



HEADQUARTERS intercom

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

75-27 July 7, 1975

PATCO RATIFIES PACT

A new two-year labor agreement with FAA was ratified by the membership of the Professional Air Traffic Controllers Organization, PATCO informed FAA last week. Highlights of the contract will be reported in a forthcoming edition of INTERCOM.

DOT GENERAL COUNSEL

John H. Ely was sworn in as new General Counsel for DOT on June 30. Ely, former professor at both Harvard and Yale Law Schools, succeeds Rodney E. Eyster who resigned. The new 37-year-old General Counsel has served as staff attorney for the Warren Commission and as law clerk to Chief Justice Earl Warren. He was graduated magna cum laude from Yale Law School in 1963.

16 SYSTEMS

NEW LONG-RANGE RADARS ORDERED

FAA has awarded a \$30 million contract to the Westinghouse Electric Company of Baltimore for 16 advanced long range radars for enroute air traffic control. The radars, called ARSR-3s (Air Route Surveillance Radars) will provide improved target detection, improved weather detection and reduced clutter. To be installed in high-density traffic areas, they will provide controllers with a clearer radar picture of weather and aircraft under their control. The first of the new radars, to go to Oklahoma City for training purposes, is scheduled to be delivered within 24 months, with the rest to be delivered at a rate of two a month beginning four months later. The first three field deliveries are scheduled for the New York, Chicago and Washington, D.C. areas.

NATIONWIDE GENERAL AVIATION SURVEY

FAA has enlisted the cooperation of the Civil Air Patrol for a special two-day national survey of general aviation activity. About 2,000 CAP cadets will make the survey at 400 airports in every state on August 23 and 26. About 15,000 of the nation's 750,000 general aviation pilots are expected to be covered. The purpose is to update statistics obtained in a similar 1972 survey and to use the new figures as a base for estimating the volume of general aviation flying and its impact on the National Aviation System. FAA is particularly interested in activity at non-tower airports; thus, all but 80 of the 400 airports are non-tower. Pilots landing at the airports will be asked to fill out a brief questionnaire, and the cadets will record aircraft identity and traffic count.

EMBELLISHING ARTS . . . Building on the success of the basic ARTS III system, FAA has awarded a \$24,347 million contract to expand the functions of the automated radar terminal systems now operating at 61 high-activity airports. The contractor, UNIVAC Federal Systems Division of Sperry Rand Corp., St. Paul, Minn., will develop a conflict alert system to warn controllers when planes are on potential collision courses. Also to be programmed into the system will be an automatic metering and spacing function to help ensure an even flow of traffic during landing and takeoff phases. The transfer of flight data between the radar room and tower cab will be speeded up through use of small electronic display screens.

5.1% ANNUITY INCREASE ANNOUNCED . . . A 5.1 percent cost of living annuity increase will go into effect August 1 for Federal employees who retire, the Civil Service Commission announced last month. For those who retire before August 1, there are two methods of computing the annuity. The first is to determine the annuity rate based on service and the high-three average pay as of December 31, 1974, with added credit for unused sick leave. To this is added the 7.3 percent cost of living increase effective January 1, plus the 5.1 percent effective August 1. The second method is to determine the annuity rate as of the actual date of separation, or the date pay has ceased, plus the 5.1 percent figure. Retirees will receive the higher rate of the two methods, effective August 1. If an employee retires on or after August 1, he will miss any benefit from the 7.3 percent effective last January.

HAZARDOUS MATERIALS RULING . . . A Federal court has found that FAA must give 30-day public notice of any proposed exemptions to the rules on air transport of hazardous materials. Ruling on a suit brought by the Air Line Pilots Association and the Aviation Consumer Action Project, the court found that such notice was required since January 3 of this year when the Hazardous Materials Transportation Act was signed. The U.S. District Court judge also ruled illegal any exemptions given without notice since January 3.

HEART ATTACK PREVENTION . . . Employees 21 and over at Headquarters may sign up for blood tests to be made by the FAA Clinic in a heart attack prevention program underway in cooperation with the National Institutes of Health. NIH is studying whether reduction of serum cholesterol can slow down, halt or reverse premature heart disease. Employees may make appointments at the clinic, room 327, for blood samples to be taken on July 15, 16 and 17, from 9 a.m. to 12 p.m. (one test per person). Those who have high cholesterol levels will be given further tests, and if they meet certain criteria, will be offered free treatment by NIH. Those not requiring treatment will be counseled by George Washington University Hospital. The Office of the Federal Air Surgeon recommends the tests as an excellent health maintenance measure.

HEADQUARTERS PERSONNEL NOTES

NEW ASSISTANT PERSONNEL OFFICER NAMED

Carol Arnold was recently selected for the position of Assistant Chief of the Manpower Operations Division. Formerly the Chief of the Labor Relations Branch, she replaces Joe Sellick who recently became the Director of the Personnel Division of the Urban Mass Transportation Administration. Ms. Arnold will supervise the day-to-day operations of the division.

UPWARD MOBILITY SELECTIONS ANNOUNCED

On June 21 selections to the second year of the FAA Washington Headquarters Upward Mobility Program were announced. The following people were selected from 122 candidates, as a result of an extensive selection process which included a four-hour assessment center followed by panel interviews: Delphine D. Battle, AAF-400; Alfredia G. Brooks, AGC-60; April M. Drouin, AFS-700; Shirley N. Greiner, ALG-380; Margaret E. Koloskee, AAD-20; Oprea A. Loftin, AAF-210; Patricia A. Lloyd, ARD-200; Judith L. Mobley, ACR-3; Janis I. Pressley, AMA-113; Diane C. Ravenscroft, ARD-163; Mary Jane Stolar, ASE-200; Ronald W. Stange, AMA-134; Patricia E. Romanofsky, AGC-50. Their present occupations include stock clerk, police officer and secretary, and their present grades range from GS-4 through GS-8. They begin training on July 7.

SPECIAL FOLLOW-ON STUDY ENTERS SECOND YEAR

During July, 175 persons in Washington Headquarters, including 80 supervisors and 95 employees, have been asked to participate in the second phase of a three-year study of the effectiveness of the Upward Mobility Program's selection process and the effects of the program on employees' attitudes toward work. The study, which is not a part of the selection process for the Upward Mobility Program, is being conducted by two research scientists. No study like it has ever been conducted before, and results are expected to have FAA- and government-wide application to many kinds of training programs. The time and consideration of those participating in the study is very much appreciated.

NEW TRAINING PROGRAM FOR MID-LEVEL FAA HEADQUARTERS EMPLOYEES

The Office of Personnel and Training recently approved WA Order 3110.1 establishing a Management Training Opportunities (MTO) Program for FAA Headquarters employees who have a minimum of one year's service in FAA Headquarters and who occupy non-supervisory positions at the GS-11 through 13 levels. (Continued on page 4)

A maximum of ten participants will be selected to the program each year. Selectees will be provided the opportunity to receive training in the fields of management science and public and business administration at any of the local colleges and universities, U.S. Civil Service Commission and FAA's Management Training School at Lawton, Okla. Although no placement of selectees is provided by the program, the additional training should greatly enhance the participants' career development. The Training and Career Development Branch, APT-130, will administer this program. Watch for a forthcoming announcement describing application and selection procedures.

FAMILY ENROLLMENTS UNDER HEALTH BENEFITS PROGRAM

To avoid possible lapses of coverage, it is important to be aware of the basis of enrollment status determination for your family members. For enrollment purposes, your family members consist of your spouse and your unmarried children under age 22, including legally adopted children. Unmarried stepchildren, foster children, and recognized natural children under 22 are also included if they live with you in a regular parent-child relationship. Also, an unmarried child over age 22 who is incapable of self-support because of a mental or physical disability which existed before the child's 22nd birthday is covered, if you furnish a medical certificate from the attending physician of that child. If the child is not yet 22, ask the Manpower Operations Division about the medical certificate at least 30 days before the child's 22nd birthday. Family members lose their eligibility when there is a divorce or annulment of a marriage, a child under 22 marries or attains age 22, or a disabled child over 22 marries or recovers and is able to support himself. Each employee should obtain and keep with his personal records a copy of Standard Form 2801-A (a brochure covering the Federal Employees Health Benefits Program). For further information, contact Nancye Turner or Marty Schrecengost, APT-140, x68916.

MIDDAY MATINEE FOCUSES ON WOMEN

This week's Midday Matinee will be the highly-acclaimed film, "Fifty-one Percent." The film will be shown Tuesday and Wednesday, July 8 and 9 at 12 noon and 12:30. The film focuses on the emergency of women in the American work force and on the barriers they have encountered in achieving equal rights in the marketplace.

SPECIAL EVENTS AT HEADQUARTERS THIS WEEK

Tues., 8th	Wed., 9th	Thurs., 10th	Fri., 11th
COMMUNICATIONS SEMINAR 9:30, Rm. 6AB	FORM 171 WORKSHOP 1:00, Rm. 5A	Women's Committee DELEGATE SELECTION 12:30, Rm. 7AB	Briefing--TRAINING FOR HQ EMPLOYEES 12:30, Rm. 7AB

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75-28 July 14, 1975

ASSOCIATES RETIRE

Slated to retire at the end of this month are James F. Rudolph, Associate Administrator for Aviation Safety, and Robert F. Bacon, Associate Administrator for Airports. Rudolph was appointed to his present job after serving as director of Flight Standards Service since 1967, while Bacon was acting Deputy Associate Administrator for Policy Development and Review at the time of his appointment to Associate Administrator.

AIRLINES--

FRUGALITY URGED

"In times of energy shortage, we cannot leave unquestioned practices or policies which result in half-empty planes." So spoke Assistant Secretary of Transportation Robert H. Binder last month before a Congressional subcommittee. He said air carriers "must show that they have done everything possible to eliminate waste and operate in a more fuel-efficient manner," especially with the prospect of increased fuel prices. He also advocated policies by the Civil Aeronautics Board to encourage higher passenger loads on airplanes.

PRE-FAB STRUCTURES

NEW ATC TOWERS TO BE BUILT

A contract to build four prefabricated air traffic control towers has been awarded to Hunt Building Corp., El Paso, Texas. Topped with a hexagonal cab, the new towers will cost a total of \$1,527,300 and will be installed at San Juan (Isla Grand), Puerto Rico; North Las Vegas, Nev.; Westfield, Mass.; and Minot, N.D. Under an earlier contract, Hunt installed 64 similar towers in 33 states and Puerto Rico. All of the tower sections will be assembled at the factory and transported to the sites. Local subcontractors will prepare the site and put up the towers. Tower shafts will be 18 feet square and heights of the shafts will vary from 40 to 70 feet. The pre-assembled cabs will be lifted into place on top of the shafts by a crane and will add 16 feet to the tower height. The cabs will provide controllers with approximately 230 square feet of space. Additional space for offices, storage, training and equipment will be provided in the floors below the cab.

HE'S GOT IT ALL TOGETHER

Competent, capable, thorough and knowledgeable--these were the qualities demonstrated by Chicago Center controller Dennis Dolgin as he "hand-carried" a single-engine plane with four persons aboard to a safe landing at Cedar Rapids Airport in Iowa last month. The pilot, flying at 11,000 feet, was on top of an overcast when he reported to the Cedar Rapids Flight Service Station that he was lost. The FSS handed the flight off to the Chicago Center and Dolgin was relieved of all other duties as he guided the non-instrument rated pilot to the vicinity of the airport (Continued on page 3)

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COLLEGE COURSES APPROVED FOR CO-OP EDUCATION IN ATC . . . The Civil Service Commission has approved a cooperative education program which will allow students to be eligible for training in air traffic control through a college, study-related curricula. The major fields of study approved by CSC are: math, geography, communication systems, computer technology, aviation, avionics, engineering, geodesy, astronomy, aeronautical science, aerodynamics, physical science, flight technology, meteorology, cartography, transportation and air traffic control. To be eligible, students must be working towards a four-year degree and must complete two years of study before entering the cooperative education program. They also must pass FAA medical and aptitude tests for ATC work. Under Executive Order 11813, signed last year, students successfully completing appropriate work and academic requirements are eligible for non-competitive appointment to ATC jobs. When the program is implemented, the regions will be given authority to negotiate with local colleges.

AVIATION AND THE FUTURE . . . What does the future hold in store for aviation? In a speech to the World Future Society in Washington last month, an FAA official outlined five possible future worlds by the year 2000 and the corresponding effect of each on U.S. aviation. Fred Meister, Associate Administrator for Policy Development and Review, said that FAA is not attempting to predict the future, but wants to be "better able to meet that future world whatever it holds." For example, aviation policies that are common to the various possible futures are ones that can be developed with a good chance of success. The two extremes: in the "Hardship World," airports are nationalized and aircraft improvements are slight. In the "Expansive Growth World," air traffic control shifts more to the cockpit, airports largely pay their own way and new generations of technically and economically viable STOL and supersonic aircraft are in service.

BETHEL WELCOMES RUSSIANS . . . From Bethel on the western coast of Alaska comes a novel report on international relations from Jan Baird who works at the Airway Facilities Sector: "Bethel made the international news when an AN-12 Russian cargo plane arrived from Cape Schmidt, Siberia. After a two-day stay, 40 young musk oxen in crates were loaded onto the aircraft for transplant to Siberia. The Russian crew members were very congenial and pictures and cigarettes were exchanged...It was quite exciting to be an eyewitness to this cultural exchange between two great nations." The airlift took place in the spring under the U.S.-U.S.S.R. Environmental Protection Agreement of 1972.

CLEVELAND AREA OFFICE REUNION . . . A dinner reunion in September is planned for former employees of the old Cleveland Area Office. The reunion is tentatively set for the Old Austria Restaurant in Cleveland. Interested persons may get more details from Betty Jeresko, 8-216-522-4307.

GOT IT ALL TOGETHER (Continued from page 1) . . . and down through the 5,000-foot-deep overcast. Besides giving the pilot vectors to his destination, Dolgin gave him very explicit instructions regarding speed, instruments to watch, RPM, and rate of descent--all in a cool, reassuring manner. When the pilot made an inadvertent turn, Dolgin noticed it on his scope and talked the pilot back onto course which led straight to the active runway at the airport. During the month of June 1975, 260 flight assists were reported--132 by flight service stations, 100 by towers and 18 by centers. There were a total of 438 people reported on board the aircraft involved.

SECURITY RULES FOR FOREIGN AIR CARRIERS . . . Foreign air carriers operating into the United States must implement security programs for screening passengers and carry-on items similar to those already in use by U.S. carriers under regulations announced last week by the agency. Specifically, the new rule states that foreign air carriers must have a security program in effect for flights to, from and within the U.S. that utilizes weapon-detection procedures for screening all passengers and carry-on items prior to boarding. In addition, the security program must be designed to prevent or deter unauthorized access to aircraft and prevent cargo or checked baggage from being loaded unless handled in accordance with security procedures. In announcing the rule, FAA said the security programs for American carriers in effect at approximately 500 U.S. airports may have averted as many as 25 potential hijackings during 1974.

HAZARDOUS MATERIALS: PART II . . . A U.S. Court of Appeals has stayed a lower court order that required FAA to give 30-day public notice on exemptions to rules governing air transport of hazardous materials. The stay was granted pending FAA's appeal of the court order. The original order was based on the Hazardous Materials Transportation Act, which was signed last January 3.

O. K. TO RECORD . . . In clarifying its rule regarding the use of portable electronic calculators on airliners or any other aircraft operating under instrument flight rules (IFR), the agency stated last week that the regulation prohibiting the operation of any portable electronic devices on aircraft does not apply to portable voice recorders, hearing aids, heart pacemakers, electric shavers or any other portable electronic device that the airline, other operator or pilot-in-command of the aircraft has determined will not cause interference with the aircraft's navigation or communication system. This means passengers can use the calculators if the airlines or aircraft operator approves.

CONFIDENTIAL STATEMENT REMINDER . . . Just a brief reminder that the annual Supplemental Statement, which is required from each key employee who submits a Confidential Statement of Employment and Financial Interest, is due by the end of the month, July 31. If you are required to submit an annual Supplemental Statement and have not as yet done so, get moving.

JMB GIVES BIRTH TO MTO. . . . The Associate Administrator for Administration has announced that the newly established Management Training Opportunities program (MTO) will supersede the Junior Management Board and therefore cancel Order 1110.59 which chartered the Board. MTO is for Headquarters employees who have a minimum of one year's service at Headquarters and occupy non-supervisory positions in grades GS-11 through 13. Cancellation of the order will be noted in the next Directives Checklist.

BILL PAGE RETIRES . . . Willard "Bill" Page, Logistics Service, retired as a Colonel, U.S. Army Reserve, on June 25, 1975. He served as a general supply specialist in the Materiel Management Division and first joined FAA in 1961. His retirement brought to a close 30 years of service as a commissioned officer and over 32 years total military service. A full-dress retirement ceremony was held in Richmond, Virginia, on June 21 at which time Page was awarded the Legion of Merit medal for exceptional meritorious service for the period April 1954 to June 1975.

SPECIAL EVENTS AT HEADQUARTERS THIS WEEK:

Mon., 14th	Tues., 15th	Wed., 16th	Thurs., 17th	Fri., 18th
EMPLOYED WOMEN OVER 40 - Seminar 12:30, Rm. 6AB	COMMUNICATIONS SEMINAR 9:30, Rm. 6AB	FORM 171 WORKSHOP 1:00, Rm. 5A	WPC, AT-LARGE MEETING; FAACOP 12:30, Rm. 7ABC	JOB INTER- VIEWS 12:30, Rm. 5AB



Future controller?... Stu Dawson and son inspect mock-up; Joe Shirley awaits more visitors. At right, Bob Rudich explains tower gear to Festival sight-seers.



ATC IS FOLKLIFE

A mock-up of an air traffic control tower console was displayed by the Air Traffic Control Association at the Festival of American Folklife in Washington this month. According to Joe Shirley of the Spartanburg, S.C. tower, on the peak day 4,000 to 5,000 persons visited the display, which featured a radar display, wind speed and direction indicator, flight progress strips and computer data entry keyboard. Besides the console mock-up, built by NAFEC, a radio was set up to monitor the Washington National Airport tower, enabling visitors to hear incoming flights reporting to controllers and then watch the planes as they flew past the Lincoln Memorial on their final approach to the airport. The ATCA booth was also manned by Edward Gillet, Deputy Chief of the Pensacola, Fla., tower, Arthur Pittius, Newark tower, Bob Rudich of NTSB, and Clarence T. Tolpo, one of the first controllers and now retired.

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75-29 July 21, 1975

APPROACH CLEARANCE NOT CLEARANCE TO LAND

AGENCY UPHELD IN TWO ATC COURT CASES

Two important court cases were decided in favor of the agency this month when controllers were absolved of any blame in the crashes of a DC-3 and a Beech King Air. Regarding a DC-3 that crashed at Moisant Field in New Orleans, the court held that an approach clearance and a clearance to land are two different clearances and that no pilot should interpret the former as a clearance to land. In addition, the court noted that the decision of whether or not to land was solely a decision for the pilot--a duty that cannot be imposed upon the controller. Furthermore, the court held that the function of an air traffic controller was to assist the pilot, but that nothing the controller does can relieve the pilot of his duties. Finally, it was held that it is not the duty of a controller to be able to quote verbatim regulations designed for the pilot. In the case of the Beech that crashed at Cleveland Hopkins Airport, it was alleged that wake turbulence was a causal factor, but the court found that there could not have been a vortex encounter because the plane was not at an altitude lower than the "vortex creating" aircraft. The court held that even if there were an encounter, it could not have caused the crash, because the vortex would have decayed sufficiently. Regarding aircraft altitude, the court held that "the controller has a right to expect that an aircraft will comply with the clearance, and be at the minimum altitudes as depicted on the approach chart."

FAA COMPLIES WITH SAFETY BOARD RECOMMENDATION

FAA has pledged full compliance with a National Transportation Safety Board recommendation for the agency to make all its senior line officials and pilots aware of the circumstances surrounding the crash of an FAA DC-3 at DuBois, Pa., on March 27 this year. Eleven FAA employees were injured, three seriously. The recommendation said FAA must emphasize to its own top staff that "their official responsibilities in aviation demand the highest degree of professionalism and total compliance with applicable standards, procedures and operating practices." According to the Board, its investigation showed that the regional director and the pilot-in-command "allowed the airplane to be operated by a pilot (regional director) who did not meet the FAA requirements to operate a large aircraft carrying passengers." The Board said this indicated "there was a flagrant disregard for the prescribed procedures and safe operating practices." The DC-3 crashed into a ravine on takeoff and was totally destroyed.

FAA MEDICAL PROGRAM SCRUTINIZED . . . FAA has named a seven-member panel of physicians with aviation backgrounds to review the agency's aviation medical program. Dr. Homer L. Reighard, the Federal Air Surgeon who heads FAA's Office of Aviation Medicine, said the review will include the activities of Headquarters, the 11 regions and the Civil Aeromedical Institute in Oklahoma City. Reighard said there are several areas of the agency's program that need a "fresh look." He cited the examples of: the adequacy of FAA medical research in support of the safety research role of the agency; and use of available certification data to shed light on means of reducing aviation accident and fatality rates. Reighard will chair the panel, which is expected to make recommendations to the FAA Administrator by mid-October.

HOUSE PASSES BUDGET BILL . . . The House of Representatives has passed the Department of Transportation FY 1976 appropriations bill providing \$10.8 billion for all modal agencies. The FAA portion totals \$1.9 billion including \$320 million for payments of previously obligated airport aid grants. Not included for FAA are \$250 million and part of the airport aid monies which are being considered in a separate bill. In passing the DOT bill, the House rejected efforts to exclude the Concorde aircraft from operating in the U.S., thus permitting the current environmental impact review process to continue. The funds approved for FAA were \$45 million less than the agency's request. The bill is now before the Senate Appropriations Committee.

SURVEY OF AIRCRAFT OWNERS . . . Approximately 10,000 aircraft owners will be contacted by the U.S. Census Bureau in a program developed by FAA to gain data for forecasting general aviation activity. The data will give FAA a look at a cross-section of the general aviation community at a given time, rather than over a period of time, as in most previous studies. This study is separate from the two-day survey of general aviation flying coming up in August, but both studies are aimed at developing better information about general aviation for the agency. The aircraft owners will be contacted by telephone and asked about their type of aircraft, how it is used and by whom, where it is based and total hours flown.

AIRPORTS NEW DEPUTY . . . James A. Wilding, a career Federal official and veteran airport engineer, has been selected as Deputy Director of the Metropolitan Washington Airport Service that operates Washington National and Dulles International airports. Wilding comes to the job after serving as Chief of the Engineering Staff for the two airports since 1972.

ORDER CANCELLED . . . Effective 6/30/75, Agency Order 6040.13, Common Digitizer System Performance, dated 8/2/74 is cancelled by the Airway Facilities Service. This order is cancelled without replacement and will be reflected in the next edition of the Directives Checklist.

PHASE III MLS CONTRACTS LET . . . The agency has awarded contracts totaling \$14,200,000 to the Bendix Corp. and Texas Instruments Inc. to build, test and evaluate prototypes of the new Micro-wave Landing System (MLS). Each contractor will build two versions of the system, including the basic configuration and the small community airport configuration, using a time-reference scanning beam signal format. This is the format that has been chosen as the U.S. candidate for selection by the International Civil Aviation Organization (ICAO) as the new international standard landing system to replace the present Instrument Landing System (ILS). Contracts amount to \$6.75 million to Bendix and \$7.45 million to TI. The contracts call for delivery of prototypes, installation and checkout in 10 months.

BEEF UP THOSE WIDE BODIES . . . An Airworthiness Directive (AD) requiring additional venting or strengthening of the cabin floor in wide-body jets to improve their ability to withstand sudden in-flight depressurization was issued last week by the agency. The mandatory AD will affect approximately 275 Boeing 747s, Lockheed L-1011s and McDonnell Douglas DC-10s now in service with U.S. airlines. Deadline for completing the modification is Dec. 31, 1977. The purpose of the directive is to minimize the effect of a sudden large opening in the lower fuselage wall resulting from some abnormal and highly unusual occurrence.

