A PIPE FOR A PIPE . . . When Frank Sperry of Management Systems came to work the other day, he saw that the stem of his pipe was broken. Next to the pipe was a note saying "Am Sorry..." and a few other words indicating an accident had occurred. The note was written by Yolanda Compos, who works for Kentucky Maintenance, the firm that cleans the FAA building each day. Mrs. Compos paid a visit to Sperry the same afternoon and presented him with a brand-new bright red pipe. She was accompanied by a Spanish-English interpreter who expressed her apologies while Mrs. Compos steadfastly refused any payment for the new pipe. In these times of the "rip-off" mentality, Mrs. Compos' honesty and sincerity certainly make good news.

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HEADQUARTERS

intercom

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

75-25 June 23, 1975

NEW SRDS DEPUTY

Robert W. Wedan, who has been director of technical programs at the Transportation Systems Center in Cambridge, Mass., since 1969, has been appointed Deputy Director of Systems Research and Development Service. Before joining NASA as a branch chief in 1966, he was a principal staff engineer at Honeywell, Inc. in St. Petersburg, Fla. A graduate of the Massachusetts Institute of Technology, Wedan is an instrument-rated pilot.

WEBB TO RETIRE

Director of the Pacific-Asia Region Jack G. Webb is scheduled to retire on June 27 after 22 years of service with the agency. Joseph B. Nestor, Deputy Director, will be serving as acting director of the region until a successor is named. Winner of the Department's second highest award, Meritorious Achievement, Webb joined the agency in 1942 as a Civilian Pilot Training Program flight supervisor in the agency's Western Region.

TO BE COMPUTERIZED

STAFFING STANDARD SET FOR AF

A three-year project to create a staffing standard for the agency's Airway Facilities work force is near completion. Staffing standards provide a tool for predicting staffing needs based on anticipated workload. They are based on an examination of the amount of man-hours required to do specified work. The new AF standard, when approved, will replace the existing one which is based on 10-year-old data. Each year, beginning this fall, a computer will print out the number of employees needed to perform maintenance at each Airway Facility Sector and sub-sector in the agency. These results will be obtained by applying the staffing standard to the different types of facilities in the sectors. Headquarters will then ask the sectors to comment on the number of employees the standard shows are needed. The results are analyzed by agency management and become (Continued on page 2)

CHANGES IN AIR--AND GROUND

The agency has compiled and published proposals that will be considered during FAA's First Biennial Operations Review. The first conference will be held next December in Washington. Like the Airworthiness Review Program, the Operations Review is aimed at eliminating the traditional piecemeal way of amending regulations. The compilation, which will be distributed to all persons who submitted proposals, includes proposed amendments to rules on aircraft maintenance, airmen certification, general operations, certification and operations of air carriers, air travel clubs and schools.

AF STAFFING STANDARD (Continued from page 1) . . . the basis of FAA's requests for resources in the budget process. The staffing standard and implementing instructions are expected to be published in an agency order next January. Undertaken jointly by the Airway Facilities Service and the Office of Management Systems with noteworthy assistance from the field, the project drew some 500,000 reports from technicians on their specific duties and also included on-site observation of job activity by regional and Headquarters personnel.

FIRE AT CINCINNATI AIRPORT: TOWER OK . . . The control tower at Greater Cincinnati Airport maintained normal service during the disastrous fire that struck a terminal building June 15, even though the blaze damaged telephone lines to other FAA facilities and forced aircraft to double up at airline gates. By the next afternoon, communications were back to normal and a few days later airliners returned to their usual gates. Tower chief George W. Hessler said the tower is providing office space and a radar scope for an airport weather observer from the National Weather Service, which suffered complete loss of its facilities at the airport. Fortunately, the tower is about a mile from the building that burned. Because telephone repair crews were working in two feet of water near electrical switching equipment, controllers made certain the crews were out of the area before turning on the runway lights Sunday night. A building serving four airlines that opened in February after a \$4 million renovation suffered \$2 million in damage.