MINORITY CONTRACTS OVER THE TOP . . . The agency exceeded its dollar goal for contract awards to minority-owned firms by more than 10 percent in Fiscal Year 1975. Acting in conjunction with the Small Business Administration, FAA made awards totaling \$15,342,246 during the 12-month period ending June 30, 1975. This was more than \$1.5 million above the agency's goal of \$13,795,487. The awards were made in accordance with Section 8 (a) of the Small Business Act which allows disadvantaged minority business owners to draw on SBA technical assistance or consulting services to perform government contracts satisfactorily. Among the contracts awarded during the year were several for electronic hardware, construction work, guard services, architectural and engineering services, editorial services and technical research services.

CLEARANCE A MUST TO TAXI ON TAXIWAYS . . . Beginning August 18, it will be mandatory for pilots to get ATC clearance before taxiing on a taxiway at airports with operating control towers. The new rule clarifies a practice that has long been followed by most pilots who routinely obtain ATC clearance before making any movement at airports with operating control towers. But, the rule (FAR 91.78 (h)), which specifically requires clearances for takeoffs and landings and taxiing on runways, had made no specific reference to taxiing on taxiways.

HANGAR 6 TELEPHONE NUMBERS CHANGE . . . Hangar 6 telephone numbers at Washington National Airport have been changed as indicated below:

	<u>Old Number</u> (Area Code 202)	to	<u>New Number</u> (Area Code 703)
Branch Chief	96-26411		55-70380
"	=26442		=70381
Aircraft & Avionics Maintenance Section	=26340		=72021
"	=26410		=72023
Maintenance Unit	=26340		=72021
"	=26410		=72023
Quality Control Unit	=26340		=72021
"	=26410		=72023
Avionics Unit	=26410		=72022
Equipment & Support Unit (Supply)	=26440		=72470
"	=26450		=72471
CAD (Central Aircraft Dispatch)	=26405		=70214
"	=26406		=70215
Operations (Pilots)	=26454		=70494
"	=26455		=70495
Administrative Officer	=34918		=72450
Training Instructor	=37886		=72451

When calling from FAA Headquarters and from other numbers on the Government Centrex System, just dial the last five digits. When phoning from an outside line, however, the last five numbers must be preceded by 55. You'll also note that for long distance dialing, the area code for Hangar 6 has changed from 202 to 703.

DAREDEVILS WHO BECAME BUSINESSMEN . . . The modern aerial applicator is actually "Farming From the Sky"--and that's the title of a movie showing in the Midday Matinee this Tuesday and Thursday, July 22 and 24, at 12 noon and 12:30 in the third floor auditorium. Explored by the film are the questions: Who are these people? What do they do? And what does their job mean for agriculture, today and tomorrow? There's more to crop dusting than meets the eye--and this film proves it.

SPECIAL EVENTS AT HEADQUARTERS THIS WEEK:

<u>Tues. 21st</u>	<u>Wed. 23rd</u>	<u>Thurs. 24th</u>
JOB RESTRUC-	FORM 171	PROFESSIONAL
TURING	WORKSHOP	SECRETARIES
12:30, Rm 7BC	1:00 Rm 5A	12:30 Rm 5ABC

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5-30 July 28, 1975

COLEMAN PUSHES EEO

In a recent speech to the NAACP, Secretary Coleman stated his intention to increase minority employment in DOT by 3,400 positions during the coming year. He said equal opportunity will not be achieved until minority and women employees hold jobs at all grade levels, not just the lower end. As an example of a successful minority employment effort, Coleman cited FAA's 50 Program which has trained 1,100 persons for air traffic and electronic technician jobs. Coleman's goal is 20 percent minority employment in DOT.



ATLANTA AND MACON TURN ON AWANS

AUTOMATED FSS TEST BEGINS

FAA's most ambitious effort so far to automate flight service stations began with a year-long test last week at the Atlanta FSS. AWANS--Aviation Weather and Notice to Airmen System--will give flight service specialists, at the touch of a keyboard, all the information they need to provide pilots with pre-flight and in-flight briefings. The system also permits quick processing of flight plan data. Virtually all time consuming paper handling will be eliminated. Developed for the agency by Texas-based E-Systems, Inc., at a cost of \$2.8 million, the system includes electronic display screens and message keyboards at the FSS (Continued on page 2)

A TWO-GUN FLOP

Whether the two fugitives apprehended in Eugene, Ore., last month actually intended to hijack a plane isn't certain, but it is certain that they were caught by security screening devices long before they got close to the aircraft. This is what happened: the two men carrying fake identification, including a fraudulently obtained passport, and using assumed names, tried to board the flight with an arsenal of two hand-guns and a knife. Predictably, screening devices including the x-ray machine "saw through" the plot. After the men were arrested, police and FBI agents identified the two would-be passengers as fugitives from California wanted on drug and burglary charges. Instead of flying to freedom, the two were extradited to California to face the previous felony charges. (An INTERCOM reporter, who recently tried to pass through screening devices at Tampa, Fla., with an aerosol can of suntan lotion, will also vouch for the efficiency of the system.)

AUTOMATED FSS (Continued from page 1) . . . which are linked to a small computer in the station. The computer receives and processes weather and NOTAM data sent by FAA's National Communications Center in Kansas City, Mo. Also available are weather radar pictures and facsimile maps transmitted electronically by the National Weather Service. A smaller complement of equipment, driven by the Atlanta computer, is installed in the Macon, Ga. FSS as a "satellite" operation. The agency will use experience gained with AWANS in future nationwide FSS automation programs.

ORDERS CANCELLED . . . The Airports Service announces the cancellation of the following orders: Order 5300.2, Runway Visibility Zone dated 2/18/70; and Order 5300.4, Utility Airports, AC 150/5300-4A-Runway Length, dated 6/12/70. The information previously contained in these two orders has been incorporated in the revised Advisory Circular 150/5300-4B, Utility Airports = Air Access to National Transportation, dated 6/24/75.

FAA REDUCING DRAG TO MAKE AIRPORT PROGRAM FLY RIGHT . . . FAA has launched a major effort to streamline the administration of its airport aid and planning programs. Aims of the effort are to simplify procedures for airport operators applying for aid and the elimination of unnecessary delays in processing requests. The streamlining program is based on recommendations by a special task force chaired by Southwest Regional Director Henry Newman. Included in the effort are the Airport Development Aid Program (ADAP), the Planning Grant Program (PGP) and the National Airport System Plan (NASP).

LAST TWO TCAs SET . . . The program to establish Group II Terminal Control Areas (TCAs) around 12 high density airports to enhance safety of aircraft operations in those areas is nearing completion with the announcement last week by the agency that rules have been issued to set up the New Orleans TCA on July 17 and the Kansas City area August 1. Aircraft operating to and from primary and secondary airports within Group II TCAs are required to carry a 4096-code transponder capable of providing discrete identity information to air traffic control. Also, aircraft must obtain authorization from air traffic control prior to entering the TCA and maintain two-way radio communications with ATC once inside. Other Group II TCAs are already in effect at Seattle, Minneapolis, Denver, Houston, Cleveland, Pittsburgh, Las Vegas, Philadelphia, Detroit and St. Louis.

AIRWORTHINESS RULE CHANGES PROPOSED . . . The agency has issued the eighth and last in a recent series of notices of proposed rule making (NPRM) that would revise and update a number of airworthiness standards. The NPRM deals generally with certification procedures involving various airworthiness standards for aircraft, engines and propellers. The NPRM is based on proposals submitted for discussion at FAA's Biennial Airworthiness Review Conference, December 2-11, 1974, in Washington, D.C.

A QUESTION OF NOISE . . . Are curfews an appropriate method for dealing with noise problems at airports? And what about limiting the total number of operations at airports, banning aircraft that do not meet Federal Noise standards, or prohibiting jet operations altogether? In a notice published in the Federal Register on July 9, these and other questions have been posed by the agency in an effort to elicit comments from the aviation community and the general public which will be used to develop a national "Airport Noise Policy."

NEW WRINKLE IN FSS AUTOMATION EFFORT . . . A one-year test of a semi-automated data handling system resembling AWANS (see page 1) will begin at the Chicago flight service station next month. Four cathode ray tube display screens and keyboards will be used by the flight service specialists to obtain NOTAMS and U.S. and international weather for pre-flight briefings to pilots. The display screens will be linked to the agency's computerized National Communications Center in Kansas City, Mo., which will respond to requests for weather data in two to three seconds. Total cost for the year-long test, including leased displays and communication lines, is about \$33,000.

FAA GOES TO FLY-IN . . . The Flight Standards Service and the Great Lakes region will be represented at the 23rd Annual Experimental Aircraft Association Convention and Fly-In at Oshkosh, Wis., July 29 through August 4. Staff members of the Flight Standards Quality Standards Branch and General Aviation Division will be on hand at an FAA display booth to offer technical and educational information to amateur aircraft builders and the general flying public. Air traffic controllers from various Great Lakes facilities will keep traffic running smoothly at the airport, which will be the nation's busiest during the Fly-In. Over 300,000 people attended last year's Fly-In.

PAY PANEL PONDS PURSE POWER . . . The President's newly appointed Panel on Federal Compensation is considering sweeping changes in pay systems for the 3 million Federal employees, including:

- o Should comparability apply to fringe benefits as well as to base pay?
- o Should GS employees be paid under local salary schedules as blue collar employees currently are?
- o Should within-grade increases be based only on performance instead of primarily on length of service?
- o What roles should the Executive Branch, Congress and labor unions play in determining pay and benefits?

At the first meeting of the panel, its chairman, Vice President Rockefeller, stated his belief that Federal pay must remain highly competitive with industry to attract and retain the best possible people.

SPANISH-SPEAKING PROGRAM BEGINS . . . The wheels have begun turning for establishment of an FAA Headquarters Spanish-speaking program committee. A steering committee was set up recently following a luncheon at which Special Assistant to the President, Fernando De Baca, gave a short talk. Also in attendance at the lunch were Louis Gonzalez of FAA's Office of Civil Rights, Juan Ramirez, DOT Spanish-speaking program coordinator, and some 25 FAA Headquarters employees of Hispanic heritage. Telling the group "We have come of age," De Baca spoke of the President's commitment to the rights of the Spanish-speaking community in the U.S. and of the need for unity among all ethnic minorities to achieve their goals.

OVER AGE 40? . . . Discrimination based on age is prohibited in Federal employment. See FPM letter No. 713-25 dated May 15, 1974. The flyer, "Procedures for Processing Complaints of Discrimination in Federal Employment Based on Age," is available from the Office of Civil Rights, room 1030D, FOB-10A.

WOMEN IN THE WORK FORCE . . . The highest ranking Hispanic woman in the Federal government, Carmen Maymi, will address FAA employees in the third floor auditorium this Wednesday, July 30, at 12 noon. All interested employees are urged to attend. Ms. Maymi, who is Director of the Women's Bureau in the Department of Labor, will speak about "Current Issues Affecting Women in the Work Force."

OPENING THE WAY . . . As part of a program to improve accommodations for the handicapped in the FAA building (FOB-10A) automatic doors have been installed on the C Street side of the building. The doors were installed on that side because of nearby ramps for wheelchair access.

SPECIAL EVENTS AT HEADQUARTERS THIS WEEK:

Wed. 30th	Thur. 31st
FORM 171	TRANSACTIONAL
WORKSHOP	ANALYSIS
1:00, rm. 5A	12:30, rm. 5AB

RESCUE FROM THE EVERGLADES . . . The dramatic rescue of 78 survivors of the Everglades L-1011 crash in December 1972 is portrayed in the film, "Everglades and After," showing next Tuesday and Wednesday, August 5 and 6, at 12 noon and 12:30 in the FAA third floor auditorium. Produced by the Office of Civil Defense, the film shows the rescue as an example of disaster relief on a large scale, involving hundreds of people, numerous military and civilian organizations and six hospitals.

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HEADQUARTERS

intercom

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

5-31 Aug. 4, 1975

ON THE WAY UP

A trio of FAA executives who have been serving in acting capacities have been appointed as office director and deputy directors. Thomas P. Messier, Director of the Office of Aviation System Plans, was appointed last month. Messier was previously acting chief of the Aviation Policy Division. He joined the agency as an electronic technician in 1964 in the Alaskan Region. Appointed deputy directors were Walden P. Nootenboom, Office of Management Systems, and Milton B. Meisner, Office of Aviation Policy. Nootenboom had been Assistant Chief, Data Systems Division and before that Chief, Systems Planning Branch in MS. Before stepping into the deputy slot, Meisner was Chief of the Aviation Policy Division, Office of Aviation Policy and Plans. Prior to that he served as Special Assistant to the Associate Administrator for Plans.

BRINGING 'EM BACK ALIVE

YEAR'S FLIGHT SAVES AT 2,877

The agency's air traffic control specialists can look back on FY 1975 with pride at the 2,877 flight assists they provided to distressed aircraft carrying almost 4,800 people. Announcing the statistics, Acting Administrator Dow said many of these people "might have suffered serious injury or death except for the professional competence of FAA controllers and flight service specialists who guided them to safety." FSSs logged 1,341 assists, while towers made 1,114 and centers made 422. Lost pilots accounted for 1,723 assists, with equipment failure, bad weather, low fuel and landing gear failing to extend responsible for the others.

WOMEN IN AF TECHNICAL POSITIONS

The Airway Facilities Service, the first organization within the FAA to establish a program aimed specifically at hiring women for technical positions, reports an increase of over 300 percent during the past year in the number of women occupying positions in the major technical occupational groups (engineers, electronic technicians, and general facilities and equipment technicians). The special emphasis program was initiated by the Airway Facilities Service on June 24, 1974, and was implemented by the regional directors and AF Division chiefs under regional EEO Affirmative Action Plans. Some of the women have been recruited from private industry or the military services; however, the majority received training at the FAA Academy and on-the-job training at field facilities. In FY 1976, the program will be expanded to include certain quasi-technical positions which provide support for AF technical activities, e.g., field logistics specialists, computer operators and engineering drafters.

ATC AND HOW IT WORKS . . . In order to learn more about how the air traffic control system works, a record number of pilots, 2,213 in all, attended Operation Rain Check seminars presented by Eastern Region facilities in FY 1975. The program, designed to familiarize pilots with the services available to them from FAA, explains step-by-step how ATC works from the time a pilot files a flight plan, through his clearances and handoffs from one facility to another, to the time he closes the flight plan. Agency facilities participating in the record effort were: the New York and Washington enroute centers, the New York Common IFR Room, plus Buffalo, Philadelphia, Richmond, Syracuse and Washington National towers.

BUDGET BILL APPROACHES LIGHT AT END OF TUNNEL . . . The Senate last week passed the DOT appropriations bill, restoring \$22 million to FAA that was previously cut by the House. Restored was \$15.5 million for Research, Development and Engineering and \$6.5 million for Operations. The total appropriation by the Senate for FAA stands at \$1.645 billion. As did the House, the Senate defeated an amendment to the bill that would have had the effect of preventing flights to the U.S. by the supersonic Concorde aircraft. Differences between the House and Senate bills will be resolved by a conference committee when Congress returns from its August recess.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO):

Montreal = 2 years: PC-8/75 Planning & Evaluation Officer, P=4/P=5, Gross: P=4 \$24,220 & P=5 \$30,540 & Net (free of tax): P=4 \$17,532 & P=5 \$21,324 per annum. Applications due in AIA-29 ASAP.

Bangkok = 2 years: PC-9/75 Technical Officer, RAC/SAR, P=4, Gross: \$24,220 & Net (free of tax): \$17,532 per annum.

3 years: PC-10/75 Technical Officer, RAC/SAR, P-3, Gross: \$19,670 & Net (free of tax): \$14,585 per annum.

Paris - 3 years: PC-11/75 Technical Officer, RAC/SAR, P-3, Gross: \$19,670 & Net (free of tax): \$14,585 per annum.

Lima - 3 years: PC-12/75 Technical Officer, OPS, P-4, Gross: \$24,220 & Net (free of tax): \$17,532 per annum.

Cairo = 3 years: PC-13/75 Technical Officer, OPS, P=4, Gross, \$24,220 & Net (free of tax): \$17,532 per annum.

Applications due in AIA-29 by August 20, 1975.

Montreal - 2 years: PC-17/75 Technical Officer, AGA, P-3, Gross: \$19,670 & Net (free of tax): \$14,585 per annum. PC-18/75 Chief, Planning and Evaluation Office, P=5, Gross: \$30,540 & Net (free of tax): \$24,220 per annum. Applications due in AIA-29 by September 18, 1975.

PC-14/75 and PC-15/75 Language Officer (Translator), P-2, Gross: \$15,750 & Net (free of tax): \$12,025 per annum. PC-16/75 Language Officer (Interpreter/Translator), P=3, Gross: \$19,670 & Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by August 25, 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.

LONG-TERM TRAINING OPPORTUNITIES . . . Long-term training opportunities for the 1976-77 academic year will be announced by Notice in August. The deadline for submitting applications has been set for late September. Prospective applicants should now prepare SF-171's and obtain official academic transcripts. Programs to be offered include: Education for Public Management (Cornell, Harvard, Indiana, MIT, Princeton, Southern California, Stanford, Virginia, University of Washington); Air Transportation Systems Specialist Development Program (University of California, Berkeley); Educational Program for Federal Officials at Mid-Career (Princeton); Air War College (Maxwell AFB, Alabama); and Industrial College of the Armed Forces (Ft. McNair, Washington, D. C.).

FAA/PATCO LABOR AGREEMENT . . . The newly negotiated labor agreement with PATCO, which became effective July 8, extends for a two-year term. Highlights of the agreement include an improved grievance procedure, immunity program guarantees, more liberal temporary promotion procedures, and expanded employee rights. In addition, the parties negotiated numerous changes and refinements to the language of the previous agreement, covering many matters affecting personnel policies and practices and other matters affecting working conditions.

SUMMERTIME, AND THE READIN' IS EASY WITH FAA WORLD'S AUGUST ISSUE . . . The helicopter is on its way to being a "Fair Weather Friend No Longer" to offshore drilling rigs, as IFR routes are tested . . . "Briefers Banish Paper Blues" with a novel way to get the weather . . . It was "A Day Like No Other Day" when an FSS juggled eight assists . . . Going to work in comfort is the point of "High-Style Commuting" . . . For nearly 40 years, this controller "Can't Seem To Stay Away From Aviation" . . . FSS specialists really learn their business when they're "At Both Ends of the Mike" . . . Read about the "Aero Center's Navigation Fix-It Shop," the first of its kind . . . And keep abreast with the Federal Notebook, Faces and Places, Heads Up, Direct Line and Small World.

CONGRESS FAVORS PAY INCREASE FOR GOV'T EXECS . . . Both houses of Congress last week voted to give top Federal officials the same percent salary increase that all lower level Federal employees may receive in October. Top level General Schedule employees in particular will benefit from an increase, since they have not received a raise since 1969. Their salaries are frozen at \$36,000, which now includes GS-15, Step 8, through GS-18. Advisors to the President have recommended an 8.6 percent salary increase. If the President asks for a lower percentage, Congress can still approve an 8.6 percent increase with a majority vote in either house. Included in the prospective pay raise by the Congressional action are executives in the Federal civil and military services, Representatives and Senators, Cabinet heads, the Vice President and certain Federal judges.

WRITE A BETTER SF-171 . . . Wednesday workshops offering tips on preparing and updating your SF-171 will continue through August as an employee service of the Office of Civil Rights Federal Women's Program. Any employee is welcome to attend any session. All workshops will be held at 1 p.m. Dates and rooms are August 6, 7A; Aug. 13, 9C; Aug. 20, 7A; Aug. 27, 9A.

OUR CUP RUNNETH OVER . . . FAA Headquarters went over the top in its blood donation campaign this year. This means all Headquarters employees and their families will be covered for any blood needs for FY 1976. With the largest goal of any DOT administration to reach, FAAers can be rightly proud of their achievement and their gift to those in need.

TELL 'EM WHO YOU WORK FOR . . . DOT employees who apply for credit cards, charge accounts, house mortgages, etc. are reminded to include the name of the DOT administration they work for in their applications. This saves time for the credit or lending organizations, as well as the Department, when verification of the employee's statement is sought.

AWARDS AND REWARDS . . . Washington National Airport presented Special Achievement Awards to Raymond S. Pyles, Dell Keefer, James A. Cox, David W. Murdock, Walton L. Kimble, Lewis Q. Williams, Joseph A. Wynne, Robert E. Baggett, William R. Triggs, George B. Thomas, Oscar L. Moore, Justice H. Scott and James Brown, Jr.; Quality Performance Awards to Jimmie L. Pete, Warren Bunch, Sally M. Hilleary, Gladys Nusenko and Dorothy P. Butler; and Beneficial Suggestion Awards to Albert B. Coe, William H. Gibbons, Robert J. Clancy, Mary A. Taylor and George R. Plater.



Proving that perseverance pays, FAA's Gerald Pannek (left) accepts his bachelor's degree from Calvin Linton, Dean of George Washington University's Columbian College of Arts and Sciences. Pannek, Airway Facilities Sector Manager for Washington National and Dulles International Airports, received his degree after five years of part-time study. He was helped by FAA's After-Hours College Opportunity Program, which allowed him to receive 29 credits for previous FAA training. "I'm paving the road to the future," said Pannek, who majored in industrial psychology, a field that he feels will help him in his role as a manager.

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HEADQUARTERS Intercom

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

600 TERMS

FAA TO DEFINE ATC PHRASES

In response to several suggestions, including a National Transportation Safety Board recommendation, FAA plans to publish a compilation of words and phrases used in the air traffic control system to reduce the potential for misunderstandings. To be circulated this month for public comment, the compilation includes definitions of some 600 terms in two sections--one for air/ground communications; the other for terms and acronyms important to understanding the ATC system. Final issuance is targeted for December. In a related effort, a special nine-member FAA task force, established last month, is following up numerous recommendations and suggestions on the ATC system received since last December from various sources. Composed of staffers from the AT and FS Services and a representative from the Defense Department, the task force will assure that comments on the ATC system receive every consideration and are implemented wherever possible.

3 FACILITIES + 1 HELICOPTER = FLIGHT SAVE

Illustrating Acting Administrator Dow's spotlight on flight assists (see last week's INTERCOM), the Air Traffic Service has reported an outstanding flight save in which a lost student pilot was guided to a safe landing last month by the New York enroute center after the New Castle, Del., tower relayed the distress call. Even though the pilot was over Pennsylvania hundreds of miles away from the ARTCC on Long Island, the center's farsighted remote radar spotted the plane, enabling controller Carlo Repetto to calm the panicky pilot and give him directions after controller Gordon Biggio first identified the plane with direction-finding equipment. The Philadelphia Flight Service Station lent a hand by alerting the center to an Army helicopter in the pilot's vicinity. Repetto directed the copter to the single-engine plane which followed the chopper to a safe landing at the Lancaster, Pa., airport.

75-32 Aug. 11, 1975

LOUD AND CLEAR

A study to improve FAA's air-ground radio communication facilities for air traffic control messages will be undertaken by Verve Research Corp., Bethesda, Md., under a \$149,504 agency contract. The minority-owned company will collect data on existing VHF and HF facilities, as well as on future needs, to arrive at designs for modernization and performance enhancement of the facilities. Under an optional second phase of the contract, Verve would prepare detailed system designs for a model facility.

MINORITY EMPLOYMENT

The total of 5,569 minorities employed in FAA at the end of FY 1975 represented 10 percent of the agency workforce and exceeded FAA's goal of 9.75 percent. As of June 30, 1975, female employment totaled 7,454, or 13.13 percent, somewhat short of the 14.75 percent goal.

ALASKA JOINS WEATHER NETWORK . . . The Alaskan Region is now electronically tied to the agency's Weather Message Switching Center in Kansas City, Mo. The teletypewriter network in Alaska, which was connected to WMSC in July, can directly send and receive weather observations to the center, thus eliminating a manually operated system that formerly served the region. Surface weather observations, forecasts and upper air and wind readings now are automatically distributed by WMSC to all flight service stations in Alaska from reporting points in the state and from locations in the northwest part of the lower 48 states. Hook-up of the Pacific-Asia Region to the switching center is scheduled for Jan. 1, 1976.

HOW DOES OUR GARDEN GROW? . . . FAA has called in the Army to help it get the bugs out. And the rodents and the weeds. The scene of the conflict will be various agency installations--where in many instances the FAA is the only resident--and the Army's role will be to train Airways Facilities personnel in the safe and non-polluting use of herbicides and pesticides. The training will be done by the Army's Academy of Health Sciences on a reimbursable basis for AF structures and grounds supervisory personnel. The emphasis will be on handling the chemicals without endangering oneself or others, polluting local water sources, or killing cultivated crops or flowers. The first class will begin in October and 150 AF employees will receive the training in FY-76. The training program will comply with both FAA and Environmental Protection Agency requirements.

NATIONAL PAYROLL MEETING . . . A national payroll meeting is being held in Washington this week to lay the groundwork for a single payroll system for FAA as well as Coast Guard civilian employees. Attending are representatives from ten FAA payrolling offices and the Offices of Accounting and Audit and Management Systems. The features of existing regional systems and a uniform payroll system that has been under development will be evaluated. The purpose of the conference is to determine which system is used.

ORDERS CANCELLED . . . Airports Service cancels Order 5370.2, Interim Specification for Runway and Taxiway Painting (Anti-Skid) dated 3/5/70; and Order 5100.21, Eligibility of Airport Pavement Surface Treatment Under ADAP dated 3/30/72. The information previously contained in these two orders has been incorporated in the new Advisory Circular 150/5320-12, Methods for the Design, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces, dated 6/30/75. Also cancelled are: Order 3000.13A, FAA Academy Training Assignments; Order 6300.3, Multiple Radar Displays; Order 1100.1, Organizational Structure and Functions of the Aviation Policy Division; Order 1100.2, Organizational Structure and Functions of the Aviation Plans Division. These cancellations will be shown in the next Directives Checklist.

HEADQUARTERS PERSONNEL NOTES

MANAGEMENT TRAINING OPPORTUNITIES DEADLINE EXTENDED

The deadline for applications to the recently announced Management Training Opportunities (MTO) Program has been extended to August 29. MTO is a special program which provides supplementary training opportunities to selected non-supervisory Washington Headquarters employees in grades GS-11 through GS-13. Additional information about the program can be obtained from Tim Pile, APT-130, x63320.

CHANGES IN STAFFING

Several key selections were made recently in the Manpower Operations Division. Lionel Driscoll, formerly the Employment Branch Chief, is now the Chief of the Labor Relations Branch; Keith Burt, formerly of the Office of Labor Relations, replaces Driscoll as Employment Branch Chief. Jerry Hawkins becomes Assistant Chief of the Employment Branch; and Tim Pile, becomes Assistant Chief of the Training and Career Development Branch.

THANK YOU

Now that the selection process for the FY-76 Washington Headquarters Upward Mobility Program has been completed and the 13 selectees have been placed in their training assignments, the Manpower Operations Division express special thanks and appreciation to the persons who served as assessors for the 122 candidates during the assessment center process. The outstanding quality of the selected candidates is fitting testimony to a job well done. Thanks to: Rosa Beasley, ALG-20; Gwendolyn Bennett, AGC-65; Ed Brown, AAF-12; Thelma Brown, APT-205; Barbara Butts, AIA-27; Paul Castle, AEM-12; Sharon Conneen, APT-10; Vernell Dixon, ARD-55; Sally Hilleary, AMA-132; Brenda Hull, AIS-300; Pat Kenan, APT-20; Kathy Ladika, AFS-714; Steven Lee, ACR-3; William Lyons, AFS-755; Roderick Magellan, AMA-53; Mary Manatos, ARD-54; Russell Maynard, AFS-210; Anne Melhunek, AFS-810; Theodora Mosesso, AFS-704; Helen Moyer, ARD-230; Mary Jo Oliver, AGA-300; Barbara Pair, AAT-13; Karen Roberts, APT-20; Marguerite Scarry, ABU-200; Carrol Sears, ARD-54D; Catherine Sullivan, AAF-230.

COLLEGE AND CSC COURSE INFORMATION

A display rack containing current catalogues and pamphlets describing local college and Civil Service Commission courses has been set up at the entrance to the Training and Career Development Branch, room 515. This information is available to all employees.

SECRETARIAL INSTITUTE PLANS ON TRACK

The prototype course for a new training program for clerical and secretarial employees called the Secretarial Institute is scheduled to begin in early October. The two-week Secretarial Institute will provide an in-depth orientation for new FAA Washington Headquarters clerical and secretarial staff. The program is designed to provide better training for secretarial and clerical employees by bringing about a greater understanding of FAA operations and improved work methods. The functional areas that will be covered range from orientation to FAA office procedures and overall functions to techniques for proofreading. Those clerical and secretarial employees hired during the first months of FY-76 will be scheduled for the prototype or early sessions. Employees who are currently employed or experienced personnel transferring in will be able to take particular parts of the program on an as-needed basis, as determined by their offices and services.

FAA AFTER HOURS COLLEGE OPPORTUNITY PROGRAM

The FAACOP Steering Committee is finalizing plans with George Washington University to participate in the Washington Headquarters program for the 1975 fall semester. An update on the status of the program, pertinent information, and a questionnaire regarding the George Washington University College of General Studies course offerings are soon to be sent to all employees. The questionnaire is to be returned to APT-130 by August 18.

REMINDER-OFFICIAL PERSONNEL FOLDERS

Employees who wish to review their official personnel folders should contact the Employment Branch, x68120, to make an appointment. Arrangements should be made at least one day in advance. The hours during which employees may review their personnel folders are 10 a.m. to 2 p.m., Monday through Friday.

HOW TO BID WHILE ON TRAVEL

Employees who expect to be on travel, on detail, attending training courses, or on extended leave may wish to make arrangements with their supervisors to be notified of merit promotion job announcements in time to meet the announcement closing dates (see paragraph 39a4-S1 of FAA Order 3330.1A "Merit Promotion Program," regarding this matter). For further information, contact the Employment Branch, x68017 or 68007.

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SPECIAL

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

August 15, 1973

HUNDREDS RETIRE FROM AGENCY

Nearly 1,000 FAA employees retired in the last quarter of fiscal year 1973-932 to be exact. Most of them were taking advantage of 6.1 percent automatic annuity increase which came with this year's high rise in the consumer price index. Uncountable years of services are represented by the names of the retirees, and immeasurable service to the agency. A fond farewell to all of them....



AERO CENTER

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Eighty-seven people retired at the Aeronautical Center including Earl E. Blanchard, Chief of the National Flight Inspection Division. Also retiring was Harold M. Salut, who traveled with a flying circus in Canada in 1932 and who used to climb from race cars into low-flying airplanes on dangling rope ladders. Rounding out the list of retirees were:

Charles E. Abbott, William Adams, Jack E. Alley, Joseph A. Amico, Jr., Jack C. Arnold, David H. Asmus, Herman A. Austin, Joseph C. Barnes, Donald S. Beall, Lee W. Beasley, Merwyn M. Beavers, Hal L. Benson, Andrew E. Berry, Norman J. Bowden, James F. Boyd, Stephen J. Brodnan, Harold F. Brown, Harry F. Brown, Jerome G. Broudy, Dorothy L. Canary, Leslie H. Carney, Mildred K. Clary, William B. Coburn, Ruth L. Collins, William H. Cosgrove, Ivan O. Cullen, Byron J. Cummings, Marie H. Derby, Hoyt C. Dean, Alice E. Delaney, Homer J. Dewberry, Theodore F. Dewitte, Daniel H. Ely, Joseph P. Fallin, Leonard H. Ferguson, Truman V. Frisby, Frank Fuhrer, James L. Furbee, Denzil O. Glass, James E. Gourley, Beulah L. Green, Virginia G. Hard, Jewell M. Holsonback, Wiley J. House, Arthur F. Johnson, Robert H. Jones, Robert O. Kassel, John F. Kempf,

Fred Kilgo, Fred P. Kilgore, James W. King, Eldred C. Lindamood, John R. Little, Frank A. Martinez, Homer F. McCabe, Robert E. McDowell, Aubrey F. McNally, William L. McLeod, Frank J. Miller, Elton A. Moore, Kenneth S. Mysinger, Oswell A. Nash, Rayford H. Orren, Kenneth J. Payton, Edward E. Phillips, Francis N. Quick, Kenneth R. Reed, Kenneth A. C. Richison, William S. Robbins, Delmar A. Robinson, Ted C. Rodarm, James E. Rogers, William F. Rotramel, Harold A. Swallow, William O. Todd, Paul Turner, Bobby R. Watson, Harvey L. Westmoreland, James White, Jr., Dale S. Wickizer, Alfred E. Wiley, Carlos C. Wilson, Glen H. Woldridge, Hugh E. Wolford, Paul E. Young.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Twenty-nine men and four women retired in the Alaskan Region in the last quarter of FY '73. The employees, who had a combined total of 830 years service, were:

Philip Argail, Donn Baker, Jessie Bailey, William Barber, Joe Britton, William Brown, Grace Butts, David Carr, Russell Clark, John Craig, Max Cutshall, Jack Davidson, Gordon Dodge, George Doil, Percy Faison, Fred Healy, Carl Hobbs, Benjamin Holeman, Melvin Holroyd, George Karabelnikoff, Eugene Litz, Frank Loewe, John Lowe, Russell McConnell, Charles Osgood, Lloyd Patrick, Mary Schmutte, John Simon, Julian Spillers, Charles Thomas, Annamae Walker, Francis Witts, Annette Yager.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Ending a 34-year agency career, Central Region Deputy Director Chester W. Wells retired on June 30. Jerome P. Francis, Chief of the Lincoln, Neb. FSS also retired, winding up a career that began in Bitter Creek, Wyo. where he was an Assistant Airway Keeper 35 years ago. Forty-two others retired as well:

Ernest E. Albee, Edgar H. Albers, James E. Carl, Leslie F. Clayton, Eric L. Cook, William R. Dallam, Dan W. Davis, David C. Detamore, John J. Dixon, Raymond W. Elder, Elton H. Freeman, Joseph W. Haugan, William A. Hawkins, James R. Hixson, Wayman Huffman, John W. Hurley, Robert L. King, Stephen N. Kramerich, Helen E. Leslie, La Vey M. Louk, Leona A. Marler, Newton L. Myers,

Charles H. New, Forest W. Nothnagel, Charles M. Palmer, Andrew J. Pohl, Theo Pope, Robert H. Popejoy, Wayne S. Propst, Harlin H. Pryor, Herman Puttkammer, John E. Ramsey, William E. Riddle, May Ruckle, Raymond H. Rutherford, Curtis M. Shew, Gerald T. Soper, Wayne Testerman, Roy F. Wade, Eugene B. Wheat, Gerald F. White, Richard T. Voegele.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Eastern Region's top man, Region Director George Gary, as well as one of his division chiefs, Robert M. Brown of Airway Facilities, left the rolls by the end of FY '73. Gary had been region head since 1967. The region also wished happy retirements to 82 others:

Adam Adams, Leslie Arvay, Merrill G. Barrows, August J. Behrens, Charles M. Brandt, Beatrice R. Brees, Cyril J. Brixius, Clyde E. Brown, Anthony Camill, Nicholas J. Carlis, Henry C. Carris, Thomas M. Cassidy, Phillip J. Ceconi, Henry E. Charland, Americo T. Chiarity, James H. Clark, Noah A. Cox, George R. Cranston, Howard S. Crofoot, Anthony Cupiccia, James Dollard, Thomas H. Dye, Kenneth L. Dyste, John A. Engelbach, Frank T. Eustice, Stephen G. Fanala, Melvin L. Fisher, Edwin F. Fitzpatrick, James J. Flannery, Murice D. Fulmer, Fred P. Furnari, William J. Garrecht, William L. German, Harold J. Griffin, Lee B. Gruber, Vincent T. Guccione, Robert Gunsberg, Vestula R. Harris, Norman M. Heckman, William L. Hoy, James F. Huff, Sarah Karp, Joseph F. Karpfen, Jule M. Kershaw, Richard A. Klein, Joseph M. Kuhar, Mary Kwasnick, Donald Lawson, Arthur J. Lea, Robert E. Leana, Peter L. Lewis, Joseph Libutti, Urban P. Lyons, Angela M. Maniscalco, Edward Miller, James F. Mitchell, Harris E. Mizener, Harrison E. Moore, John L. Moriarty, Dorothy M. Mulfinger, Vonnie E. McDaniel, John L. McGiverin, Archie L. Napolitano, Max Pasternick, Julius W. Penka, David A. Pommiss, Ralph H. Rockers, James T. Roddy, Nelson C. Royall, Spencer C. Sims, John M. Sulak, Allen E. Taylor, Joseph Teicheira, Robert H. Tiernan, Carl Tutino, Robert T. Underwood, Albert F. Valunas, Bernard Weinberger, Donald E. Wilkes, Irving Willis, Maryin C. Wright, Norvell Wright.



EUROPEAN intercom

DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

The two people in the Europe, Africa and Middle East Region who retired worked on Long Island, N.Y. They were James Moran with the Systems Worthiness Analysis Team (SWAP) and Kathleen M. Neefus with the International Field Office, both located in Valley Stream.



GREAT LAKES intercom

DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Great Lakes Region led the agency in retiring facility chiefs. Nine tower chiefs were cleared for takeoff: Wesley Schafer, Cincinnati; James Lenhardt, Willow Run (Ypsilanti, Mich.); George Niles, Detroit Metro; Solomon Ott, Detroit City; David Buckman, Milwaukee; Lawrence Lyman, Lansing; Stanley Ketcham, Minneapolis; Raymond Robinson, Fort Wayne, Ind.; and Robert Beck, Toledo. Also leaving were FSS chiefs Houston Doyle, Cincinnati; and Lendale Berg, Green Bay, Wisc. Hurant Tavatin, chief of the Columbus, Oh. General Aviation District Office, retired as did Airway Facilities Sector Managers Denzel Begley, Minneapolis; and Frank Schrack, Indianapolis. Flight Standards Division Chief Paul Cannom completes the round-up of retiring GL brass. In all, 76 left the rolls, including:

George Barnes, Robert Bauer, Daniel Beyersdorf, Homer Britten, Charles Brown, Robert Brown, Stanely Burke, Harold Butler, Robert Chamberlain, Bernard Clough, Walter Crary, Robert Davies, Glen R. Earl, Anthony Ewish, George Ferry, Anthony Frank, Roger Graves, John Higganbothan, Arthur Hocker, Anna Holland, Charles Horzen, Fred Howland, Donald Hrascs, Edward Jensen, Harry Johnson, Margaret Kelly, Edward Kuntscher, Harry Lewis, Robert Mayer, Eugene McMahon, Andrew Miller, Jr., Marjorie Muir, James O'Brien, Chester Olesak, Ivar Olson, Raymond Rechlicz, Ervin Schnuck, Albert Schott, Eric Schuster, Harold Shields, Stanley Slavin, Clarence Starr, Samuel Steele, Maurice Stewart, Ralph Stumpf, Joseph Sullivan, Robert Turner, Alma Underwood, Earl Wagener, Jacob Walker, James Weber, James Wetzels, Mary Whitemoss, Dorthy Wilkinson, Harold Wren, J. Leland Wright, Anton Hren, Harold Shireman, Neal Davis, Harold Hurst, Hans Noren.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Twenty-three NAFEC employees hit the retirement trail, among them a warehouse forklift operator, Oscar Young, a photographer, Kelso E. Taylor, and an experimental machinist, Herbert H. Dorn. The others were:

Nathaniel Braverman, Lillian B. Carlin, Harry K. Champion, Paul Coulthard, Cora F. Davis, Edna T. Dearie, Patrick J. Duggan, Vance C. Gallagher, Charles J. Hutton, Floyd F. Jones, Charles T. Luft, Mary W. Newman, Carl R. Rackoski, William A. Rauscher, Jack M. Rosen, S. Albert Segen, Ernest L. Snyder, Robert B. Stein, Rosemarie Sutocky, Virgel E. Willey.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Among the 30 New England Region retirees were George A. Spires, Manager of the Burlington, Vt. Airway Facilities Sector and tower chiefs Bernard B. Campagna, Bridgeport; Joseph V. Connelly, Boston Logan; and Theodore A. Mattil, Bradley International, Windsor Locks, Conn. Connelly had been chief of the Boston Tower in 1937 when it was owned by the city. The other NE retirees were:

James W. Allen, Buhl K. Bassett, Stephen J. Bistran, Clarence R. Boudman, Donald F. Cuddyer, William S. DeLuca, Raymond A. Fissette, Paul M. Homuth, Arthur J. Ide, Harold L. Kennedy, John B. Komich, Clarence R. Kynock, Henry G. Malo, Robert H. McCormick, Kenneth J. McGreevy, Dorothy F. McLaughlin, Eli Nannis, Edmond J. Prindiville, Frederick D. Pullis, John P. Regan, Frederick Salloom, Anton Schanz, Richard C. Schmell, Carol E. Theriault, Alfred C. Urbon, Arthur M. Zweil.



**NORTHWEST
intercom**

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Of the 37 retirees in the Northwest Region, Arthur Wheeler, flight service specialist at the Hoquiam, Wash. FSS had the longest service, 40 years, for which he received an emblem and retirement certificate from Region Director Chris Walk. And the others were:

William T. Adams, George E. Ball, Gerald Bechler, Herbert Blomberg, Robert P. Browne, Betty Carmichael, William R. Chambers, Delbert M. Crowson, Jack B. Currie, George S. Edmondstone, Joseph Feldman, Charles W. Gilson, Frederic Granger, Robert L. Holen, Leo Johnson, William Kenoyer, John E. Layton, Joseph P. Malloy, Leroy D. Mason, Robert Matthews, Wesley S. McIntosh, Margaret H. McKone, G. LaVerne Merrill, George E. Milligan, Lamar H. Nielson, Russel W.-Roseborough, Alden A. Rova, Nettie Schein, William R. Shoalts, Martin F. Swanson, William Tipton, John L. Townsend, George W. Walker, Roy A. Wanska, Nathan E. Ward, Bolek S. Wojtasek.



**PACIFIC-ASIA
intercom**

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Deputy Director of the Pacific-Asia Region John H. Hilton led the list of retirees in FAA's balmiest region. Also leaving were Division Chiefs Robert R. Gunn, Manpower; George K.C. Au, Budget; and Herbert H. Stanley, Air Traffic. Completing the list of 82 retirees were:

George S. Amundson, Joan Anderson, Charles Baker, John Barboza, William C. Benning, Aaron Brenessel, James Q. Casey, Eunice W. Chang, Melvin M. S. Chock, Dora K. Chong, Charles F. C. Chu, William F. Clark, John DelRosario, Elizabeth M. DeMello, Donald C. Dickenson, Edward C. Dolan, Jr., Lowell V. Dravenstadt, Adelaide K. Dube, Elliot A. Eckert, Philip F. Evans, James Falwell, Clarence K. B. Fong, Donald Gutman, Lillian O. Gwinn, Joseph K. Hao, Hal D. Henderson, Robert L. Hew, Rose L. Ho, Katherine Holloway, James A. Holmes, Joseph F. Hospy, Mariano F. Hostallero, Guy R. Hudson, Takashi Ishihara, Kameichi Iwai, Mary E. Johnston, Edward R. Juan, Lester T. Kato, Clifford H. Kawasaki, Joseph G. Kealoha, Henry

Keliroomalu, Lyle Kilpatrick, Mabel Kobayashi, Tandy Kualii, Carolyn N. Kunioki, Luke Lai, Francis K. U. Laimana, Jack Lassen, Henry K. Lee, Norma Y. Ma, K. Steward McClelland, Dorothy L. McGregor, Charles J. Miesel, Eli A. Mikos, Joseph E. Morin, Howard M. Moriwaki, Lowell C. Morris, Jr., Walter C. Nielsen, Edgar Pearson, Curtis W. Phifer, Velma C. Pinson, Orencio Ragudos, Barbara T. Ricketts, Palma E. Ringdahl, Hugh E. Roof, Margaret H. Sakata, Haruo Sato, Arthur J. Sevigny, Wilfred S. Shobu, Bruce Shoulders, Peter G. Sisman, Teresa A. Smith, Thomas T. Takeshita, Freddie G. Tarlton, Reuben H. Van Alst, Jr., James G. M. Wee, Caroline I. Wilson, Man Fai Young, Leonard C. Nelson.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Clifford Wheeler, who had been a flight service station chief for 35 years, the last 32 of them at the Rock Springs FSS, was high on the list of notables retiring in the Rocky Mountain Region. Also among the 54 retirees was Colorado Springs Tower Chief John Keleher, and the others were:

Bruce Abelein, Loretta Allen, John Baumstark, Donald S. Barnes, Joseph A. Beebe, Edward A. Bowden, James G. Cheatham, Virgil W. Clark, Roy G. Clift, Roy L. Coop, R. George Cowles, Robert Dalton, Richard Davis, James L. Dixon, Dewey Donato, William E. Earle, Harold Ekstrom, Kenneth Fagan, Harold Greenleaf, Joseph R. Hancock, Harold D. Horrocks, Eldon Houston, Wayne Jordan, Robert Kelly, Henry T. Kimbell, Delbert I. Kinney, Donald W. Knudsen, Thomas Lane, Wallace Mastros, Carl R. McKay, Elsa McKay, Edward Miklos, Roy L. Olson, Ira Packard, Frederick Parke, Benedict Paul, George Peabody, Philip H. Ream, Charles C. Richards, Virginia Rose, Raymond Schanel, Laurence B. Smith, Frank T. Stefonek, Everett K. Stroupe, Melvin E. Suess, Lee Sympson, Max Taylor, Marie H. Tolbert, John E. Toth, Edward Ueek, Edwin Underwood, Eugene Vanzweden.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Among the 94 retiring employees in the Southern Region were six facility chiefs including tower chiefs James F. Arthur, Memphis; William R. Giddings, Columbus, Ga.; and James W. Godwin, Panama City, Fla.--and FSS chiefs Benjamin Eulenfeld, Brunswick, Ga.; James C. Ray, Anniston, Ala.; and Joseph W. Reid, Meridian, Miss.

Constant S. Moeller, Manager of the Greer, S.C. Airway Facilities Sector, and Budget Division Chief James C. Rushin also retired along with these So employees:

Jack D. Alderson, Arthur R. Ashley, May T. Bennett, Joel C. Bostian, Clarence E. Boynton, Julian V. Brandt, Jr., Marvin C. Braswell, Patrick A. Brennan, Charles J. C. Bridwell, Modelle H. Brooks, Carl R. Browning, Harry L. Brown, Jr., Jesse H. Caraway, James V. Cardullo, Robert C. Chalfonte, Robert L. Chatham, Arthur B. Chestnut, William H. Clinton, Richard N. Cosgrove, Hugh W. Couey, Arthur W. Courtney, Louis E. C. Curen, Jr., Parker D. Curry, James N. Denson, Lucian P. Downing, Eunice K. Driesbaugh, Robert A. Dunn, Richard H. Durdin, Oral H. Ellis, Edwin F. Finch, Aurelio Firpi, Maurice E. Foor, Jasper W. Forehand, Wendell T. Fosdick, James N. Green, Jr., Melba A. Gregory, Phillip O. Gressly, Howard H. Hanson, James F. Hartzog, Charles E. Hatmaker, Eugene K. Henderson, Jasper C. Herndon, Arden E. Hixson, Samuel A. Howard, Clifton C. Hutchison, Leroy F. Jackson, William J. Jeffers, Hugh B. Johnson, Ben F. King, George B. Leonard, Nick P. Lester, Frederick F. Levey, James C. Lowther, Robert D. McRae, Marshall M. Malcom, Stewart P. Mallard, Kenneth T. Mallory, Charles H. Martin, Isaac T. Mathis, Peter J. Menten, Philip Mindel, Bascom G. Moore, Jr., Donald W. Moyer, Ethel E. Mulloy, Cornelius C. Nunn, Ronald L. Olson, John F. Parker, Charles C. Pharo, Jack L. Poteat, Rose D. Reese, James T. Reid, Leo Reifman, Elvin R. Rikard, James O. Robertson, Lester A. Smythe, Ernest H. Sovey, Jr., Tommy H. Sorrow, Marda M. Sticher, Robert S. Stone, Charles H. Strickland, Nancy M. Valente, Lois Wallace, Thomas F. Welchel, C. Leyton Willis, Herbert G. Willis, Jr., Frances K. Young.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Three top people on the region director's staff retired in the Southwest Region--Deputy Director Robert V. Reynolds, Executive Officer Enar (Bud) Olson, and Appraisal Staff Chief Kirby L. Brannon. Also heading into the sunset were Lazard S. Falcon, Chief of the New Orleans Lakefront Tower, George R. Brunner, Chief of the New Orleans International (Moisant) Tower, and Carl J. Gunn, Manager of the Fort Worth Airway Facilities Sector. The rest of the 124 SW people calling it a career were:

James N. Aber, James L. Allen, Royce Allison, James L. Amiot, Eugene V. Anderson, William V. Baits, Marguerite Baker, Robert Ballard, Sam J. Ballard, John E. Ballington, Boyce O. Beard, Ronald W. Beckel, Louis J. Bergeron, Cecil R. Bowles, Angus O. Brown, Arthur W. Busnach, Oren Burns, Kenneth J. Butler, Joe D. Byrd, D. A. Carroll, Luther D. Clements, Noel V. Cook, Anelle C. Corley, Earl Cowley, Jack E. Cox, John J. Coyle, Felix B.