O'HARE RUNWAYS TO GET NEW SURFACE . . . Two runways at Chicago's O'Hare International Airport will be closed down for approximately 90 days, beginning June 19, for resurfacing, FAA announced last week. The agency said that every effort will be made to keep to a minimum the delays that might result as the resurfacing is being done. The work is essential to keeping O'Hare--the nation's busiest airport--in satisfactory operating condition. Although delays cannot be eliminated completely, crews will work nights and weekends to reduce the time the runways will be out of operation.

CANCELLATION OF ORDERS . . . The Logistics Service announces the cancellation of agency order 1200.20, Hotel Reservations for Official Visitors to the FAA Headquarters, dated 12 May 72. The Office of Information Services announces the cancellation of obsolete Order IS 1910.1A, Office of I & S Defense Readiness Plan. These cancellations will appear in the cancelled section of the next Directives Checklist.

SELECTIONS IN WASHINGTON . . . Important selections at Headquarters were announced last week, including several in connection with Acting Administrator Dow's 90-day emphasis program for women and minority selections. Catherine Rodiman, a budget analyst in the Office of Budget, was promoted to Program Liaison Specialist, GS-15, in the Deputy Administrator's Office. Elizabeth Moore, an auditor in the Office of Accounting and Audit, was promoted to Chief, Contract Audit Branch. Ethel Cohen, formerly Assistant Chief, Personnel Programs Division, was reassigned as Special Assistant to the Director of Personnel and Training. Cohen is also one of the five DOT women nominated by Secretary Coleman to receive this year's Federal Women's Award. Carol Arnold, formerly Chief of the Labor Relations Branch, was selected as Assistant Personnel Officer in the Office of Personnel and Training. Harlan Hosler, Program Coordinator in the Deputy Administrator's Office, assumes the position of Assistant Executive Secretary in the Administrator's Office. Mercedes Cooper, Budget Analyst in the Air Traffic Service, was promoted to Budget Officer, GS-13, Budget and Fiscal Staff, European Region.

KEEPING THE COST DOWN . . . The recommendations of a study on the construction of general aviation utility (non-airline) airports that are aimed at reducing the costs of those built with Federal financial aid have been released by the agency. The study, undertaken in April 1974 "to determine how we could improve our design and construction standards and programming procedures to minimize the costs of general aviation utility airports," compared ten airports that were built with funds from the FAA's Airport Development Aid Program (ADAP) with 12 airports constructed with state monies. It found that generally those built with Federal financial assistance took longer to build and cost more. Among the study's recommendations are that FAA: o approve less expensive runway lighting systems for use at smaller airports, o allow contractors to follow local State Highway Department specifications for paving runways, o streamline its ADAP applications procedures, o provide more technical assistance to airport sponsors.

ICAO SEEKING APPLICANTS . . . The following assignments are now available within the International Civil Aviation Organization (ICAO), Technical Assistance Program (TAP). Pakistan = TA=75/83 Project Manager/Training Adviser, Level 5, Step 1, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Duration: 4 years and 5 months; successful expert will be offered an initial appointment of one year. TA=75/84 Senior COM/NAVAIDS Engineering Instructor, Level 4, Step 1, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Duration: 2 1/2 years; successful expert will be offered an initial appointment of one year. Applications due in AIA-29 by August 21, 1975. Additional information about duties, qualifications, salary and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

FOCUSING ON EEO . . . A series of workshops, seminars and information briefings will be offered during June and July for Headquarters employees in conjunction with the Special Emphasis Program on Women and Minorities which was recently initiated by Acting Administrator James Dow. The informal meetings will cover such topics as career planning, training opportunities, assertiveness training, self-development, FAA College After-Hours Program and other topics of interest to ambitious employees. Most of the sessions are scheduled for the noontime and supervisors are asked to encourage employee participation. The series was organized by the Training and Career Development Branch of APT, the Office of Civil Rights and the Women's Program Committee. A calendar and descriptive information will be distributed to every employee. This week's events are:

Tues., 24th	Wed., 25th	Thurs., 26th	Fri., 27th
Robert McCarthy, Hdqtrs. Personnel Programs 12:30 Rm. 6AB	Workshop on Writing SF171 1 p.m. Rm. 7AB	Understanding Position Clas- sification 12:30 Rm. 7AB	Federal Employ- ment-CSC Guide- lines 12:30 Rm 6AB