Craddock, Stuart H. Crockett, Annie M. Crouse, William S. Culbertson, Frances M. Davis, Jerald A. Davis, Robert N. Davis, William L. Davis, Eusebio Deases, Charles A. Dickerson, Archie F. Dodson, William B. Duncan, Marvin H. Durst, Jack E. Eldridge, George E. Elliott, Robert A. Forbes, Jeff S. Fox, Raymond E. Fryer, Frances G. Fuller, Charles B. Gambel, Morriss S. Gaskill, Charles D. Gaylor, Billy J. Gilliland, Louis Goodman, George A. Green, David W. Grier, Clarke D. Hagan, Pat N. Hardesty, Fred H. Harlan, Jesse N. Hastey, Jack Howard, W. Leon House, Harold E. Hudgeons, George E. Hulbert, J. Shannon Jackson, Hazel Jones, Warren F. Jones, Herbert G. Karges, John King, Warren R. Landon, Robert J. Landry, Emmett LaPorte, Claude J. Lentini, Herbert Linder, William Manus, Charles M. Martin, Jack P. Merrill, Donald B. Miller, Rudolph Minor, Dan J. Moore, Samuel R. Monschke, William E. Murdock, Jack C. Musgrave, Louis J. Myer, Winfred T. Nelson, James K. Northey, John W. Ogle, Arthur T. Overby, Jesse H. Paslay, Burton M. Paull, Kenneth H. Pier, Robert L. Pierce, Dale M. Plumlee, Harold E. Rainey, Howard T. Ratcliff, Edwin S. Richardson, Royce W. Robbins, Horace C. Rogers, Leonard E. Rosebrock, Ralph W. Sanders, James R. Shadden, Martin L. Sheppard, Kermit R. Sloan, James H. Smith, Jack Spruce, Jack Spruiell, Wally V. Statler, Delton F. Steed, William P. Stevens, James R. Stowe, Charlie B. Thompson, Roland Threadgill, Dorothy Turley, William W. Turley, Harold Tusha, Helen Ward, Wanda Ward, Lee Watson, James E. Welsh, Wilber H. West, Robert R. Wickboldt, Charles U. Winnow, Margaret W. Yokel.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Two division chiefs were among the 123 retiring Western Region employees--Jack Black of Logistics and Carl Olson of Budget. Also retiring was Air Carrier Maintenance Inspector Richard Stadden who in 1968 came up with the slogan "Never say 'no' without saying 'why'," which was adopted by the Western Region and carried in its regional INTERCOM for one year, receiving national recognition. Also leaving were:

Joseph Alexander, Harry B. Anderson, Frank Auffhammer, Morris Batie, Earl Baxter, Ted Bollinger, Karl Brende, Warren Broemmer, Albert Bruno, David C. Burns, George Busch, Harrison Carter, Warren Carter, Loyd Cate, James Clellan, Claudine Cofer, Marvin Conger, Agnes Crawford, Joseph DeFriend, Corwin D. Drake, Lewis Duy, Grant Eckholdt, Jesse Eddy, Lyle Edwards, Paul Estep, Robert Evans, Robert Faulkner, John Ferguson, LaVerne Ferguson, Henry Finley, Forrest Fleming, Harold Gahn, Alice Gaspar, Frederick Gibson, Malantha Gillentine, Oscar Glaser, Ralph Glendinning, Robert Gove, Alfred W. Grabau, Kenneth Grant, Charles Graham, Jack Green, Laurence Green, Gus Groen, Charles Grosh, Marle J.

Grubaugh, Harold Grow, Phillip Guindon, John Giuney, Jack Hall, Louella Hart, Elemo Hartwell, George Hedstrom, Edward Henning, Harold Henry, Joseph Hill, Eleanor Hilliard, Wilford Holdren, Gerald Hopkins, Russel E. Hoskins, Donald Houghten, Hubert Huber, Harold W. Jensen, Zita Joyce, Kenneth Kellner, Russell Kemp, David N. Kimball, Max Landes, Robert LaTulipe, Gustave Lepine, Hartzel Lewis, Elton W. Lillie, Irving Loesche, Irving C. Loesche, Jerome Lossing, Eleanor Mathes, Benjamin Mayhugh, Casey J. Maze, Dorothy McDonald, Francis McKane, Richard Melberg, Maurice Meyenberg, Paul Moom, Roy G. Naylor, Carl Olson, Bernardine Otto, Elmer Parks, Grant Pasek, Curran Pierrat, Marvin Pollock, Alvin S. Porter, Jack Provolt, Joseph J. Raspiller, Jane Robertson, Charles Rushton, Norman Satterthwaite, Eugene Scofield, Herbert Seares, John Shaw, Charles Sheridan, Leslie Songstad, Howard F. Spoon, Orville Stinson, Preston Stocum, Theodore Strsburger, Phillip Stueck, Ruby Summers, Viola Tegtmeier, Fergus Thompson, Charles Waldbieser, Bobbye L. Walters, Gerald R. Weeks, Ralph Wheaton, George Whitman, Emanuel Wittlin, Bernie Wooten, Stanley Yagiela, Charles Ybarrondo, Cecilia Zatoka, William Zauche, Joyce Zita.



HEADQUARTERS

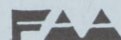
intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Two Associate Administrators were among the 133 Headquarters retirees--Bertrand M. Harding of Manpower and George S. Moore of Operations. Harding's Deputy, Earl J. Anderson, retired as well. Assistant Administrator for Appraisal Archie W. League and two office directors, Jay Meisel of Management Systems, and Frampton Ellis of the SST Office, also retired. Former Administrator Shaffer's personal secretary Dorothy S. Haywood also bid farewell to FAA, as did:

Samuel F. Allder, Jr., Louise D. Alleva, William M. Amey, Carl S. Anderson, Rebecca G. Ankers, Paul T. Astholtz, Alice L. Bailey, Wesley G. Bedrick, Charles C. Bennington, Dorothy P. Boynton, Arthur Braytenbah, Helen K. Brewer, Charles A. Brooks, William S. Bushell, Carl B. Cahill, Marvin Carl, John J. Casey, Joseph W. Cio, Silas Franklin Clark, Silas B. Clatterbuck, Oramel Clayton, Hugh H. Cobb, William A. Connally, Claude N. Cook, Robert H. Cox, Francis W. Crawford, Bernard R. Curtis, Ira S. Davis, Lawrence N. Delizia, Lyle H. Ditzler, Philip S. Dixon, Gerald D. Donovan, Elmer S. Dorsett, Robert A. DuBois, Goldwin Dyke, George M. Dyson, Charles M. Edmonston, Katrina R. Edwards, Thomas C. Evans, Russel G. Fitzgerald, Charles W. Fleet, Dorothy A. Fletcher, Herbert F. Fletcher, Jacqueline A. Fowler, Edwin B. Freeman, Walter H. Fricks,

Frederick C. Glaes, Grace Glass, Waldo C. Good, Curtis F. Greve, James Hackett, Joseph Haddad, Bernard H. Hall, Edwin W. Harn, Denver E. Heald, Oscar Holmes, Howard J. Howell, James W. Jackson, Edward F. Johnson, Simon Justman, Donald G. Kenna, Victor C. Knott, W. Edmund Koneczny, Anne G. Kulick, Glenn E. Latham, Jessie W. Lockwood, Richard W. Maybach, Bradford A. McClendon, Carl A. McCullough, Charles N. Miller, J. Melvin Miller, Loren C. Moore, Robert C. Moore, James F. Moran, Harlow H. Myers, Kathleen M. Neefus, Charles G. Neil, Walter H. Niles, Walter O. Oeltjen, Timothy J. O'Keefe, Frank Opeka, Cecelia Francis Palmer, Mathew R. Pasquale, Charles J. Peters, Dean W. Peterson, Teresa Pierini, John J. Povel, J. W. Rabb, Jeremiah P. Riordan, Llewellyn W. Robey, Paul W. Robinson, Thomas A. Rogan, Sanford P. Rogers, Armin Roseman, Wilda L. Sampson, Mary S. Samuels, Frederick G. Scheel, Robert J. Schullery, Carl E. Shiplett, Louis V. Sills, Thompson J. Simpson, John Skocz, Hazel E. Smith, Raymond G. Smith, Louis R. Sneiderman, Herbert W. Spruill, George D. Stathers, Ernest N. Storrs, Philip Strachman, William E. Summers, Lyle E. Tarbell, James W. Taylor, Josephine Varron, John Von Runnen, Thomas F. Walsh, Jr., Chester Watson, Raymond Wells, Frank R. Welsick, Joseph J. Werbke, Esther M. Westel, William K. Wheeler, Ernest R. Wilkins, Ellis A. Woody, Ronald J. Wright, Mortimer A. Yates, Jay Zebooker.



service to man in flight



HEADQUARTERS Intercom

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

415-220

75-33 August 18, 1975

LG DEPUTY NAMED

Richard T. Golrick has been appointed Deputy Director of the Logistics Service. For the last five years he has been chief of the Policy and Plans Division, ALG. After serving with Army Ordnance in the Cleveland district for a number of years, he joined the agency in 1963 as Chief, Aircraft and Nav aids Branch, Procurement Division.

WOMEN'S EQUALITY DAY

August 26, 1920 was the date that the 19th Amendment to the Constitution went into effect, giving women the right to vote. In celebration of the 55th anniversary of Women's Equality Day, the Office of Civil Rights announces that it is planning a report on the status of women in FAA.

Employees are invited to participate in the planning of this report by sending suggestions for topics and emphasis to the FAA Federal Women's Program Coordinator, ACR-3.

AN ATC MILESTONE

FINAL ARTS III TURNED ON

The final Automated Radar Terminal System (ARTS III) was commissioned at Dallas/Fort Worth Airport last week, August 13, marking the completion of a program that started with the signing of a contract with UNIVAC in February 1969. Alphanumeric systems are now commonplace, but it was the ARTS III program that heralded this dramatic breakthrough in air traffic control. For the first time controllers had essential flight information displayed on their scopes. The first of the 61 systems now in operation at the nation's busiest airports was commissioned at Chicago's O'Hare Airport in September 1971. Three other systems are currently being used for training and research. Also commissioned at Dallas/Fort Worth recently was the Terminal Communication Switching System. This computer-based system automatically switches radio frequencies and telephone lines so that a controller can instantly use any one of the lines or frequencies available at the facility.

FSS UNION ELECTION SET

FAA's flight service station specialists employed at FSSs and IFSSs will vote in October on what union they want to represent them or whether they want to be represented at all. This will be done through a mail ballot election giving voters the choice of the National Association of Air Traffic Specialists (NAATS), the Federal Aviation Science and Technological Association (FASTA/NAGE), or "no union." The election stems from a consent election agreement (continued on page 2)

FSS ELECTION (continued from page 1) . . . signed by the parties on August 12. On October 1, ballots will be mailed to all eligible employees at their home addresses. On October 22, the returned ballots will be counted in Washington. Election posters containing further details will soon be displayed at all flight service stations and international flight service stations, except those at Deming, New Mexico, and Balboa, Canal Zone, which are not involved in the election.

A POWERFUL SYSTEM . . . With last month's commissioning of the system at the Houston ARTCC, Power Conditioning Systems (PCS) are now in operation at 16 enroute centers. These systems, which supply power instantaneously and automatically when there is an interruption of commercial power, have accumulated a total of over 62,000 hours of virtually trouble-free operation. The PCSs have maintained constant power during most critical periods--during thunderstorms when a power failure is most likely and the need for constant power most urgent. Because the system provides instantaneous battery power and operates only when actually needed, a genuine fuel saving has been realized by the conversion to the PCS. For instance at Kansas City, where the system has supplied essential power on 35 separate occasions, this saving has averaged 900 gallons of generator fuel a month. According to the current schedule, all 20 ARTCCs will be equipped with PCSs by October.

PILOT SELF-BRIEFING STUDY . . . An improved pilot self-briefing system is going on the road for a month, beginning this week, to allow pilots to comment on its usefulness. FAA tested the computerized self-briefing equipment with 1,200 pilots at 14 locations around the country last year. A combined NAFEC and Systems Research and Development team will now take the equipment to the Boston, Denver and Chicago areas. FAA believes that computers, communicating with pilots through self-briefing terminals, can provide vital information needed to prepare for flight and accept flight plans as well. Comments from the experiments will be incorporated in a developmental pilot self-briefing terminal which will be installed and demonstrated as part of the prototype co-located ARTCC-FSS project at Leesburg, Va., recently announced by Acting Administrator Dow.

AIRPORT PLANNING PROJECTS UP . . . Airport planning projects approved by the agency under its Planning Grant Program (PGP) increased by more than \$1 million to \$9,372,807 during Fiscal Year 1975. Of the 287 planning projects approved by the FAA during the fiscal year, 271 were for the preparation of master plans at individual airports and totaled \$7,867,502 in Federal funds. The remaining 16 were for either state-wide or metropolitan regional-airport system plans, with \$1,505,305 in planning funds involved. PGP authorizes FAA to pay up to two-thirds of the cost of planning studies.

RESTORATION OF LEAVE . . . PL 93-181, passed in December 1973, permits the restoration of annual leave lost due to sickness, administrative error or exigencies of the public business (operational demands which prevent an employee from taking his previously scheduled and approved annual leave). There are certain requirements that must be satisfied before an individual can have his annual leave restored. The most important of these requirements are: (1) Annual leave must be scheduled and approved in advance. In this regard, it should be understood that both employees and managers have definite responsibilities. Employees must be certain that they request the use of annual leave in order to avoid forfeiture. Managers, on the other hand, are responsible for scheduling and approving the annual leave of employees in order to assure that leave is not forfeited. The Civil Service Commission requires that annual leave must be scheduled no later than three biweekly pay periods prior to the end of the leave year. (2) Except in extreme emergency situations, exigencies of the public business which prevent an employee from taking scheduled and approved leave must be approved in advance by the appropriate authorizing official who has authority to restore the leave. Documentation to support restoration of leave on this basis must fully describe the nature of the exigency and indicate why leave cannot be rescheduled prior to the close of the leave year. In the case of emergency situations, documentation must clearly state why advance approval of the exigency was not requested. Employees may read FAA Handbook 3600.4, Chapter 2, for more specific guidance on the requirements for having forfeited annual leave restored. Field Manpower Divisions can respond to any questions that field employees may have. Headquarters personnel may contact APT-160 for additional information on the restoration of annual leave.

SCIENTIFIC AND TECHNICAL REPORTS LIST PUBLISHED . . . A list of 127 scientific and technical reports available to the public has been released by the agency. The reports cover aircraft, airports, air traffic control, aviation medicine, communications, environmental quality, microwave landing, navigation, weather and miscellaneous subjects. Copies of the individual reports may be ordered from the National Technical Information Service, 5285 Port Royal Road, Springfield, Va. 22161. Orders should include the publication "AD" number, title and check or money order. Copies of the complete list are available to FAA employees from AIS-330, FAA, 800 Independence Ave. S.W., Washington, D.C. 20591.

TO BUILD A BETTER AIRPORT . . . A new study released by the FAA may significantly affect future runway design and construction technology. The report describes the measurements taken at nine major civil airports and provides analysis of the data to better define aircraft stress distribution on runways, runway exits and taxiways. Findings of the study indicate that future runways and taxiways may be built with heavy, relatively narrow keel sections with light weight border areas instead of the present uniformly heavy construction over most of the runway. The report Field Survey and Analysis of Aircraft Distribution on Airport Pavement is available from NTIS.

WOMEN'S EQUALITY--LEARN ABOUT IT . . . In celebration of Women's Equality Day (see page 1), Headquarters employees may wish to read items that are available from the Federal Women's Program Coordinator on topics such as supervising women, women in management, power games people play, assertiveness training, comparisons of women at GS-9 through 18 in 52 Federal agencies, preparing a good SF-171, and a summary of ways supervisors are rated on their EEO performances. These flyers are available in Room 1030. Employees who are not located in building 10A can ask that material be sent to them by telephoning Louisa Stimpert on x63785.

TENNIS WINNERS . . . Included among those receiving prizes for tennis from DOT Deputy Secretary John W. Barnum last Friday was William E. Miller of Management Systems. He was the men's singles runner-up in the consolation tournament. Other winners of the Fourth Annual DOT Tennis Tournament were: Men's Singles - Winner: Paul Meyers (FHWA), Men's Doubles = Winners: Akira Kondo (NHTSA) & Don Leavens (OST), Men's Singles = Runnerup: CDR John Howell (USCG), Men's Doubles = Runnersup: CDE John Howell (USCG) and Paul Meyers (FHWA) Consolation Tournament=Men's Singles - Winner: Constantine Ben (FHWA), Men's Doubles = Winners: Prentis Cook (UMTA) and Wardell Everett (NHTSA), Men's Doubles - Runnersup: Dan Collins (FRA) and Bill Loftus (FRA). No prizes were given for the women's singles since there were no entries for this event. The Department Tennis Team also distinguished itself by winning the League of Federal Recreation Associations, Inc., First Annual Tennis Tournament.

BOWLING . . . The FAA Mixed Bowling League begins the 1975/76 season on Thursday, September 4, 6:30 p.m., at Seminary Recreation Center. Officers of the league for the coming season are Tony Spina, President (Washington Tower); Fred Bauer, AMS, Vice-President; and Darlene Carter, AAS, Secretary-Treasurer. There are a limited number of openings for new team members; if interested, call Darlene Carter, x63854.

AWARDS AND REWARDS . . . Airports Service presented Quality Increases to Elliot Perrett, Donald Bowan, Joan Pinnix, Barbara Harmon and Pat Benedict; and Special Achievement Awards to Ray H. Fowler, Regina Jones, James Thompson, E. Donald Bauer and Lamar Guthrie. The Air Traffic Service presented Quality Increases to Bernard Isralow, Ellen Zawacki, Jerome Cohen, Robert Orr, Dorothy Camarda, Maureen Kimberlin, Edward Reed, Mary Webb, Joyce Thompson; and Special Achievement Awards to Clyde Dubbs, James Flanagan, Carol Mosher. The Office of Accounting and Audit presented a Quality Increase to Lauren K. Bakri and a Special Achievement Award to Linda C. Thayer.

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HEADQUARTERS intercom

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

75-34 Aug. 25, 1975

ENROUTE CENTER AUTOMATION COMPLETED AT MIAMI

A ten-year program to automate and computerize the operations of all 20 Air Route Traffic Control Centers in the conterminous United States was completed August 26 as the Miami, Fla., center's radar data processing system was formally commissioned by Acting Administrator Dow in ceremonies at the Miami center. Dow said this last center to go fully operational under the program is "a milestone in the agency's efforts over the years to provide safe and efficient use of the Nation's airways. It marks the end of the manual approach to air traffic control and gives us a semi-automated system that we can augment, refine and more fully automate to handle following generations of enroute air traffic." Radar data processing provides direct readout of aircraft identity, altitude and other flight data on the controller's radar scope. (Continued on page 2)

LA & KC WERE 1ST

The first of the enroute centers to go operational with radar data processing (RDP) were Los Angeles and Kansas City which were both commissioned on March 14, 1974. RDP is the second phase of the enroute center automation program. Phase I consisted of flight data processing--the automatic processing and transfer of flight data from one center or facility to another. This phase was completed when the computer-based equipment was commissioned at the Memphis ARTCC in February 1973. The first center to go operational with this equipment was Jacksonville, in June 1969.

FLIGHT INFO SHINING BRITE

Bright Numerics equipment which gives controllers a coded aircraft identification number as well as a plane's altitude on TV displays in the tower cab went operational in the Fayetteville, N.C., and Fresno, Calif., towers this month. The equipment is also expected to be commissioned at Cedar Rapids, Iowa, this week. BRITE displays, showing an aircraft's position but not altitude or identification number, have been in operation at intermediate traffic airport towers for some time, but this is the first time the numeric information--associated with the appropriate "target" or plane--has been added to the system. The equipment is expected to be installed in 38 towers and is scheduled to be delivered at the rate of four towers a week. The number of units to be delivered depends on the number of displays in use. Each tower mentioned here received three for local, approach and departure control.

CENTER AUTOMATION COMPLETED (Continued from page 1) . . . This information is presented in the form of electronically-generated data tags which move with the related aircraft target return or "blip." Formerly, controllers had to get much of this information through radio contact with the aircraft, write it on plastic markers known as "shrimp boats" and move these manually across the radar scope.

SABRELINER FLEET STILL GROWING . . . The fifth of 15 flight inspection Sabreliner jet aircraft was accepted by the agency this month at the Rockwell International plant at Los Angeles International Airport. The plane, which cruises at about 450 knots, was flown to Oklahoma City where flight inspection equipment is being installed. Of the planes that have already been delivered, two are stationed at Oklahoma City for FAA training purposes; one is being used for flight inspection of agency nav aids at the Oklahoma City Flight Inspection Field Office (FIFO); and the other is being flown by the Los Angeles FIFO. The new jet planes are gradually replacing the reliable but old DC-3s which have been used for flight inspection for many years. Of the 44 "3s" once in the flight inspection fleet, 15 have already been retired. All of the Sabreliners are expected to be delivered by January 1976 with the sixth coming next month.

ICAO SEEKING APPLICANTS . . . The following short-term assignments (four-month duration) are available under the International Civil Aviation Organization's (ICAO), Technical Assistance Programme: TA=75/104 Aeronautical Meteorology Expert (Adviser), TA=75/105 Communications Procedures Expert (Adviser), TA=75/106 Aircraft and Engine Maintenance Expert (Adviser), TA=75/107 Air Traffic Control Expert (Adviser), TA=75/108 NAV Aids Maintenance Expert (Adviser) and TA=75/109 Telecommunications Equipment Maintenance Expert (Adviser). Location: Mexico City, Mexico. Salary: Level 4, Step 1; subject to confirmation. Gross: \$24,220 per annum and NET (free of tax): \$17,532. Applications due in AIA-29 by Sept. 19, 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. Applicants must speak Spanish fluently.

PARDON US . . . The "Orders Cancelled" item in the August 11 INTERCOM should have read: Order AV 1100.1, Organizational Structure and Functions of the Aviation Policy Division, and Order AV 1100.2, Organizational Structure and Functions of the Aviation Plans Division. New cancellations are: Orders 6300.2, Evaluation of English Electric Model 542 Magnetron (RIS:SM 6300.OT), dated 6/27/69 and 6770.1, Equipment Failure Reporting For Solid State Pole Mounted Markers, dated 4/16/69 are cancelled. Orders 6410.1, Test Procedure for RBDE-5 Scan Converter and Storage Tube, dated 8/11/65, and 9550.2, Delegation to Respond to Requests for R&D Effort Concerning Procurement Specifications and Drawings, dated 7/29/65. The above orders are cancelled without replacement and will be reflected in the next edition of the FAA Directives Checklist.

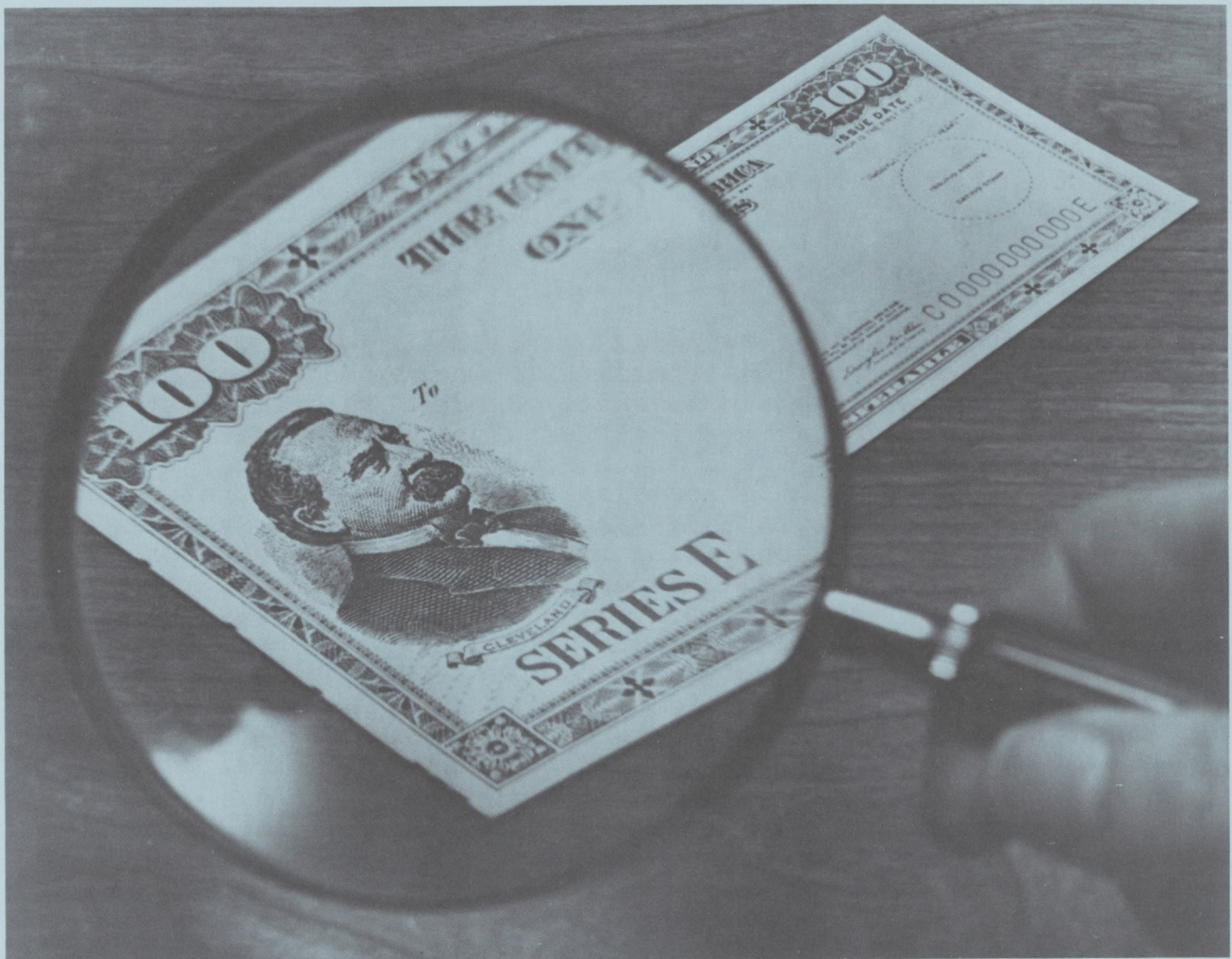
EMPLOYMENT RUN-DOWN . . . In observance of Women's Equality Day on Tuesday this week, here's a sampling of comparative statistics as of May on female, male and minority employment in FAA provided by the Office of Civil Rights: 53.2 percent of all men employed by the agency are in grades GS-9 thru 12; 15.4 percent of the women have those grades...there are 6,653 female employees, or 12.9 percent of total GS employees; 45,090 men, or 87.1 percent...there are 3,909 minority males and 1,226 minority females...13 minority women hold grades GS-13 thru 18 out of 17,169 employees who hold such jobs...Almost the same number of men and women hold GS-5 thru 8 jobs, but this represents 8.4 percent of the men and 56.5 percent of the women...minority men lead minority women at all grade levels except GS-1 thru 4 where there are nearly four times as many minority women.

DOW ON TV . . . An interview with Acting Administrator James Dow, filmed during the Experimental Aircraft Association Fly-In in Oshkosh, Wis., last month has been scheduled for broadcast on the Aviation Weather TV program on August 29. The time of broadcast varies in different cities, but the series is generally scheduled in the early evening. Now seen on approximately 200 stations of the Public Broadcasting Service network, the show may be seen in Washington on Channel 22 at 7 p.m.

ELTs STUDIED . . . FAA has launched a special survey to find out why emergency locator transmitters (ELT) inadvertently activate or do not activate in plane crashes. Since ELTs were first required on most general aviation airplanes a year ago, unwanted activations have averaged 500 a month. In the same period, ELTs did not activate in a number of airplane crashes. Initiated by the General Aviation Division of the Flight Standards Service, a Directed Safety Investigation from August 15 to December 15 will require Flight Standards inspectors and Airway Facilities technicians in the field to fill out reports on unwanted ELT activations and ELT performance in airplane crashes. Flight Standards inspectors also will complete reports on repair stations' ability to service ELTs and on findings by repair stations and ELT manufacturers on ELT malfunctions and repairs. The survey data will be analyzed by the Aeronautical Center to point the way toward remedial action.

FAA ACTS TO BAR UNSAFE FLIGHT ATTENDANTS' SEATS . . . A regulation that would require the removal of flight attendants' seats that pose a hazard to their safety or to the safety of passengers has been proposed by the agency. The proposed regulation would also set safety standards for any flight attendants' seats installed as replacements for those removed. The proposed regulation would apply to side-facing seats, those located in aisles or other access routes to emergency exits, those in or adjacent to galleys, and those located where the occupant might be struck by items dislodged from closets, galleys, or storage compartments. It also would apply to all seats mounted on cockpit doors.

FAMOUS SCIENTIST TO SPEAK ON WOMEN'S EQUALITY DAY . . . Estelle Ramey, Ph.D., professor of physiology and biophysics at Georgetown University Medical School, will speak on "Problems Women Face in Employment" in a program sponsored by the NHTSA Office of Civil Rights. This is the first of a series planned throughout the year by the DOT modal units' Federal Women's Program Coordinators. Dr. Ramey gained instant fame from her article, "Male Cycles: They Happen Too" which refuted the allegation that if a woman became President of the United States our nation would be subject to the caprice of her monthly cycles. Dr. Ramey will speak on Aug. 26, at 11 a.m., room 2230, Nassif Building. Enter through the 7th & E St. lobby and see the DOT special display on women.



TAKE STOCK IN AMERICA

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HEADQUARTERS intercom

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

75-35 Sept. 2, 1975

BISPO NAMED AF-2

James L. Bispo, who was Deputy Eastern Regional Director from January 1974 to May 1975, has been appointed Deputy Director of the Airway Facilities Service. A 1958 graduate of Fresno State College with a B.S. in civil engineering, Bispo began his agency career that year as a civil/airways engineer in the Western Region. In 1964 he became a section chief and then served from 1965 to 1971 in the Pacific Region as assistant chief and chief of the budget division and then as Area Manager at Wake Island. From 1971 to 1974 he was Acting Chief, Environmental Systems Division, Airway Facilities Service, in Washington.

NEW FS DIVISION

A new Safety Regulations Division, AFS-900, has been established in the Flight Standards Service in Washington. It replaces the Regulations Staff, AFS-40, and Airworthiness Review Staff, AFS-70, which were abolished. Information on routing symbols and personnel assignments for the new division appears in Notice 1100.132.

TO INCLUDE MEN AND WOMEN

CITIZEN AVIATION COMMITTEE SET

FAA has established a Citizen's Advisory Committee on Aviation to replace the ten-year-old Women's Advisory Committee on Aviation. Seven men from the business, government and academic worlds have been invited to join the committee along with the present twenty women from the old committee. Rotating membership will eventually strike a balance between men and women. The committee makes recommendations to the FAA Administrator for improvements in the national aviation system. Recommendations from the women's committee adopted in the past by FAA covered upgraded flight instructor proficiency, improved format of aeronautical charts and the FAA Airport Beautification Program.

INSTANT HELIPORT

With no time to file a flight plan, a Fort Drum Army helicopter carrying a critically ill 11-year-old girl took off from Carthage, N.Y., for Rochester where immediate hospital treatment held the only hope for saving the girl's life. Once in the air, the copter radioed FAA facilities, which swung into action. The Watertown FSS told the Rochester tower of the incoming flight, and soon after, the pilot asked the tower for permission to fly directly to the hospital. Assistant tower chief Frank Maticchiera had his controllers direct the copter to the hospital and arranged with hospital staff to clear a landing area just outside the entrance. He also asked the local fire and police departments to stand by at the site and requested vehicles with emergency beacons to move into place to help the pilot spot the site. Then he drove to the hospital in a radio-equipped car and helped guide the pilot down. The girl was saved and soon released from the hospital.

LET'S TALK ABOUT NOISE . . . In order to give the public a voice in shaping a national "Airport Noise Policy," the agency will hold public hearings in four cities during September. The views of the general public, particularly those who live around airports, and users of air transportation services, as well as the views of potentially affected groups within the aviation industry are being solicited. The four cities and scheduled dates of hearings are: Los Angeles, Sept. 16 and 17; San Diego, Sept. 17; San Francisco, Sept 18 and 19; and Missoula, Mont., Sept. 22. In addition to these four cities, FAA is planning to hold hearings in as many as 10 to 20 other locations by the end of the year.

FIVE YEARS OF AIRPORT AID ACHIEVEMENTS . . . Construction of 85 new airports, 178 new runways, 201 runway extensions and 520 new taxiways are some of the major projects initiated by the agency during the five-year lifespan of the Airport Development Aid Program (ADAP). Funding authority for this program expired June 30, 1975. Summarizing the ADAP accomplishments in the Fiscal Year 1971-1975 period, FAA reported the issuance of \$1.3 billion in Federal grants to state and local governments to expand, improve and modernize their airport facilities. This is more money than was allocated during the entire 23-year history of ADAP's predecessor, the Federal Air to Airports Program. Typical of the projects at major airports were the development of the runway system at Dallas/Ft. Worth; the new "reef" runway at Honolulu International and extensive runway and taxiway work at Atlanta's William B. Hartsfield Airport. Of the new airports, 82 are for general aviation aircraft exclusively, including three designated as "reliever" airports for larger airline fields.

KEEPING DIRECTIVES CURRENT . . . The Office of Management Systems and the Directives Management Officers in Washington recently completed a review of 1,450 national and FAA Headquarters directives that were published more than two years ago and have not been revalidated during the past two years. Based on the review, 225 directives were cancelled, 285 were changed or revised, and 910 were satisfactory and assigned new revalidation dates. It is planned to repeat this effort on a periodic basis to help keep the 170,000 pages of material in the agency's 7,000 directives as current as possible. But don't wait for the next review to check your directives. Everyone who is responsible for an agency directive has a continuing obligation to keep it up-to-date. An obsolete directive may be hazardous to aviation safety.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization, ICAO. Bangkok - PC-19/75 Technical, COM, P-4, Gross: U.S. \$24,220 per annum and Net (free of tax) - U.S. \$17,532 per annum. Applications due in AIA-29 by September 30, 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.

FAA MEETS WITH THE BLIND . . . FAA has promised to help end discrimination against the blind in air transportation. Richard Skully, Director of the Flight Standards Service, last week sent a letter to the nation's air carriers advising them of the agency's position, expressed in a proposed rule, that the blind are not considered handicapped for emergency aircraft evacuation purposes and should not be denied boarding on that basis. Skully issued his statement after meeting with representatives from the National Federation of the Blind who earlier in the day led a demonstration outside the FAA Headquarters building. Skully added that the letter is an interim measure pending final action on the proposed rule.

MAKING ROOM WITH A BOOM FOR THE NEW . . . One, two, three . . . in less than three seconds the steel remains of the FAA Hangar at Anchorage International Airport, which was damaged irreparably by a fire last November, were demolished by explosive charges. After all explosives were wired together and the area cleared by airport police, the explosion went off at 6:20 a.m., Sunday, August 13. With a flash, dust flying, and a quick succession of explosions that sounded like machine gun fire, the steel skeleton of the hangar crumpled to the ground. Construction of a new hangar will begin as soon as the debris is removed. The new structure is expected to be completed by February 1976.

MORE ON LONG-TERM TRAINING . . . Notice N 3155.2, Announcement of Long-Term Training Programs, is now being distributed to branch level and above throughout the agency. Programs for this year include: The Education for Public Management (EPM) Program; The Air Transportation Systems Specialist Development (ATSS) Program; the Educational Program for Federal Officials at Mid-Career (Princeton); the Air War College; and The Industrial College of the Armed Forces (ICAF). One FAA candidate and alternate each will be chosen for Princeton, Air War, and ICAF. Tentatively, four candidates will be selected for EPM and six for the ATSS Program. For more information, see the Announcement Notice or the training contact listed in Appendix 5. Deadline for submission of applications to Manpower Offices is September 26.

ASSISTANCE TO NEEDY VIETNAMESE . . . A Vietnamese CAAG Assistance Fund operated by FAA employees has been registered as a non-profit organization under the Internal Revenue Service. Voluntary donations are being solicited from FAA employees to assist needy Vietnamese families now in the U.S. who were associated with FAA's Civil Aviation Assistance Group in Vietnam from 1961 to 1974. Donations and information on such families may be sent to: Sylvia Woodcock, 9156 Springhill Court, Greenbelt, Md. 20770; or Stanley Ratomsky, 1515 Jefferson Davis Highway, Arlington, Va. 22202; or Sid Robinson, 5403 Littleford St., Springfield, Va. 22151. Make checks payable to Vietnamese CAAG Assistance Fund.

HOT AIR BALLOON LAUNCH PLANNED ON MALL . . . If the weather smiles on Washington this Wednesday morning, a colorful hot air balloon will rise majestically from the Mall near the Smithsonian Institution and drift into the distance northeast of the city. The planned launch, which has the approval of FAA and several other government agencies, is a publicity event to announce the 1975 World Hot Air Balloon Championship in Albuquerque, N.M., October 3-12. The pilot, Sidney Cutter, plans to inflate his balloon at 7 a.m. with estimated launch time between 7:30 and 7:45. Cutter, who is an organizer of the Albuquerque event, will be in radio contact with the Washington National Tower, which will give him a go or no-go decision, based on wind conditions.

AIR AND SPACE VOLUNTEERS NEEDED . . . In advance of the July 4, 1976 opening of the huge, new National Air and Space Museum on the Mall, the museum is now recruiting four types of volunteers to assist tourists and staff members. Needed are: Docents, who give museum tours; Museum Rovers, who move from gallery to gallery answering questions; Information Desk Volunteers; and Museum Aides, who assist museum staff. Positions are available on weekends and weekdays. If interested, call Mr. Lynn Bondurant, 381-4166. FAA employees who have windows facing Independence Ave. may have been lucky enough to see some exhibits moved into the new building: already, the X-15, Ford Tri-Motor and several missiles are installed in their new home.

THINK HEALTH . . . The Midday Matinee is recognizing September as a good time to think about your health. On September 9 and 10 a film by the American Cancer Society called "The Million Club" will be shown at 12 noon and 12:30. This film focuses on seven people who share a common bond--they all have survived a bout with various types of cancer. The film emphasizes the seven warning signals of cancer.

GET YOUR FLU SHOTS . . . While you're thinking about health, here is a schedule of influenza inoculations that will be available to FAA Washington Headquarters employees (including National and Dulles Airports), and National Transportation Safety Board and Saint Lawrence Seaway Development Corporation employees. People who are over 50 or who have chronic diseases are urged to get the shots. Those who are allergic to chicken, eggs, feathers or have other serious allergies will not receive inoculations. FAA Headquarters building: room 327, Mon. Oct. 20 thru Fri., Oct. 31, 9 a.m. to 3 p.m. Washington National Airport: First Aid Branch, room 56, Wed., Oct. 1 thru Fri., Nov. 14, 9:30 to 4:30. Dulles: First Aid Branch, room G432, Mon., Oct. 20 thru Fri., Oct. 24, 7:30 a.m. to 8:30 p.m.

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HEADQUARTERS

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

75=36 Sept. 8, 1975

FLIGHT SAFETY AID

CENTERS GET SEVERE WEATHER PIX

Several enroute centers can now receive facsimile pictures of thunderstorms from Washington for use in helping aircraft avoid severe weather. The ATC Systems Command Center receives the pictures from the National Weather Service and telecopies them to the Atlanta, Boston, Chicago, Cleveland, Indianapolis and Washington centers. Thunderstorm tops and movement, as well as actual storm structure, are superimposed on charts which show center boundaries and jet routes. With this new mechanical aid, Command Center specialists can give the centers, individually or simultaneously, briefings on the location of severe weather.

NAME THAT BAG

Beginning Sept. 21, the nation's airlines will not accept checked baggage for the cargo hold unless the passenger's name is firmly affixed to the outside. The Air Transport Association, which is initiating the procedure with Civil Aeronautics Board approval, says personal baggage identification will result in faster tracing of lost luggage and reduce incidents of mistaken identity of look-alike baggage. Airlines will provide free identification labels at airports.

GADO MANAGEMENT GUIDE OUT

The managerial guide for General Aviation District Offices, "Managing a GADO," has been completed and is currently being distributed to GADOs and Flight Standards District Offices around the country. The 190-page reference book, which is the culmination of a concerted effort by the Flight Standards Service and the Office of Management Systems, describes and demonstrates how contemporary management practices can be used by district office managers. Stressing management by objectives, the work also summarizes knowledge and experience of effective management techniques used by various district office managers.

1976 LEAVE CHART

Leave planning charts used by organizational units for the 1976 leave year are now available to supervisors through normal supply sources. The chart is FAA Form 3600-16 (6-75 edition). National Stock Number is 0052-00-611-1005. Unit of issue is sheet.

COMMUTER AIR CARRIERS TAKE OFF . . . Commuter air carriers constituted the fastest growing branch of commercial aviation in the 12-month period that ended in September 1974, according to an agency report. During the period, commuter air carriers were up 9.1 percent, from 174 to 190. The number of aircraft operated by the commuter air carriers rose from 855 to 1,042, an increase of 21.9 percent. At the same time, the total value of the aircraft rose from \$159,699,000 to \$256,606,000. The report also shows that the aircraft used by the commuters, which serve small and medium size cities on a scheduled basis, are predominately light, twin-engine propeller-driven craft with from 4 to 10 passenger seats.

IN THE COOL OF SEPTEMBER, FAA WORLD TAKES YOU TO THE TROPICS . . . Read what it's like to live and work in "A Touch of Paradise" --in the Canal Zone . . . "Africans Learn the Radar Ropes" is one example of international cooperation and the promoting of the U.S. ATC system . . . If you don't "Toot Your Own Horn," you may not be maximizing your chances in a job bid . . . "From Wradar to Wrecking" is about some controllers and their hobby turned business . . . You'll also find a "Word Search," Federal Notebook, Faces and Places, Direct Line, Heads Up and Small World.

NO SALE . . . Recently, there have been a number of reports of insurance agents visiting FAA and other government facilities (and employees' homes) representing, directly or indirectly, that they are associated with the Office of Federal Employees Group Life Insurance (OFEGLI). These salesmen claim that the Civil Service Commission or "the government" is encouraging employees to buy more life insurance, especially for greater coverage at the time of retirement. CSC advises that OFEGLI has no salesmen. If a salesman represents himself as such, he is not being honest and you should be very careful about doing any business with him. You may want to buy more life insurance--that's your business, but don't let anyone tell you he represents CSC, OFEGLI or any other part of government and/or that the government encourages purchase of more life insurance now for greater coverage at the time of retirement.

ORDERS CANCELLED . . . The Airports Service announces the cancellation of the following three Orders: Order 5335.2, Airport Design Standards - Airports Served By Air Carriers - Extended Runway Safety Areas, dated May 21, 1970; Order 5330.2A, Interim Guidance for Runway Widths, and Widths and Thicknesses of Shoulders and Blast Pads at Airports Served by Air Carriers, dated June 1, 1972; and Order 5335.1, Runway Safety Area and Taxiway Safety Area, dated February 18, 1970. The information previously contained in these orders has been incorporated in the new Advisory Circular 150/5335-4, Airport Design Standards - Airports Served By Air Carriers - Runway Geometrics, dated 6/21/75.

HEADQUARTERS PERSONNEL NOTES

FAACOP BRIEFING

The FAACOP Steering Committee and representatives from the George Washington University College of General Studies will give briefing sessions on the upcoming GWU/Federal Aviation After Hours College Opportunity Program (FAACOP) on September 15 in conference room 9ABC and on September 16 in conference room 6AB. The briefing sessions will cover course offerings for the fall semester, individual counseling sessions and registration procedures. The briefing will be held 9:30 - 10:00 each day and a question and answer session will follow from 10:00 to 11:00. Anyone who did not receive the recent FAACOP update and questionnaire sent to all employees August 12 can obtain a copy from room 515, APT-130. For further information contact Phyllis Burbank, APT-130, x63320, or Sid Robinson, AAF-231, x68970.

COLLEGE CREDITS-BY-EXAMINATION

The College-Level Examination Program (CLEP) is a national program of credit-by-examination, sponsored by the College Entrance Examination Board, that offers the opportunity to obtain recognition for college-level achievement. No matter where or how you have learned--intensive reading, on-the-job experiences, correspondence courses, etc.--you can take CLEP tests. If the results are acceptable to your college, you can receive credit. CLEP is similar to the FAACOP concept, and it is possible in at least some cases that CLEP scores could be used to supplement credit already received under FAACOP. Leaflets containing further information and CLEP test registration forms can be picked up from the display rack in the Training and Career Development Branch, APT-130, Room 515. Persons not located at FOB-10A may call and have the leaflet forwarded. Phone Iris Hoard, x63320.

LONG-TERM TRAINING

For more information on FAA's Long-Term Training Programs see Notice N3155.2 or call Cathy Bracy in the Training and Career Development Branch, APT-130, x63320. Deadline for submission of applications to APT-130 is September 26.

CINEMA OFFERING PUT OFF . . . Showing of "The Million Club," a film about cancer, has been postponed from this week due to construction in the FAA auditorium. New show dates and times are Sept. 30 and Oct. 1 at 12 noon and 12:30.

NOTES ON RETIREMENT BENEFITS

When you retire you can elect to take a reduction in your annuity rate in order to provide a monthly benefit to your surviving spouse. Until recently this reduction was a permanent one. It would have continued even if your spouse died before you or if you were divorced after you retired. However, under a recent amendment to the retirement law, if you elect at retirement to receive a reduced annuity in order to provide monthly benefits for your surviving spouse and the marriage subsequently terminates, that reduction can be eliminated by notifying the Civil Service Commission in writing.

If you separate from Federal employment before completing 5 years of service (the length of service necessary for present or future annuity rights), you will receive a refund of your retirement contributions only if you submit an application (Standard Form 2802) to the Civil Service Commission. However, if a return to Federal employment is contemplated it is probably to your advantage to leave your retirement deductions in the retirement fund. If you received a refund of deductions for a period of past service you can repay this amount to the fund by submitting Standard Form 2803 to the Civil Service Commission. You can make redeposits after separation from service; however, no such payment can be made after the processing of your annuity claim has been completed.

Ordinarily you do not receive retirement credit for periods of separation from Federal employment which last longer than three days. However, if you receive Federal employees' compensation payments during the period of separation due to an injury incurred on the job, the period of separation will be credited for retirement purposes if you resume federal employment. For further information about retirement benefits, contact Marty Schrecengost or Nancy Turner, x68916.

BIGGEST SUMMER EMPLOYMENT PROGRAM

Ranging from high school students working as clerks and typists to graduate students performing research assistant duties, 132 men and women helped lighten workloads in the FAA Washington headquarters this summer. This largest-ever Summer Employment Program included orientation meetings and field trips to the Leesburg ARTCC and Dulles International Airport. One indication of the program's success: at the end of the program 19 out of the 21 research assistants expressed interest in careers with the FAA.

WORKSHOPS ON WRITING A BETTER SF-171

Due to popular demand, the workshops will be extended for two more weeks. Employees who have prepared a new SF-171 as a result of previous workshops are welcome to bring them in for comment on how well they are prepared. Note the change in time--11:30 to 12:30, September 10 and 17 in rooms 5C and 5B respectively. The workshops are led by Louisa Stimpert, Federal Women's Program Coordinator, Office of Civil Rights, x63785.