UPWARD MOBILITY PAYS OFF . . . Acting Administrator James Dow last week presented certificates to Headquarters' first crop of 12 Upward Mobility trainees who recently completed their first year of on-the-job development. Having completed the year successfully, the trainees are eligible for promotion and permanent placement in their respective offices. The jobs they hold, including computer technician and management, program and personnel assistant, have promotion potential to GS-9. At present the trainees' grades range from GS-4 to 8. The trainees and their offices/services: Catherine Bracy, APT; Susan Dion, AAF; Veta Donock, ARD; Constance Hansbrough, AAF; Marilyn Hansohn, APT; Don Lang, ALG; Judith Lott, ARD; Catherine Maus, ABU; Jane Mehrtens, AAS; Ola Melvin, AEM; Mary Powers, AMS; and Jere Styer, AMS. Selections of this year's Upward Mobility candidates will be announced shortly.

AVIATION MECHANIC AWARDS PRESENTATION . . . Presentation by Acting Administrator James E. Dow of the two FAA National Awards to winners of the 1974 Aviation Mechanic Safety Awards Program takes place in the third floor auditorium on Tuesday, June 24, at 10:30 a.m. An American Airlines maintenance crew chief, Andrew E. Morgan, and the maintenance chief of the nation's largest municipal helicopter operation, John R. Zebora, are winners and will receive FAA plaques as well as gifts from aviation manufacturers and trade associations.

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HEADQUARTERS

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service to man in flight

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ALL STAFF MEETING

The first Management Team Action Seminar given for all staff divisions in a region was held in Long Beach, Calif., this month for seven Western Region divisions.

Although these seminars, organized by the Office of Personnel and Training in cooperation with the regional divisions, have been given previously for operational divisions such as AF and AT, this is the first time all of a region's staff divisions have participated. The program is designed to increase cooperation within the region office by getting those who work together to learn together. The emphasis was on the practical, and each division left the meeting with a concrete plan for improving some aspect of their operations. Participating in the meetings, which were chaired by AWE Executive Officer, James V. Nielson, were the following divisions: Manpower, Budget, Audit, Accounting, Internal Security, Management Systems and Logistics.

EVALUATION "FARMED OUT"

NEW WAY TO PICK ATC CHIEFS

For the first time, management assessment techniques available at the Department of Agriculture were used last week by the Air Traffic Service to help pick GS-15 chiefs for major terminals and enroute centers. The candidates, who have already been extensively screened by the regions and endorsed by AT division chiefs, are rated on such qualifications as leadership, decisiveness and sensitivity to people during two days of special seminars. Potential chiefs, having passed through the Department of Agriculture program, are currently being interviewed by the agency's National Review Board. This board--made up of the director and deputy director of Air Traffic Service, the deputy director of the Office of Personnel and Training, a representative from the Office of Civil Rights, as well as regional air traffic division chiefs--will consider the reports from Agriculture while making the final selection.

SUPREME COURT UPHOLDS FAA

The Supreme Court in a 7-2 decision last week upheld FAA's right to withhold from public release certain records obtained by the agency from the aviation industry. The records involved in the court case were Systems Worthiness Analysis Program (SWAP) reports. In overturning a Court of Appeals decision, the Supreme Court ruled that an exemption in the Freedom of Information Act applies to records withheld by the FAA Administrator under authority of section 1104 of the Federal Aviation Act. Under section 1104, certain records may be withheld by the Administrator if requested in writing by any person to do so, and if the Administrator determines that the person's interests would be adversely affected and disclosure is not in the interest of the public.

SERVING OVERSEAS . . . Four FAAers will staff a new office being established by the Systems Research and Development Service in Noordwijk, Netherlands, to coordinate AEROSAT (Aeronautical Satellite) activities with Canada and the nine countries of the European Space Agency. The office is being set up at this time to determine what kind of performance should be expected from the satellite(s) to be launched over the equator in 1978-9 to provide communications from air traffic control facilities to aircraft flying over the North Atlantic. Although the mission is experimental, FAA ATC facilities will be involved and the primary AEROSAT communications facility will be located at NAFEC. The European office, which is expected to be moved to the U.S. in six to nine months, will be manned by Walter Felton, Deputy Director; Helen Moyer, Administrative Assistant (recently promoted from the position of secretary to the Associate Administrator for Engineering and Development); Vic Foose, Electronics Engineer; Raymond Hilton, ATC Operations Specialist, and persons from other countries and agencies.