HEADQUARTERS Intercom

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

75-37 Sept. 15, 1975

WILL PROTECT IDENTITIES

ISRAEL DEPARTS

David R. Israel, Deputy Associate Administrator for Engineering and Development, is leaving FAA in mid-October to join the Energy Research and Development Administration (ERDA) as Technical Assistant to the Administrator. Israel joined FAA in 1970 as Director, Office of Systems Engineering Management, after four years in an engineering post with the Department of Defense where he received the Secretary of Defense Meritorious Civilian Service Medal in 1969. While at FAA, he was awarded the DOT Secretary's Award for Meritorious Achievement in 1973 and 1974 and the President's Management Improvement Certificate in 1975.



NASA TO PROCESS SAFETY REPORTS

FAA and the National Aeronautics and Space Administration are teaming up in a joint effort to stimulate increased participation by the aviation community in FAA's Aviation Safety Reporting Program. Under a Memorandum of Agreement between the two agencies, NASA will act as an independent third party for the receipt, processing and analysis of all reports filed by pilots, air traffic controllers and others on unsafe aviation practices and conditions. In addition, NASA will not disclose the names of persons who file or are named in the reports, except in those cases involving criminal offenses or accidents. The agreement also calls for NASA to establish an advisory committee with industry, government and public participation to oversee the program. FAA established the Aviation Safety Reporting Program in May to encourage full reporting of potentially hazardous situations and provide for the waiver of disciplinary action in certain cases. The new procedure is scheduled to go into effect next April.

ON CAPITOL HILL

Testifying before the Senate Subcommittee on Aviation recently, Deputy Secretary of Transportation John Barnum urged "early and favorable action by the Congress" on the Administration's bill to revise and extend the airport aid programs, which expired June 30. Barnum noted that the bill would make a number of important changes in the financial structure of the airport planning and development programs, including (Continued on page 3)

LOOKING FOR WIND SHEAR . . . The FAA is establishing a program manager's office, The Wind Shear and Wake Vortex Systems Program Office, to direct and consolidate all development work on a wind shear detection system. The new office, which will be part of the Airports Division in the Systems Research and Development Service, will work with other FAA elements, industry and other government entities, such as the National Aeronautics and Space Administration, the National Oceanic and Atmospheric Administration and the Transportation Systems Center in developing the devices. The goals of the new organization are to provide leadership and action in an effort to overcome this major aviation-weather safety problem. Maximum emphasis is assigned to exploiting all known technology and to developing ground-based and airborne equipment for wind shear and wake vortex detection and avoidance systems.

"AND GOD HELP MY TWO SONS . . ." The plane wasn't fully equipped for instrument flying and the pilot wasn't adequately trained. He was lost in a solid overcast, confused and praying for his two sons who were in the plane with him. That's when the FAA team took over. Arthur Kurtz, local controller at Dutchess County Airport Tower (Poughkeepsie, N.Y.), handed the flight off to the airport Flight Service Station specialist, James Wanser, who is a commercial and instrument-rated pilot. While Wanser calmed the disoriented pilot and told him how to use the turn and bank indicator, the plane's exact position was established by Westchester County Airport (White Plains, N.Y.) radar approach control. At the same time a cloud base report was provided by an unknown pilot in the area. With all the pieces of the puzzle in his grasp, Wanser "hand carried" the plane down through the overcast to a safe landing. Other controllers who were instrumental in the "save" were: Donald Lyons, Dutchess County ATCT and Anthony Mangone and James Roske both of Westchester County radar approach control. During August 1975, 306 flight assists were reported-- 138 by flight service stations, 136 by towers and 32 by centers. There were a total of 532 people reported on board the aircraft involved. The primary causes for the assists included 198 lost pilots, 52 low on fuel, 42 involved in adverse weather and 58 with equipment failures.

LENSES OKED FOR "CONTACT" . . . A change in the airman medical standards that would give contact lenses equal status with eyeglasses in meeting the distant visual acuity requirements for all classes of airman medical certificates has been proposed by the agency. Current FAA rules governing medical certification allow for visual correction by eyeglasses only. However, for many years contact lenses have been authorized to correct distant visual acuity under a waiver process that requires the applicant to submit detailed documentation from an eye specialist for approval by FAA medical personnel. The proposed rule would eliminate this time-consuming waiver procedure. The requirements for correcting near visual acuity would not be affected by the proposal.

CITY INCOME TAX WITHHOLDING . . . Federal employees who live in some 40 cities and work outside those cities may ask their agencies to withhold city income taxes each pay period, avoiding a burdensome lump sum tax payment at the end of the year. Such voluntary tax withholding is permitted by a new law and Treasury Department agreements with those cities. Agreement with more cities may be reached in the future. This new program supplements existing laws which require withholding from Federal employees who live and work in the cities. Payroll offices will have forms which employees may fill out for voluntary tax withholding. Cities affected by the program are located in nine states which permit their cities to levy income taxes: Alabama, Colorado, Delaware, Kentucky, Michigan, Missouri, New York, Ohio and Pennsylvania.

CUSTOMS CRACKDOWN ON AIR SMUGGLING . . . FAA will play a role in the U.S. Customs Service new rule requiring private aircraft pilots flying into the U.S. from Mexico to notify U.S. authorities at least 15 minutes before entering American airspace. Reports are expected to be radioed or phoned to flight service stations in the border area and will be forwarded to Customs officials. Customs issued the rule in a crackdown on air smuggling of narcotics and other contraband. Pilots must report estimated time and place of border crossing, number of U.S. citizens aboard, departure point, pilot and aircraft identification, and airport--one of 13 so designated--where they will land and undergo customs inspection.

ON CAPITOL HILL (Continued from page 1) . . . an increase in the total funding level from \$325 to \$350 million. In addition, he said, it would increase state and local flexibility in the use of these funds. Following Barnum to the Hill was Flight Standards Deputy Director Joseph Ferrarese who gave the DOT/FAA position on proposed legislation that would expand the Department of Agriculture's authority to regulate the humane transportation of live animals. Ferrarese said FAA would defer to Agriculture on the merits of the bill but emphasized the agency's requirement that any regulation of animals shipped by air not have an adverse effect on flight safety. The Department of Agriculture does not support the proposed legislation at this time. In addition, Acting Associate Administrator for Policy Development and Review Frederick Meister last week told the Senate Subcommittee on the Upper Atmosphere that FAA will undertake a number of important studies in the coming year as part of its High Altitude Pollution Program. Meister said FAA will expand and build on the findings of the DOT's Climatic Impact Assessment Program in an effort to resolve key questions about high altitude flight and the need for and timing of appropriate regulations to prevent stratospheric pollution.

AVIATION WEATHER DISPLAY . . . From September 16 through 19, a scale model of an Aviation Automated Weather Observation System (AV-AWOS), designed by the Systems Research and Development Service, will be on display in the lobby of the FAA Headquarters building. AV-AWOS is designed to completely automate weather observations--a key ingredient for safe and efficient air transportation. AV-AWOS is designed for use at unmanned airports where surface observations are required. Sensors measure such weather elements as cloud coverage and height, visibility, temperature, dewpoint, precipitation and wind direction and speed. Observations would be taken at over 1,000 locations throughout the country and distributed nationwide, to be used for flight planning and in weather forecasting as well as other purposes. An operating model of the system is currently being assembled for the FAA by the National Weather Service, under interagency agreement. In the fall of next year a prototype AV-AWOS will be installed at the Patrick Henry Airport at Newport News, Virginia for field testing and user evaluation. During the next year the model will also be displayed in all regional offices and at a number of aviation-oriented conventions.

FAA CHESS CLUB NEWS . . . The FAA Chess Club will hold the first FAA Chess Championship Tournament in October. The tournament will consist of a preliminary and a round-robin final. For further details, contact J. Ohman (FOB-10A), x68886; V. Standifer (Nassif), x68752; or J. Goon (Trans Point), x62072. Deadline for application is Sept. 26. All FA Club members are eligible to participate. The FAA Chess Club schedules other tournaments throughout the year and welcome new members.

AWARDS AND REWARDS . . . The Logistics Service presented Quality Within-Grade Increases to Harry V. Bryan, Joseph P. Lynch, James Nenstiel, Lawrence Dowdy, Allen Kann and Special Achievement Awards to Richard Frakes, Dudley Digges, Rosario Milograno, Clifford Vogel, Margaret Delong, Samuel Rosenberg, and Linda Houser. Airports Service presented Special Achievement Awards to Jack L. Burke, Henry A. Rich, Joy L. Keller and Linda S. Booth.

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PLUS SPECIAL AWARD

REGIONAL SECTOR WINNERS NAMED

Two categories of Regional Airway Facilities Sector of the Year Award winners for FY 75 have been named. The two AF sector categories are: General National Airspace System and Air Route Traffic Control Center. Regional winners become nominees for national awards in each category which will be announced in November. Awards were based on availability and reliability of facilities, use of manpower, personnel management, safety, labor-management relations, and handling of unusual or unique problems. The winners are:

<u>REGION</u>	<u>GENERAL NAS SECTOR</u>	<u>ARTCC SECTOR</u>
New England	Bangor, Maine	Boston, Mass.
Eastern	Baltimore, Md.	New York, N.Y.
Southern	Montgomery, Ala.	Atlanta, Ga.
Great Lakes	Chicago, Ill. (O'Hare)	Cleveland, Ohio
Central	Wichita, Kan.	Kansas City, Mo.
Southwest	Amarillo, Tex.	Albuquerque, N. M.
Rocky Mountain	Bismarck, N. D.	No Nomination
Western	Lancaster, Calif.	Los Angeles, Calif.
Northwest	Pasco, Wash.	Seattle, Wash.
Alaskan	Anchorage, Alaska	No Nomination
Pacific	Hilo, Hawaii	No Nomination

In addition, a special regional award will be presented to the Kansas City, Mo. National Communications Center (NATCOM) sector in recognition of their exemplary achievements during FY 75.

HANDICAPPED HIRING
President Ford, Secretary Coleman and Acting FAA Administrator Dow have all pledged themselves and urged members of the Federal Service to greater efforts in hiring, placing and promoting of handicapped persons. In his message, the President noted that Federal jobs have been opened to a quarter of a million handicapped people since World War II and that recent laws have placed greater responsibility on Federal agencies in this respect. Secretary Coleman said the Federal community will be judged by "how equitably we serve all of our citizens," while Acting Administrator Dow emphasized that employment opportunities should be based on what individuals are capable of doing, now and in the future.

The Senate voted last week to uphold the President's recommendation for a 5 percent pay raise, effective next month, for Federal civil and military employees. By its 53-39 vote, the Senate turned down an 8.66 pay raise proposal made earlier by a Federal advisory panel to the President. A majority vote in the House could still uphold the 8.66 figure, but this is considered unlikely. GS salaries with the 5 percent increase are shown on page 4.

COLEMAN ON NOISE . . . Although conceding that there is no technically easy or financially attractive way to suppress aircraft noise, Secretary of Transportation William T. Coleman Jr. told the National Aviation Club of Washington recently that DOT/FAA will continue working toward its goal of confining "severe aircraft noise exposure levels to areas within the airport boundary." The Secretary said reducing noise at the source presents a particularly difficult problem and the only short-term remedy may be retrofitting the engine nacelles on older jets with sound absorbing materials. However, he added, "we do have to weigh the financial costs of such a procedure and we are currently exploring projected costs and reviewing alternative ways of financing the airline fleet conversion. I believe action must be taken in the short term to moderate the abrasive effects of aircraft noise."

DOW ON WEATHER . . . More than 70 years after wind flipped the Wright Brothers' airplane following the first day's flights, causing extensive damage, weather is still a major aviation problem, Acting FAA Administrator Dow said last week. Speaking to the National Advisory Committee on Oceans and Atmosphere in Washington, Dow cited NTSB statistics for 1964-1972 that showed almost 20 percent of all general aviation accidents involved weather and that these accidents accounted for nearly 25 percent of all fatalities. The Administrator said FAA is working closely with the National Oceanic and Atmospheric Administration (NOAA) to develop "the best aviation weather information system in the world." For example, he said FAA is providing funds to NOAA to develop a totally automated aviation weather observation system to relieve controllers of this function where possible. He also cited the Atlanta AWANS (Aviation Weather and NOTAM System) as "a prime example of FAA weather programs designed to increase productivity and improve system performance at lower cost."

DOT SPONSORS PERSONAL ACCIDENT AND SPECIAL HAZARDS INSURANCE . . . For the past nine years a number of agencies, including FAA, have co-sponsored a supplemental insurance program which is available to all employees. This insurance provides benefit payments in the event of accidental death, dismemberment, and disability. Employees may also insure their dependents for accidental death and dismemberment. Although this insurance is sponsored by a number of Federal agencies, it is not sold by the government. Brochures with all the details are available from your Manpower Division.

ORDERS CANCELED . . . The Air Traffic Service has canceled the following orders. They are obsolete and have served their purpose.

- 6130.2, Replacement of IBM 858 Cardatype;
- 7110.12, Unmanned Derelict Ballons;
- 7210.18, Presidential Aircraft and Entourage;
- 7232.4, Wind Instruments at RAPCON Facilities. Also canceled is Order 7210.20, Test Flight Plan Identification. A new order will be issued soon.

COOPERATION FOR SAFETY . . . In a new program of cooperation between FAA and the Air Force, agency ATC evaluation experts are flying on USAF facility check flights. The idea is to check the ATC service provided in busy terminal areas where there is a heavy mix of civilian and military traffic and thereby eliminate potential deficiencies--kind of like locking the stable door before the horse is stolen. During the first mission, flown in an Air Force C-140 Jetstar last month, the combined crew checked approach control facilities in the Norfolk, Va., area. Also to be inspected in the continuing joint program are military airports where USAF controllers provide approach control services to civil aircraft.

HONORED FOR SAFETY . . . Thirty-two U.S. Air Force Aero Clubs received the agency's Annual Flight Safety Award for completing a full year of flight operations in calendar year 1974 without a single aircraft accident or incident. The awards, consisting of engrossed plaques, were presented to clubs at: Norton AFB, Calif.; Scott, AFB, Ill.; and RAF Bentwaters, England for the fifth consecutive year; Ent AFB, Colo.; Chanute AFB, Ill.; and Little Rock AFB, Ark., for four consecutive years; and Duluth IAP, Minn., England AFB, La.; Hamilton AFB, Calif.; Lowry AFB, Colo.; Moody AFB, Ga.; Shaw AFB, S. C.; and USAF Academy, Colo., for three consecutive years. The award program was initiated in 1964 to promote operational safety through recognition of Air Force Flying Clubs achieving outstanding safety records.

COMPUTER RUNS NON-STOP WITHOUT MISSING A STEP . . . Proving itself to be as reliable as hoped for, the Cleveland enroute center's computer complex has run non-stop for 66 hours on six separate occasions with no major problems. The IBM computers, which power the center's flight data and alphanumeric radar systems, are undergoing weekly tests until November in which they are run non-stop from 6 a.m. Tuesday to midnight Thursday. These tests are the first steps towards running all enroute center computers 24 hours a day, every day, rather than the present 18 hours a day. At least one other center will be chosen for such tests this year and more will follow suit next year.

SAFETY PROGRAM LAUNCHED . . . The machines they work on are much more sophisticated than they were 30 years ago, and so are they. The greasy overalls they once wore have been replaced by white shop coats and the jobs they perform now require much more training and carry far more responsibility. We are referring to the men and women who maintain and repair the nation's aircraft fleet. The agency is once again preparing to recognize them for their role in the safety of flight in this country. For the 13th year the agency is seeking nominations of outstanding general aviation mechanics and air carrier mechanics for its annual Aviation Mechanic Safety Awards program. Separate awards will be given to each group of mechanics.

GS SALARIES WITH 5% INCREASE

	1	2	3	4	5	6	7	8	9	10
GS-1	\$5,559	\$5,744	\$5,929	\$6,114	\$6,299	\$6,484	\$6,669	\$6,854	\$7,039	\$7,224
2	6,296	6,506	6,716	6,926	7,136	7,346	7,556	7,766	7,976	8,186
3	7,102	7,339	7,576	7,813	8,050	8,287	8,524	8,761	8,998	9,235
4	7,976	8,242	8,508	8,774	9,040	9,306	9,572	9,838	10,104	10,370
5	8,925	9,223	9,521	9,819	10,117	10,415	10,713	11,011	11,309	11,607
6	9,946	10,278	10,610	10,942	11,274	11,606	11,938	12,270	12,602	12,934
7	11,046	11,414	11,782	12,150	12,518	12,886	13,254	13,622	13,990	14,358
8	12,222	12,629	13,036	13,443	13,850	14,257	14,664	15,071	15,478	15,885
9	13,482	13,921	14,380	14,829	15,278	15,727	16,176	16,625	17,074	17,523
10	14,824	15,318	15,812	16,306	16,800	17,294	17,788	18,282	18,776	19,270
11	16,255	16,797	17,339	17,881	18,423	18,965	19,507	20,049	20,591	21,133
12	19,386	20,032	20,678	21,324	21,970	22,616	23,262	23,908	24,554	25,200
13	22,906	23,670	24,434	25,198	25,962	26,726	27,490	28,254	29,018	29,782
14	26,861	27,756	28,651	29,546	30,441	31,336	32,231	33,126	34,021	34,916
15	31,309	32,353	33,397	34,441	35,485	36,529	37,573	38,617*	39,661*	40,705*
16	36,338	37,549	38,760*	39,971*	41,182*	42,393*	43,604*	44,815*	46,026*	
17	42,066*	43,469*	44,870*	46,272*	47,674*					
18	48,654*									

*Limited by law to \$37,800.

AFTER HOURS COLLEGE BEGINS HERE . . . The first classes in the Headquarter FAA After=Hours College Opportunity Program (FAACOP) will begin next week in the FAA building (FOB-10A). The course titles are: English Composition: Language as Communication; Introduction to Information Processing (a Management Science course); and General Psychology. These courses last one semester and will be given from 6 to 8:30 p.m.--English on Tuesdays, Info Processing on Wednesdays and Psychology on Thursdays. Registration and the first classes are: Sept. 30, English; Oct. 1, Info Processing; and Oct. 2, Psychology--report to room 535B for each. Any FAA Headquarters employee may register, even if he or she did not attend preliminary meetings about the program. Individual academic counseling will be given after classes are underway.

SECRETARIAL INSTITUTE . . . The Secretarial Institute Prototype will be conducted from September 29 through October 10. The Institute has been developed to provide an in-depth orientation to FAA and to the various procedures involved in clerical positions for newly hired clerical/secretarial employees. Clerical employees who have joined FAA since July 1975 are scheduled to attend the prototype. The Institute will be conducted on an as needed basis. In the future, clerical/secretarial employees who are currently employed may be scheduled for portions of the Institute for refresher training.

HELP WANTED . . . The FA Club is looking for part-time help to staff the store on the first floor of the FAA building from 11:30 to 3:30. Employees whose spouses, friends, relatives, etc. might be interested may contact Helen Larman, x63277, or Winnie Lee, x63542, for further information.

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HEADQUARTERS

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

TESTS AT JFK AND LOGAN AIRPORTS

WIND SHEAR STUDY UNDERWAY

As part of an expedited program to develop a capability to detect potentially hazardous wind shear conditions at airports, the agency has begun to collect data on low-level wind shear at New York's JFK Airport and at Boston's Logan Airport. To collect the data, currently-available acoustic radar equipment, which can detect and measure winds up to 1,000 feet, is used. Although this particular equipment is not designed to be used operationally, experience obtained from this program may lead to (continued on page 3)

AF BEATS THE CLOCK

The Airway Facilities team in the Eastern Region really got on the ball last week when an airplane damaged runway landing aids at JFK International Airport in New York. On takeoff, a DC-8 cargo plane mangled antennas of an instrument landing system and smashed part of an approach light system. Assembling at dawn shortly after the incident, members of the airport's Airway Facilities Sector and regional office's AF Division began round-the-clock work to repair the damage and put the landing aids back into service. At the same time, the team also had to replace parts on the airport surveillance radar which had become worn and were about to fail. By 1 a.m. the next morning, all repair work was finished and the hardware was prepared for flight inspection which took the rest of the day. In all, the facilities were restored to service after a marathon 37-hour effort. Congratulations go to the repair team and especially to Sector Manager Robert Goldman and AF Engineering Branch Chief Mel Watine.

5-39 September 29, 1975

COLEMAN'S POLICIES

In "A Statement of National Transportation Policy," Secretary Coleman said last week, "Responsible action is needed to reform and modernize the regulatory system in which surface, air and water transportation operate." He called for more price flexibility in air transportation and for a more equitable system of airport and airway user charges. In a program of Federal aid to airports, the Secretary said, emphasis should be on airports that serve national interests but are unable to finance their own full costs. In international aviation the Federal government "must review all forms of discrimination or unfair competitive practices to which U.S. air carriers are subjected and take action to eliminate them." Policies should also be adopted to enable American aircraft manufacturers to maintain their world preeminence, since that industry yields the second largest balance of payments benefits to the U.S.

ON COURSE, ON GLIDE SLOPE? . . . In order to alert pilots to potential danger during a landing approach, the agency has ordered that a system warning when the aircraft is below the ILS (instrument landing system) glide slope be installed on all large jet airplanes used by air carriers, air travel clubs and air taxi operators. The new units will work in conjunction with the Ground Proximity Warning System (GPWS) which will provide advance warning on four types of hazardous flying conditions, namely: excessive sink rate, excessive terrain closure rate, negative climb after takeoff and inadvertent proximity to the ground. The new alert system will sound a distinct alarm in the cockpit when a plane sinks below the glide slope. In most cases the system will be required by June 1, 1976.

FAA AVIATION NEWS ACCIDENT PREVENTION CONTEST . . . The annual agency-wide contest for safety cartoon suggestions has been announced by FAA AVIATION NEWS, the monthly safety magazine for general aviation pilots which supports the Accident Prevention Program. The cartoons, drawn by noted artist Robert Osborn, are used monthly on the back cover of the magazine and on safety posters which are distributed to airports and flying clubs throughout the country and abroad. Twelve \$25 cash awards and a credit line in the magazine will be given for the dozen best entries received. All FAA employees, including those retired, may submit as many entries as they wish. To enter the contest, describe in a paragraph or two a significant incident or accident affecting general aviation safety in your area--actual names are unnecessary. Summarize the lesson to be learned from the experience in one sentence, or with a two-line rhymed couplet (similar to those used regularly with the published cartoons). All entries should be postmarked by Oct. 31. Mail to FAA AVIATION NEWS, AFS-807. Be sure to include your full name, address and phone number with your entry.

RADIO FREQUENCY MANAGEMENT CONFERENCE . . . Frequency Management engineers from all FAA regions except Europe will confer with their Washington counterparts, October 6-8. The purpose of the conference is to exchange technical information and ideas on future plans concerning radio frequency use for air/ground communications, nav aids and radars. Particular emphasis will be placed on FAA's implementation of 50 kHz channeling in Nav aids and 25 kHz channel spacing in air/ground communications. Like All-Pro wide receivers, Frequency Managers get the job done without interference--without radio interference.

FAA GUARANTEES \$\$\$ FOR JETS . . . The agency has guaranteed 90 percent of a \$15.4 million loan to Alaska Airlines for the purchase of six Boeing 727-100 jets and three spare engines. Five of the 93-passenger, three-engine jets will be purchased from Pan American World Airways. The sixth 727 to be purchased is already being operated by Alaska Airlines under a leasing agreement with Jetair Domestic Leasing. The FAA guarantee was issued under the Aircraft Loan Guarantee Act which authorizes the agency to make such guarantees when local service airlines and small certificated carriers are unable to get conventional loans at reasonable interest rates.

WIND SHEAR STUDY (continued from page 1) . . . the design of automatic wind shear detectors for operational use. The program is part of a broader investigation of both ground-based and airborne detection devices. Modification and installation of the units at JFK and Logan were carried out for the agency by DOT's Transportation Systems Center in Cambridge, Mass. A similar device with greater altitude capability is currently under development by the National Oceanic and Atmospheric Administration (NOAA) and is expected to be tested at Dulles Airport early next year. Wind shear occurs when winds of significantly different speed and direction converge. Such unexpected changes can be especially hazardous to aircraft operating at low altitudes while approaching or departing an airport.

NATIONWIDE FSS UNIT ELECTION NEARS . . . Ballots will be mailed from Washington on October 1 to the home addresses of eligible FSS and IFSS employees, who will be given the choice of either of two unions on the ballot (NAATS or NAGE) or "neither." To be counted, ballots must be received at the Arlington, Va., Post Office by 8:30 a.m. on October 22, in accordance with instructions sent with each ballot. All non-supervisory specialists in the GS-2152 series at flight service stations are encouraged to vote--except at the Deming, N.M., FSS where voting is precluded by an existing labor agreement with a different union, and at the Balboa, Canal Zone, FSS where the Federal labor-management program is not in effect. Remember, the election is decided by the majority of those who vote!

KEEPING THEM HIGH AND SAFE . . . The first of the Minimum Safe Altitude Warning (MSAW) Systems for the automated radar terminal system (ARTS III) should be ready for testing at NAFEC by December. The MSAW, devised by UNIVAC, enables controllers to alert pilots when they are at or about to descent to a potentially dangerously low altitude. The computer-based system also warns controllers when an appropriately equipped plane sinks below the instrument landing system glide slope while on approach for a landing. In both cases a blinking "Low ALT" appears on the radar scope and an aural signal is triggered. A prototype of this ARTS III add-on system already has been tested at NAFEC and at Denver's Stapleton Airport, and the findings incorporated in the production model. Target date for the completion of MSAW installation at all ARTS III operational sites is November 1976.

COMPUTER TALK ACROSS THE SEA . . . The first direct communication from computer to computer between domestic and non-domestic enroute centers went into operation between Oakland and Honolulu last month. Flight data on westbound flights is relayed to Honolulu through the INTELSAT satellite. Within a few months data also will be sent automatically in the other direction for eastbound flights. The same communications capability is planned for these other pairs of centers: Oakland and Anchorage; New York and San Juan; and Miami and San Juan.

MORE NOISE HEARINGS . . . The agency has scheduled additional public hearings in eight cities during October to obtain public comment on the development of a national airport noise policy. The eight cities scheduled, with time and location to be announced locally, are: Cleveland, Ohio, Oct. 7; Chicago, Ill., Oct. 8; Atlanta, Ga., Oct. 16; Louisville, Ky., Oct. 17; Boston, Mass., Nov. 13 and 14; Windsor Locks, Conn., Oct. 22, Minneapolis, Minn., Oct 29 and 30, and Fargo, N.Dakota, Oct. 28.

TRANSPORT BUILDING EMPLOYEES are invited to participate in a workshop on writing a better SF-171. The workshop is sponsored by the Federal Women's Program Coordinator of the National Transportation Safety Board, Dina Clayborn, and will be led by the FWP Coordinator of FAA, Louisa Stimpert. Coordinators of all the Federal agencies represented at the Transport Building also have been invited to attend the half-hour workshop, scheduled for 1 p.m., room 3317, Tuesday, October 7. Relevant literature will be available at the meeting.

NATIONAL EMPLOY THE HANDICAPPED WEEK . . . This special week has been designated this year as October 5 through 11. To help focus attention on this important personnel program, the Office of Personnel and Training is showing a film, "A Fighting Chance," which effectively mirrors some of the common misunderstandings and problems currently faced by the severely disabled. The film will be shown in the Midday Matinee at 12 noon on both Tuesday, October 7, and Thursday, October 9, in the FAA auditorium.

REPORT ON THE STATUS OF FAA WOMEN . . . Preparation for the Bicentennial Report on the status of FAA women is already underway in the Office of Civil Rights, and the material gathered for the report will be released as each segment is finished. Ad hoc task forces are being formed on the various topics that will comprise the report. Interested personnel, both men and women, are invited to meet in the Civil Rights conference room, 1030D, in FOB-10A, each Wednesday at 1 p.m. on the following topics scheduled for October: Improving the Status of Secretaries, October 8; Career Parents with Children, October 15; Educational Levels of Women Compared to Men, October 22; Women in the FAA Management Pipeline, October 29. Chairpersons of the task forces will be appointed after each meeting to work with the Office of Civil Rights on the subject discussed. Further topics will be announced at a later date. Employees are invited to send comments and suggestions to Louisa Stimpert, ACR-3.

COPIES, COPIES AND MORE COPIES . . . The amount of FAA copying, both in the field and Washington Headquarters, continues to increase at a phenomenal rate. Copying increased from 37 million pages in FY 1971 to 62 million during FY 1975, an increase of over 67 percent. This increase alone would fill 1,250 five-drawer file cabinets. During the past year, close to 13 million pages were copied in Washington Headquarters at an estimated cost of over \$350,000. To combat the excessive and sometimes unauthorized use of copying equipment and to provide the Department with better data for billing procedures, plans are being made to install master control and storage counters on all copying machines in the centralized copy centers of the Nassif, FOB-10A and Trans Point buildings. Each operating administration will be provided with a sufficient number of portable devices to permit authorized employees to activate the copying machine and record the number of copies being made. Executive/Administrative Officers of each FAA office and service have been advised of this plan which is scheduled for implementation on December 1. More information will be forthcoming on the plan and on demonstrations of the proper use of the devices.



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ATIS-220

75-40 October 6, 1975

IF IT'LL IGNITE, IT'S BANNED

AGENCY CITES SUITCASE PERILS

Hazardous materials on aircraft can be a problem for the agency because everyday air travelers may carry these materials in their checked or carry-on luggage without realizing the potential danger and without knowing they can be fined for doing so. Take butane lighter fuel, for example. It is a compressed gas and every compressed gas, whether flammable or non-flammable, is banned. Also banned are any flammable liquids or solids other than a small quantity of lighter fluid. And the same goes for any corrosive chemicals. Some of these materials can even start a fire spontaneously. A fire aboard an aircraft is a deadly serious matter and flammable materials can turn a minor one into a major one. Other hazardous materials or items illegally packed in passengers' luggage include: mace guns, gun powder used for the home-loading of ammunition, model airplane glue, fire crackers and fireworks, liquid drain cleaners, automotive signal flares and radioactive materials. Other items which can be hazardous when packed in a suitcase include book matches which might rub together and ignite during a flight.

AND THE RAINS CAME

VFR fliers virtually disappeared from the sky in the Eastern Region two weeks ago as tropical storm Eloise hovered over the area for five days and nights. Characterized by low ceilings and thick, black clouds, the storm flooded the area with record amounts of rain. At Harrisburg, Pa., the Susquehanna River and its tributaries overran their banks, making an island out of Capital City Airport. Although some FAAers stood 16-hour (Continued on bottom of page 3)

AGELESS

Under new civil service regulations, discrimination based on age is now included in the grounds for appealing an adverse action--such as firing or suspension. Previously, discrimination because of age could be claimed for a variety of other reasons--such as non-promotion, unsatisfactory working conditions, lack of training opportunities, etc.--but not for adverse actions. In all cases, to be able to claim discrimination because of age, the employee must be from age 40 to 65.

PAYOFF

The House sealed the fate of the Federal pay raise last week, voting to approve a 5 percent increase favored by the President, rather than the 8.66 percent proposed by a government panel. A 5 percent raise, effective this month, is now a certainty since the Senate has also approved it.

'MARY JANE' NOT ON THE PASSENGER LIST . . . In a recent U.S. Customs Service letter, FAA cooperation was cited as an essential factor in apprehending many drug smugglers using aircraft. This includes nine instances in which over 1,000 pounds of marijuana were seized. Praised by Customs were the services of FAA air traffic control facilities as well as assistance by the Civil Aviation Security Service and data processing offices. Flying marijuana is not only against the law but also very dangerous, according to an article in the summer issue of Drug Enforcement, published by the Drug Enforcement Administration of the Department of Justice. According to the article, more than 50 drug smuggling aircraft crashed in the first five months of the year--not all in the U.S., but all bound for the U.S. This averages out to one planeload of "pot" down every three days. Lack of pilot proficiency, poor maintenance and flying under hazardous conditions are cited as causes for the high incidence of crashes. But many loads still get through. According to DEA, as many as 150 planeloads of marijuana enter the U.S. every day.

OPERATIONS REVIEW CONFERENCE COMING UP . . . In order to consider proposals for revising and updating FAA regulations governing aircraft operations, the agency will hold its first Biennial Operations Review Conference December 1-5 in Arlington, Va. The conference is expected to bring together hundreds of persons representing government, manufacturers, operators, pilots, consumer and environmental groups and others. In general, the conference is aimed at updating existing regulations governing aircraft maintenance, airman certification and operation of air carriers, air travel clubs, commercial operators, pilot and mechanic schools and other certificated air agencies.

THREE WAYS TO REDUCE NOISE . . . The agency has scheduled a public hearing for November 5 in Washington on three aircraft noise abatement proposals submitted to FAA by the Environmental Protection Agency. The proposals include: (1) Reduced flap setting for approach by turbojet aircraft. EPA states that an approach made with less than full landing flaps produces less noise than a full flap approach since there is less airframe drag and, thus, less power required. (2) Visual two-segment approach for turbojet aircraft. This proposal calls for the use of a two-segment approach with glide angles of six and three degrees during specially-defined visual weather conditions. Noise reduction would result from the increased altitude and lower power setting for aircraft making steeper approaches. This procedure would not require additional airborne equipment. (3) Two-segment ILS approach for turbojet aircraft. If adopted, this would supersede the two-segment visual approach since it would be done under all weather conditions. This procedure would require the installation of glide slope computer equipment in all affected aircraft.

ORDERED CANCELLED . . . The Logistics Service has cancelled obsolete order 4405.11, Acquisition of Petroleum and Petroleum Products. This cancellation will appear in the cancelled section of the next Directives Checklist.

CONTROLLERS GET SINGLE HANDBOOK . . . A new air traffic controller handbook, combining two previously separate volumes of terminal and enroute information, becomes effective on January 1 next year. The consolidation saves a huge amount of paper--estimated at 10 million sheets over a two-year period--and eliminates about 300 paragraphs of duplicate information on center and terminal ATC procedures. Comments from hundreds of ATC facilities and regional Air Traffic Divisions were considered, and where appropriate, included in the new handbook. The volume, Air Traffic Control Handbook, 7110.65, includes a cross-reference index that matches paragraph numbers from the old handbooks with numbers in the new book.

CONGRESS CONSIDERS "FLEXITIME" . . . Hearings on several bills that would permit Federal employees to work on so-called "Flexitime" are winding up in a House subcommittee this week. Among the proposals is a bill sponsored by the Civil Service Commission that would allow Federal agencies to experiment with flexible hours for its employees without shortening the 40-hour workweek. For example, an employee could work 9 hours one day, 7 the next, etc., as long as the week's total is 40. The bill also would permit tests of a 4-day, 40-hour week without forcing such a schedule on employees for whom it would be inconvenient. In addition, the bill does not require agencies to participate and allows agencies to designate groups of employees for whom Flexitime would be appropriate. Legislative consideration of the issue will continue in the weeks ahead.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL-2 years: PC-20/75 Technical Officer, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. PC-22/75 Technical Officer, Regional Planning, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. PC-21/75 Editorial Officer-French, P-2, Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum. PARIS=PC-23/75 Deputy Representative, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. DAKAR=3 years: PC-24/75 Technical Officer, MET, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 for PC-20/75 ASAP and for PC-21 through PC-23/75 due 10/31/75. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

RAINS CAME (Continued from page 1) . . . watches, both the flight service station and the airport traffic control tower continued normal operations during the emergency. But home life did not remain normal for all. Flood waters smashed in two sides of a controller's house, and in another location waters rose over the roof of an FSS specialist's home.

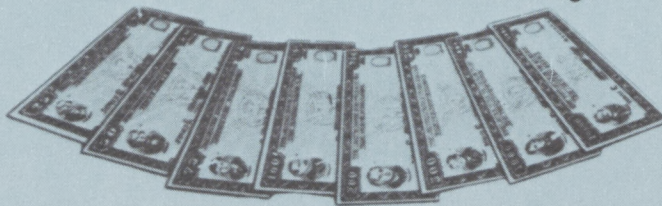
CONTINUED EMPHASIS . . . The special emphasis recruitment program initiated by Acting Administrator Dow on May 27 has been extended through November 30. This program is intended for positive efforts to identify and increase high potential, high quality minority and women employees in FAA headquarters. Dow said that "significant process has been reported," but he added that "more data and follow up are needed to ensure success of these programs." Dow also extended the requirement that the offices and services report their progress to him on a monthly basis.

NEW MARYLAND INCOME TAX WITHHOLDING RATES . . . FAA salary checks received by Maryland residents starting with the October 22 pay day will reflect new withholding rates adopted by that State. The new rates will substantially increase the amount of tax being withheld. Because of this, most FAA employees residing in Maryland will no longer need additional withholdings. Therefore, these employees may wish to consider canceling their request for additional withholding by submitting a new FAA Form 2730-5 to the Payroll Branch, AAA-240, as soon as possible. FAA Form 2730-5 is available in the FOB-10A GSA Retail Store or from AAA-240.

WARNING--PERSONAL ITEMS BEING STOLEN . . . Several thefts of personal items have been reported recently. Such unlikely items as framed family pictures, a personalized plaque, plants and other personal memorabilia are among the missing. We can't ask that you lock up all these items, but for your own sake, if you don't want them stolen, either take them home or, if possible, lock them up.

STAPLES AND PAPER CLIPS MAKE BAD COPY . . . In recent weeks, great difficulty has been experienced throughout the Department with staples and paper clips in the copy machine centers. The indiscriminate disposal of these items within the work areas has been the cause of a number of problems such as short circuiting the electrical systems of the copiers and damage to the drums of the machines that are critical to copy quality. Staples and paper clips should be removed at the designated area within each copy center or within your office prior to going to the center.

All in the family.



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PAR

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

AIS-220

TEN ITEMS LISTED

75-41 Oct. 14, 1975

AGENCY NAMES TOP PRIORITIES

Acting Administrator Dow has identified ten high priority FAA programs. These programs will be assigned completion dates, and specific FAA offices have been made accountable for their accomplishment. The ten programs require priority consideration in order to focus attention on them and produce results. They are included in FAA's broader, continuous efforts which do not have specific completion dates--such as research and development, system capacity, environmental protection and aviation safety. Shown below, the ten programs are not ranked in terms of importance relative to each other--all are equally important.

SILVER LINING

The U.S. Customs Service has praised FAA's Office of Investigations and Security, not the Civil Aviation Security Service as reported in last week's INTERCOM, for help in catching airborne drug smugglers. But we think CS is doing a good job as indicated by the stories on airport security on page 2.

<u>Priority Program/Project</u>	<u>Action Office</u>	<u>Priority Program/Project</u>	<u>Action Office</u>
DOT Secretary's Task Force Report (19 Safety Recommendations)	AAD	Automation	
FSS Modernization	AED	Minimum Safe Altitude Warning	ATF
Concorde	APD	Conflict Alert	AED
New York Common IFR Room (new)	ATF	Flow Control	AED
Retrofit (engine noise reduction)	APD	Metering and Spacing	AED
National Noise Policy	APD	Toxicity (Fire/smoke) Post Crash Survivability	AFS
Wind Shear	AED	Collision Avoidance System	AED

LOST AND LOW ON FUEL

Lost, "in the soup" and low on fuel--that's what the pilot told Anchorage FSS specialist Truman L. Glisson, who was working the in-flight position. By instructing the pilot on how to use his VOR radio navigation equipment, Glisson got the plane headed in the right direction. Specialists Kenneth Gevock and Cary Petersen then helped fix the plane's exact position as the disoriented pilot was vectored to Beluga Airport. Although his engine was already running rough because of fuel starvation, the pilot landed safely. And a routine landing it was: the rescue helicopter, alerted by the specialists, was not needed nor was the help of controllers at Elmendorf Air Force Base nor the help of controllers at the Anchorage enroute center. But they were all standing by, ready and waiting, if they had been needed. During September, 176 flight assists were reported--82 by flight service stations, 61 by towers and 33 by centers. There were a total of 285 people reported on board the aircraft involved. The primary causes for the assists included 106 lost pilots, 25 low on fuel, 30 involved in weather and 38 with some type of equipment malfunction.

LOTS OF GUNS BUT NO SUCCESSFUL HIJACKS . . . The number of firearms and other dangerous articles detected at airport passenger screening stations doubled in the first six months of 1975, compared with the preceeding six months, the agency announced last week in its second semiannual report to Congress on the passenger screening program. There were five attempts to hijack U.S. airliners during the first half of the year and none were successful. This compares with one such attempt in the last half of last year and three unsuccessful attempts in all of 1974. In the same six-month period, there were seven hijacking attempts against foreign airliners, two of which were successful. The last successful hijacking of a U.S. airliner was on Nov. 10, 1972. The agency attributed the increased rate of weapons detection to the continued efforts by the airlines to improve their passenger screening procedures and to an increase in the use of X-ray machines to screen carry-on luggage.

NEW SECURITY RULES FOR FOREIGN CARRIERS . . . New regulations requiring foreign air carriers operating in the U.S. to use passenger screening procedures similar to those required for U.S. airlines went into effect on Oct. 10. The regulations are intended to safeguard the lives of U.S. citizens flying on the foreign carriers, and they apply to all foreign carrier flights to, from, and within the U.S. They specify that carriers must use weapon detection procedures to screen passengers and their carry-on luggage before boarding. The carriers also will be required to prevent unauthorized access to their aircraft and to establish security procedures for the loading of cargo and checked luggage. Also required will be procedures for the handling of bomb and hijacking threats.

FAA WORLD, OCTOBER: HALLOWEEN MAY BE SPOOKY, but "The Devil's Triangle" isn't, according to our cover story . . . AWANS is the "Dawn of FSS Automation"; we record the beginning of the one-year test . . . "No Sunsets for the ex-GADO Chief" is about one man's busy golden years . . . The agency wants everyone to "Be a Mechanics Booster" for the annual awards program . . . "How Times Have Changed!"--flight regs circa 1920 . . . A picture page on the "World of Wings" at EAA . . . Technicians are "Taking a Transponder's Pulse" right on the ramp with a computerized analyzer . . . There's also Small World, Federal Notebook, Direct Line, Faces and Places and Heads Up.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP). Duration of assignment: one year with prospects of extension thereafter. Salary - Level 5, Step I, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Jeddah, Saudi Arabia: TA=75/130, Airworthiness Expert. Eastern Mediterranean and Middle East Region, Headquarters, Beirut, Lebanon: TA=75/136, Airworthiness Expert. Applications due in AIA-29 ASAP. Additional information about duties, qualifications, salary and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

HEADQUARTERS PERSONNEL NOTES

PRIVACY ACT

On September 27, 1975, the Privacy Act of 1974 became fully effective. The Act provides specific safeguards for individuals against unwarranted invasions of privacy by requiring all Federal agencies to adhere to certain standards for collecting, maintaining, using or disseminating information of a personal nature about individuals. The Office of Management Systems has been designated as Coordinator of the Privacy Act in the FAA. In conjunction with the Training Branch, (APT-130), Management Systems is showing a videotape concerning the Act to all FAA Washington Headquarters and local European Region employees. If you have not yet seen this tape, contact Jack Veregge, x68602, concerning showings. (Employees in outlying locations will be contacted by their organizations' Privacy Act Coordinators.) Individuals desiring further information concerning the impact of the Privacy Act on personnel records should contact the Employment Branch, APT-150.

MANAGEMENT TRAINING OPPORTUNITY SELECTIONS

Selections for the Management Training Opportunities Program (MTO) were announced recently. MTO is an experiment to provide improved training opportunities to mid-level employees. The selectees are: John Fabry, AEQ-210; Nicholas Falvai, AAT-370; Frieda Johnson, AAF-250; Jane Miller, AOA-6; Lillie Morant, AEM-12; Mary Jo Oliver, AGA-300; Ann Peavey, AMS-620; Jonathan Tom, AVP-120; Ann Tucker, AMS-510; Jimmy Watkins, ARD-212. They will attend local courses in management sciences and public and business administration.

FAACOP ENROLLMENT LOW

Due to unexpectedly low enrollment in this fall's Federal Aviation After Hours College Opportunity Program (FAACOP), continuance of the program in FAA Washington headquarters is uncertain. If you are planning to attend a FAACOP course in the winter quarter, contact Sid Robinson of the FAACOP Steering Committee, x68970.

OPEN SEASON: NOVEMBER 15-30

From November 15 to 30 an annual "open season" will be held under the Federal Employees Health Benefits Program. During this period any eligible employee not currently registered may enroll in a health insurance plan, and enrolled employees may change from one plan or option to another, or from self-only to self and family, or a combination of both. Employees who do not wish to make a change in their

(Continued on page 4)

(Continued from page 3)

current enrollment need take no action during the open season. Open season literature will be distributed to all employees of FAA Washington Headquarters and EU Region prior to November 15, including an open season instruction pamphlet, a list of biweekly premium rates for all plans, and brochures for the Government-wide plans, plus any group or individual-practice plans serving the area in which the employee is located. New enrollments or changes in coverage must be made on Standard Form 2809 which can be obtained from your administrative officer or the display rack in Room 512. For further information contact Nancy Turner or Marty Schrecengost, x68916.

SECRETARIAL INSTITUTE LAUNCHED

The prototype session of the FAA Washington Headquarters Secretarial Institute was held September 29 through October 10. Current plans are to hold regular sessions of the Institute after a thorough evaluation of the prototype session. Institute trainees are instructed in FAA correspondence procedures; FAA filing practices; preparation of forms and telegrams; time and attendance cards; directives, travel orders and vouchers; telephone dynamics; interpersonal relations; communications, including effective listening; office management and proofreading; typewriter maintenance and typing tips; English usage; mail management; FAA and its organizational functions. Employees can attend training in one, some or all of these topics depending on need, as determined by their offices and services.

AN ENLIGHTENING HINT

As you may have noticed, restricted hallway lighting conditions make the mid-hallway Merit Promotion bulletin boards on floors 5, 6, 7, and 9 in FOB-10A difficult to read. However, it is permissible to turn on the conference room entry area lights to make reading easier. The switch for these lights is located on the wall next to each "A" conference room.

NEW CLASSIFICATION BRANCH CHIEF

Roena Markley was recently selected as Chief of the Classification Branch. She replaces Dick Buckley who retired after 31 years of government service.

FA CLUB PARKING LOT

The FA Club parking lot near the HUD building is coming under new management. Parking permits will be valid up to October 31, and October payment should be made as usual. Before the end of this month, new procedures and policy will be announced by the new managers, Parking Management, Inc. Rates are not expected to change in the near future.



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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75-42 Oct. 20, 1975

4 FOR VALOR, 9 FOR MERIT

FAAers HONORED AT DOT AWARDS

Thirteen FAA employees will be honored this Friday at the Eighth Annual DOT Awards Ceremony along with 32 other employees from other DOT elements. Four of six Secretary's Awards for Valor go to FAA employees: Joseph K. Fordham, a controller at the Norfolk, Va., tower who, with the help of his son, rescued an injured pilot whose plane crashed in the Great Dismal Swamp; Everett J. Sinon, Jr., team supervisor at the Baltimore tower, who rescued two of his neighbor's children from their burning house; Charles D. MacDonald, controller at the Boston Center, who rescued a boy from an icy pond; Donald W. Kidder, a developmental controller at the Minneapolis Center, who rescued two children whose boat capsized in a lake during a thunderstorm. Receiving the Secretary's Award for Meritorious Achievement are FAAers: Raymond G. Belanger, Director, Air Traffic Service; Russell J. Frick, Chief, ATC Automation Division, Air Traffic Service; Oscar Shienbrood, Special Assistant to the Chief Counsel; Neal A. Blake, Deputy Director, Office of Systems Engineering Management; Malcolm Johnson, General Supply Specialist, Policy and Plans Division, Logistics Service; Thomas F. Lynch, Chief, Logistics Division, Eastern Region, Bernice M. Deutrich, Chief, Systems Staff, Office of Budget; William E. Crosby, Deputy Regional Director, New England Region; and Frederick A. Meister, Acting Associate Administrator for Policy Development and Review. The awards ceremony will take place at the Departmental Auditorium, Constitution Ave., between 12th and 14th Streets, beginning at 10:30 a.m. Shuttle buses to the ceremony will be available from FOB-10A, and the Nassif and Trans Point buildings.