ALTITUDE REPORTING The agency reminded pilots last week that effective July 1, all aircraft flying 12,500 feet or higher above mean sea level (MSL) in the conterminous U.S. must be equipped with altitude reporting transponders. FAA said the new requirement, by providing the altitude and location of aircraft flying under visual flight rules (VFR) but not under direct air traffic control, will enhance safety and assist controllers in giving better traffic advisory service to the aircraft under their control. To accommodate operations in mountainous areas, the new rule does not apply to airspace above 12,500 feet MSL which is less than 2,500 above ground level; nor does it apply to gliders which may operate up to 18,000 MSL without transponders.

STANDARD TRAFFIC PATTERNS ADVOCATED . . . The agency has issued an advisory circular recommending a standard traffic pattern for airports without control tower service, and has withdrawn a proposed rule that would have made a standard pattern mandatory. The circular (AC 90-66) gives a diagram of the rectangular shaped standard left-turn traffic pattern that it recommends for all non-tower airports. Another diagram for a standard right-turn traffic pattern also is provided for use at those airports where approved lighting systems or markings indicate it. In addition to recommended general operating practices, the circular advises pilots on the angle of entry to the pattern; turning procedures for the different legs; altitude; how to leave the pattern; takeoffs and landings; and speeds. In issuing the circular, FAA said the many responses to the proposed rule indicated that the varied operations at the almost 7,000 public-use airports without towers would have required so many exceptions to the rule that it would have undermined its effectiveness.

FSS UNION CHALLENGED . . . The National Association of Government Employees (NAGE) has petitioned the Department of Labor for the right of exclusive representation of flight service specialists, Labor has informed FAA. Negotiations with the labor union presently representing some 3,200 specialists, the National Association of Air Traffic Specialists (NAATS), have been suspended pending resolution of NAGE's challenge. After examining NAGE's petition and meeting with all concerned parties, the Department of Labor will decide whether and when an election will be held for FSS specialists to choose a union. FAA will shortly post notices in flight service stations about NAGE's petition.

WEAPONS DETECTOR FOR NATIONAL . . . An automatic weapons and explosives detector for air passengers' carry-on baggage will be installed at Washington National Airport next month. The system gives an audible or visual signal whenever it detects such items without need for the operator to interpret X-ray images. The equipment uses X-rays but produces no picture. Developed as a prototype by Westinghouse Electric Corp. under FAA contracts worth about \$400,000, the detector will be used at one location in the airport for a year. FAA expects the system to work as planned; if so, the agency will so advise the nation's airlines, which may then decide to buy production models for about \$50,000 apiece.

AT, AF MEET . . . Air Traffic and Airway Facilities from the field and Washington got their heads together for a three day conference this month at Headquarters. Attending were 40 regional planning and program branch chiefs and an equal number of part-time participants from Headquarters. This was the first such meeting since the Air Traffic and Airway Facilities Services became separate entities. Topics discussed included: airway planning standards; automated FSS program; instrument landing system, airport surveillance radar and air traffic control tower procurement programs; preparation of cost estimates, leased communications; center and tower simulation for air traffic control training; and a multitude of day-to-day operational issues.

PACK THE JULY FAA WORLD IN YOUR VACATION BAGS . . . Read how FAA is ready to serve "When Disaster Strikes!" in a military or natural emergency . . . An "Alaskan Inspector Joins the Jet Set" when she gets her rating . . . Students play airplanes and ATCSs when "Community Colleges Cultivate Controller Careers" . . . The Teterboro GADO has cut the accident rate, proving the "AP Program Pays Off" . . . FAA moves ahead on "Defusing the Cargo Hold" in its Hazardous Materials Program . . . Alaska promotes pilot safety through wives and girlfriends in "Whispering Sweet Somethings in Pilots' Ears" . . . There's an FAAer who's had so many close calls, he's "Lucky To Be A Controller--or anything else" . . . You also can keep up to date with Federal Notebook, Heads Up, Direct Line and Faces and Places.