SUPREME COURT SAYS NO TO SUIT

The suit, filed three years ago by the National Treasury Employees Union to make Federal employees' contributions to the Civil Service retirement fund tax-free until after retirement, is dead. Last week the Supreme Court refused to hear the case. So that's that. Federal employees will continue to pay income taxes on money withheld for retirement as before.

ONE HOUR EXTRA

Nearly all of the U.S. will revert to standard time from daylight savings time at 2 a.m., Oct. 26--except those few parts that stayed in standard time. Clocks should be set back one hour before retiring Saturday night. Employees working at the time of the changeover will receive night differential and overtime pay for working the extra hour. The pay of those on leave or using compensatory time will be unaffected.

MANAGEMENT TRAINING SCHOOL GETS GOOD GRADES . . . They like the campus and facilities, if not the location of the school, and generally they feel that the training offered there has helped make them better supervisors and managers. And their bosses and employees agree. They are the 616 supervisors and 128 managers, representing about 10 percent of the graduates of FAA's Management Training School at Lawton, Okla., as of July 1973, who participated in a survey last year to evaluate the effectiveness of the MTS program. The survey team visited a total of 254 field offices and facilities, five regional offices, NAFEC, the Aeronautical Center and FAA Headquarters to question the graduates and their colleagues. The results are contained in a report, "An Evaluation of the Effectiveness of the FAA Management Training School," recently issued by the Office of Aviation Medicine. Most of those interviewed felt the program had been useful in helping them meet the supervisory/managerial demands of their jobs. They, their supervisors and their employees agreed the training has produced positive on-the-job results.

PLANNING GRANT PROGRAM RESULTS . . . Since the inception of its Planning Grant Program in 1971, the agency has approved 1,058 grants, totalling nearly \$40 million for airport master plans and system plans. The grants were awarded to airport sponsors or state, regional or local planning organizations to help them identify current and future air transportation needs. FAA approved a total of 949 grants to initiate or continue development of airport master plans at 907 locations. Of the 949 total, 281 were for airports serving airlines certificated by CAB and 623 were for airports serving only general aviation or non-airline aircraft. The 45 remaining grants went to designated "reliever" airports which siphon light aircraft away from larger commercial airports. In addition to the master plan studies, FAA approved 109 grants to initiate or continue development of system plans at the state, regional or metropolitan area levels. At the present time, virtually all the funds that have been appropriated by Congress for this program, which was established by the Airport and Airway Development Act of 1970, have been obligated. Continuance of a planning program depends on new legislation.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal = 2 years, PC-25/75, Language Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Language Requirement = Spanish must be applicant's mother tongue, or the language used for education. Demonstrated ability to revise and write Spanish translations, with a thorough knowledge of syntax and stylistics, is essential. A profound knowledge of English is essential. 3 years, PC-26/75, Assistant Budget Officer, P-2, Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum. Applications due in AIA-29 by 11/28/75. Bangkok - 3 years, PC-27/75, Technical Officer, COM, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by 12/21/75. Additional information about duties, qualifications, salary and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

DON'T LOSE ANNUAL LEAVE . . . All annual leave which is subject to forfeiture must be scheduled and approved in writing not later than close of business, November 22, 1975. The Civil Service Commission requires that all annual leave be scheduled and approved in writing before the beginning of the third biweekly pay period prior to the end of the leave year. For the current leave year the final date for the scheduling and written approval of annual leave is November 22, 1975. Employees should request annual leave before that date. Management should encourage such employee requests. If an employee does not request annual leave, management should schedule and approve annual leave for the employee. If an employee chooses not to request or to use annual leave to avoid forfeiture, he cannot have the forfeited annual leave restored for later use.

NEW ARTS FOR OLD . . . Brand new Automated Radar Terminal System (ARTS III) displays are installed and the system is being tested at the new Atlanta tower which is scheduled to be commissioned June 6, 1976. It was at the Atlanta tower that the prototype for the automated system was tested and commissioned in 1965. The new computer-based equipment was shipped to Atlanta last month, and, according to a local spokesman, 13 of the 14 displays are in place and "look just great." He said the system will be tested by using tapes developed at NAFEC and that from this facility controllers will be capable of handling traffic for a second major airport in the area. The new, eight-sided tower cab sits on four 10-foot-square columns. Although the base building is regionally designed, the tower and cab were built from a standard design for high-activity airports. Similar towers with standard base buildings are scheduled to be built at Philadelphia; Charlestown; S. C.; Charlotte, N.C.; and Colorado Springs.

NIGHT CRASH SIMULATED . . . The first full scale exercise of a night emergency plan to be held at a certificated airport was conducted last Thursday at Los Angeles International Airport. A simulated accident, an air carrier veering off Runway 25L, triggered the exercise. The community, eight hospitals and the UCLA Medical School participated in the life-like exercise. A full report on the outcome is being developed by airport certification specialists in the Western Region who also helped set up the simulated emergency.

AIRCRAFT SEPARATION STRETCHED . . . New procedures requiring air traffic controllers to provide an extra mile of separation between small aircraft landing behind large and heavy aircraft because of the possible effects of wake turbulence were announced last week. The new procedures, effective November 1, 1975, will require a 6-mile separation for small aircraft landing behind heavy aircraft and a 4-mile separation for small aircraft landing behind large aircraft. The separation is required at the time the first aircraft is over the end of the runway. The agency is taking this safety action because of findings of recent studies including those done by FAA at the Department of Transportation's Transportation Systems Center in Cambridge, Mass., and one completed recently by Mitre Corp.

COST OF AIRLINE TICKET CANCELLATIONS RISING . . . The Travel and Imprest Fund Section, TAD-444.2, in Building FOB-10A reports that fully one-third of the airline tickets purchased are returned unused for cancellation because of changes in travel plans. This adds significantly to the cost because many of the tickets already have been paid for and must be returned to the airlines for refunds. Travelers are urged to firm up travel plans before ordering tickets because this will not only reduce operating costs but will help improve the service to everyone.

20 YEARS OF ATCA . . . Celebrating its 20th anniversary, the Air Traffic Control Association is meeting next week in nearby Virginia to discuss "The Next 20 Years" of aviation and air traffic control. Several top FAA officials will participate in the panel discussions, including Ray Belanger, Director of the Air Traffic Service, who will moderate session #1 on controller productivity, Oct. 29; Frederick Meister, Acting Associate Administrator for Policy Development and Review, who will participate in session #2 on policy and legislation, Oct. 29; and William Flener, Associate Administrator for Air Traffic and Airway Facilities, who will moderate session #4 on technical direction in the second decade, Oct. 30. Acting Administrator Dow will speak at the awards banquet Thursday evening, and Secretary Coleman will deliver a luncheon speech Wednesday. The meetings will be held at the Quality Inn on route 1 in Pentagon City.

MIDDAY MATINEE VISITS OSHKOSH . . . You don't have to be an experimental aircraft buff to enjoy "Dream of the Eagle," the 25-minute film featured in next week's Midday Matinee. Tuesday, October 28 and Wednesday, October 29. In addition to colorful film coverage of last year's annual fly-in convention of the Experimental Aircraft Association, the film examines the dreams and achievements of EAA president Paul Poberezny, a recipient of FAA's Award for Extraordinary Service, the agency's highest award for non-employees. Show dates and times are Tuesday, Oct. 28, and Wednesday, Oct. 29, at 12 noon and 12:30 each day.

FA CLUB ACTIVITIES . . . The Federal Aviation Club is seeking nominations for its November election for the following officers: President, Treasurer, Directors of Public Relations, Travel, Education and Social Activities. Nominations should be submitted to Al Simeone, AAT-510 or Pat Myers, AIS-10, by Oct. 24. By the way, now is the time to make plans and book a baby sitter so you can attend the FA Club's big dinner-dance scheduled for Saturday, November 15, at Andrews Air Force Base. Roast prime rib or beef is the dinner entree; later, the music will be swinging for the dance. All details will be forthcoming in a flyer to be distributed shortly.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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GLOSSARY ACTION

Work on an FAA glossary of air traffic control terms is moving ahead with the compilation of more than 50 comments-- some of them highly detailed--received from aviation groups and various FAA offices on a draft version. FAA officials hope to print the glossary at the end of this year, although a firm date had not been set for publication. The glossary will be distributed to pilots and air traffic controllers to enhance common understanding of ATC terms and avoid potential misunderstandings. The glossary will contain two parts. The first will be terms used in communications between pilots and controllers; the second will consist of terms required for an understanding of the U.S. ATC system.

AIR FORCE SECRETARY

NEW ADMINISTRATOR NOMINATED

President Ford last week nominated Air Force Secretary John L. McLucas to be the new FAA Administrator. McLucas, when confirmed by the Senate, will succeed Alexander P. Butterfield who resigned last March. McLucas became Secretary of the Air Force in July 1973 after serving in an acting capacity for two months. Before that he had been Under Secretary for four years. Prior to becoming a top level Air Force official, he was president of MITRE Corp., a system engineering and planning contractor. McLucas received a doctorate in physics from Pennsylvania State University in 1950. He is author of numerous scientific articles and holds 10 U.S. patents. He holds the Department of Defense Medal for Distinguished Public Service with a bronze palm and the Air Force Exceptional Service Award.

SECTOR OF THE YEAR AWARDS

Wichita, Kansas and Los Angeles Center Airway Facilities sectors have been named Sector of the Year in their categories for outstanding performance during FY 1975. National winners in the Airway Facilities sector of the year competition are selected in two categories. Wichita won the top spot in the general NAS sector category and Los Angeles in the ARTCC sector category. The Director or Deputy Director of the Airway Facilities Service will present national award plaques to the winning sectors at ceremonies in their respective regions in November. Each employee of the winning sectors also will receive a personal certificate of accomplishment. Sectors in both categories were rated on facility performance, sector and personnel management, and manpower/workload factors.

HEALTH INSURANCE RATES GOING UP . . . Because of increases in the cost of health care, premiums for most Federal Employees Health Benefit plans will be significantly higher in 1976 than they were in 1975. But how much rates will go up is not yet certain. Two sets of rates were announced by the Civil Service Commission last week. The first set will go into effect if Congress does not amend legislation that requires health programs to pay some Medicare charges. If Congress does repeal this legislation, the second set of rates will go into effect and increases in premiums--about 35 percent--will be somewhat less substantial. Because of the uncertainty of rate changes, CSC has extended the Open Season for enrolling or changing plans or options to December 31 from the original November 15-30 period. If FEHB programs continue to assume some Medicare charges, Blue Cross-Blue Shield and Aetna rates will be as follows:

	1975 Biweekly Premium	1976 Biweekly Premium Rates			
		Total Premium	Gov't Pays	Emp. Pays	Emp. Pays Add'l
Blue Cross-Blue Shield					
High Self	13.04	20.01	9.86	10.15	4.75
High Family	31.81	47.46	24.40	23.06	10.18
Low Self	4.08	4.48	3.36	1.12	0.10
Low Family	9.99	13.00	9.75	3.25	0.75
Aetna Life Insurance Co.					
High Self	11.52	18.06	9.86	8.20	4.32
High Family	28.70	43.08	24.40	18.68	8.91
Low Self	6.35	11.10	8.33	2.77	1.18
Low Family	15.74	27.48	20.61	6.87	2.94

If Medicare payments are dropped, rates will be:

Blue Cross-Blue Shield					
High Self	13.04	18.19	9.42	8.77	3.37
High Family	31.81	43.14	23.13	20.01	7.13
Low Self	4.08	4.08	3.06	1.02	0.00
Low Family	9.99	11.81	8.86	2.95	0.45
Aetna Life Insurance Co.					
High Self	11.52	16.13	9.42	6.71	2.83
High Family	28.70	38.46	23.13	15.33	5.56
Low Self	6.35	8.58	6.44	2.14	0.55
Low Family	15.74	21.25	15.94	5.31	1.38

SEPARATION COMES A LITTLE LATER . . . The effective date of new separation standards for aircraft has been moved back to November 15 from the November 1 date announced by the agency recently and reported in last week's INTERCOM. The standards increase separation between small aircraft landing behind large or heavy aircraft as an extra precaution against wake turbulence accidents.

FSS MOVES TO AUTOMATION . . . Only six months after the decision to make the change, the Washington Flight Service Station is scheduled to make a big move this February--from Washington National Airport to the Washington enroute center at Leesburg, Va. and from a traditional, manual operation to automated system. The contract for the new equipment--cathode ray tube display screens, hooked to an on-site mini-computer--is expected to be signed early next month. When the new facility opens for business, automatically updated weather as well as Notices to Airmen (NOTAMS) will be flashed on the CRTs in response to specialists' requests which will be typed on the CRT keyboards. Flight plans called into the FSS also will be directly entered into the computer, and at the right time the information will then be sent on to the appropriate facilities. At the Washington center, the new FSS will be housed in a front room in the administrative office wing complete with private entrance.

AIRPORT AID BILL MAKING PROGRESS . . . Acting Administrator Dow said last week he expects a new airport aid bill will be ready by the end of November. Addressing the Airport Operators Council International, he noted that the House Public Works and Transportation Committee already has approved a bill which represents a "good compromise" with the Administration's proposal and the Senate Commerce Committee should be ready for mark-up of its bill in early November. Following committee action, the bills must be approved by both houses and the differences resolved in conference. A vote on the final version should come in late November, Dow added. The agency's five-year Airport Development Aid Program (ADAP) halted in June when earlier legislation expired.

COLLISION AVOIDANCE CONTRACT LET . . . A \$527,000 contract for the production of two developmental models of a collision avoidance system that works by listening-in on transponder replies to ground queries has been awarded to Litchford Electronics of Northport, N.Y. The system, which is known as B-CAS (for Beacon-Collision Avoidance System), was originally developed for the Department of Defense and is designed to work with existing transponders installed in aircraft. The contract, which was awarded by the Transportation Systems Center on behalf of the FAA, calls for delivery of the two models next January.

SHAGGY ANIMAL STORY . . . FAA has decided to rescind a rule that was originally designed to protect animals in air transportation. The rule, which would have become effective October 18, was withdrawn after the agency received and agreed with numerous objections from airlines, the pet industry, medical schools and research groups. The rule called for securing of animal containers against shifting, protection from shifting of other cargo and adequate ventilation. The rule would have resulted in limiting the number of animals that could be carried and reduced the space available for other cargo. The requirements also would have resulted in higher shipping costs, poorer service and possible higher risk to animals due to delays in shipment. FAA will continue to solicit public comment on air shipment of live animals while considering possible need for rule-making.

AFS WOMAN PILOT NAMED . . . In connection with the special emphasis program for recruitment of minorities and women, the Flight Standards Service has announced the appointment of Gail Gorski to a position as pilot with the Headquarters Aircraft Management Branch at Hangar 6 at Washington National Airport. Ms. Gorski joins the agency with some 1,300 flying hours as an air taxi pilot, flight instructor and company pilot. She holds a commercial pilot certificate, with single and multiengine land and instrument ratings, and a flight instructor certificate.

BRIGHT IDEA SAVES \$\$, WINS \$\$. . . His suggestion saved \$330,000 and earned him \$1,830. He works for the Systems Research and Development Service as a technical editor. John S. Nigro had an idea for uniform "U.S. Government Standards for Scientific and Technical Reports"--an idea which was adopted by the Departments of Transportation and Interior where tangible and intangible benefits in the first year of use amounted to the handsome figure quoted above. In addition to his cash award, Nigro was named Idea Champion and recommended to the FAA Administrator as "Suggestor of the Year" and to the White House for recognition in the Presidential Cost Reduction Campaign.

PRIVACY ACT VIDEOTAPE SHOWING . . . Those individuals who have not viewed the Privacy Act tape may do so on Thursday, October 30, in room 312A. Showings will be at 9:00, 10:00, 11:00, 1:00, 2:00 and 3:00.

STANLEY A. PERLICK . . . chief of the Airways Facilities Division, Office of Budget, died Oct. 23, following a stroke. Mr. Perlick joined the agency in 1950. He leaves his wife, Ruth, and three children.

CHARITY DRIVE OPENS . . . The Combined Federal Campaign, which began October 17, is off to a flying start as one office, Labor Relations, already has reached 147 percent of its goal. Headquarters employees are urged to consider the less fortunate, as well as benefits to themselves, when CFC canvassers offer the chance to give a fair share. Tee campaign closes on December 3.

SOCIAL NOTE . . . A buffet dinner, not prime rib of beef, will be served at the FA Club dance, November 15, at Andrews Air Force Base.

AWARDS AND REWARDS . . . The Flight Standards Service presented Quality Within-Grade Pay Increases to Lauren D. Basham, Ernest J. Boyer, Dorothy J. Matthews, Evelyn K. Bevis, Emil C. Hettich, Henry W. Anderson, Wayne C. Jacox, Glenna S. Guido, Arthur L. Warren, Jr., Carlene Grant, James O. Robinson, Hugo R. Hofman, Lewis O. Ola, Joan N. Albertelli, Mary Ann Guntow, Maxwell L. Maslyn; and Special Achievement Awards to Marion D. King, Dee M. Young, Ralph H. Noltemeier, Lauretta Blakeslee, Virginia Hoover, Eileen Stickley, Andrew J. Prokop, Howard W. Simcox, Mary K. Seaver, Cindy L. Watts.

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HEADQUARTERS intercom

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

75-44 Nov. 3, 1975

PAY CHECK LARGER
The 1975 five percent cost of living pay raise should show up in employees' pay checks this week. The raise went into effect at the beginning of the first pay period in October.

**GIVE THANKS FOR
FAA WORLD IN NOV.**
The Thanksgiving menu includes "We AIM to Please"--the story of the guide to safer pilotage: The Airman's Information Manual. . . "It's a Long Way From Newark" to the Miami Center and a long way from blackboards to RDP. . . "Realism Sharpens Airport Exercises" is about two airports' readiness for disaster. . . . The European inspection staffs are "Watchdogs Abroad," covering an area larger than the U.S. . . . You'll also find the Federal Notebook, Small World, Faces and Places, Heads Up and Direct Line.

EXCLUSIVE REPRESENTATIVE CHALLENGED

FSS SPECIALISTS VOTE FOR NAATS

As a result of an agencywide mail ballot election just tallied, the Department of Labor is expected to certify the National Association of Air Traffic Specialists (NAATS) this week as the exclusive representative for non-supervisory FSS specialists nationwide. Here are the unofficial results of the mail ballot election: Eligible voters = 3,550; votes cast - 2,439; for NAATS - 1,754; for FASTA/NAGE - 395; for neither - 241; void ballots = 49; challenged ballots - 0. NAATS represents some 3,550 FSS specialists throughout FAA except at the Deming, N.M., flight service station where there is an existing labor agreement with a different union, and at the Balboa, Canal Zone flight service station where the Federal labor-management program does not apply. In 1972, NAATS became the first labor organization to be certified as a national exclusive representative of FAA employees. Renegotiation of the NAATS/FAA labor agreement was underway when FASTA/NAGE challenged for recognition which brought about the representation election just completed.

PHONE CHANGE

Get ready, government telephone users. On the night of November 28, all FTS telephone numbers, about 600,000, will change, involving some 1 million telephones. The big change, undertaken by the General Services Administration and phone companies, is intended to simplify dialing and improve service while saving money. First of all, area codes will no longer be used for calls from one FTS number to another FTS number. After dropping the area code, some seven digit FTS numbers will remain the same. In most other cases--although there will be plenty of exceptions--the first three digits of the FTS
(Continued on page 2)

TAKING A LOOK AT THE WEATHER . . . High resolution radar weather display systems are being set up in the Atlanta and Midland, Tex., flight service stations. A picture of current area weather will be displayed continuously on eleven-inch-diameter screens for briefers and pilots. At Midland, the system is expected to be operational by December 1, whereas at Atlanta, where the equipment is being set up for test purposes, installation is expected to be completed next week. Tests at Atlanta will include comparing the weather picture with that provided by the recently installed, automated AWANS--Aviation Weather and Notice to Airmen System.

INFLIGHT COLLISIONS AVOIDED . . . Flight testing of the Time/Frequency Airborne Collision Avoidance System (ACAS) has been completed. FAA NAFEC planes, including the Grumman Gulfstream and the T-28 Convair, flew 45 missions to test various encounter situations involving two or three planes. The system, which tells pilots to dive, climb or hold their altitude, worked just fine according to a Systems Research and Development Service spokesman. He said that tests indicated that all collisions would have been avoided under normal flying conditions.

PHONE CHANGE (Continued from page 1) . . . number will change while the last four digits remain the same. In Washington, D.C., most numbers will be unchanged after dropping the area code. It will still be necessary to dial the FTS access code, usually "8," for FTS-to-FTS calls. New phone number labels will be attached to phones by company workmen in advance of the changeover. Employees are urged to inform their usual callers of their new numbers to smooth the transition. The 1976 FTS Users Guide, recently distributed to employees, should be kept as a ready reference on the new procedures, and can be particularly useful since it contains the phone numbers of FTS assistance operators in various cities in each state. Incidentally, commercial phone numbers will not change, which means that some FTS phones will be labeled with both the commercial and FTS numbers. It is expected that technical changes also will soon allow non-FTS (commercial) phones in more cities than at present to accept automatic, dialed calls (i.e., without operator assistance) from FTS phones in the field. Currently, the regions and centers are submitting their new phone numbers to Washington Headquarters to expedite publication, targeted for next February, of FAA's National Field Office Directory which was delayed for this purpose.

MORE AND MORE WOMEN . . . Women employed in full-time white-collar jobs in the Federal government increased by 38,843 in the year ended Oct. 31, 1974, the Civil Service Commission reported last week. The Commission's survey showed that women represented 61 percent of the overall net increase of 63,677 in Federal white-collar jobs in the one-year period, raising their representation in the work force by nearly one percent--from 34.0 in October 1973 to 34.9 a year later. The number of jobs held by men increased by only 24,384.

DOT SECRETARY PRAISES CONTROLLERS . . . "The superb and eminently safe system of air transportation we take for granted would not exist without your constant care and concern for the air traveler and your intense dedication to duty," DOT Secretary William T. Coleman, Jr., told an audience composed primarily of controllers at the 20th Annual meeting of the Air Traffic Control Association in Washington, D. C., last week. In his talk, Coleman pointed out the advantages of keeping FAA within the Department of Transportation, and he defended recent recommendations calling for the gradual introduction of price and route competition among airlines. Speaking of the air traffic controller profession, he said, "I know that on occasion a controller's judgment will be debated or his performance questioned. The rarity of such instances is, in itself, a tribute to the competence of the air traffic control professional, the conscientious way he carries out his responsibilities, and the great confidence--born of training and discipline--that he brings to his or her job."

SEVEN MORE SELECTED FOR CO-OP ENGINEERING . . . Seven new participants are currently engaged in engineering studies under the cooperative engineering development program. Those selected and the participating regions and universities are:

<u>NAME</u>	<u>REGIONS</u>	<u>UNIVERSITY</u>
William Simms	Central	Kansas University
Robert Lingenfelter	Northwest	University of Washington
Irving Boynton	New England	Merrimack College
Robert Greene	Southwest	University of Texas at Arlington
Burnis Horton	Southwest	University of Texas at Arlington
Juan Ortega	Southwest	University of Texas at Arlington
Glenn Bush	Western	Arizona State University

Each participant will take college courses and receive on-the-job experience for up to two years in order to gain the necessary engineering training for conversion to engineering status. Employees interested in applying for the program should see Order 3410.10A.

CHANGE OR CANCELLATION OF TOP MANAGEMENT DIRECTIVES . . . Directives approved by the Administrator, Deputy Administrator or Associate Administrators may now be changed or cancelled by the concerned Associate Administrator or office or service director when the action will not affect continuity, policy, delegation of authority or assignment of authority to change or cancel a directive that has not been reserved for higher authority. This change to the Directives Order, 1320.1A, will be issued as a Washington supplement and subsequently be incorporated in the forthcoming revision of the national directive.

HOUSE VOTES TO BAN HATCH ACT BAN . . . The House of Representatives--by a lopsided vote of 288 to 19--last week approved a bill which would repeal the Hatch Act's 36-year ban on partisan political activity by Federal employees. The bill now goes to the Senate.

SIBLEY HOSPITAL EYE CLINIC . . . Mary E. Healy, retired FAA Manager of Headquarters Operations, has a goal for Christmas. That goal is to raise \$6,000 for the Sibley Hospital Eye Clinic. Sibley needs an Electro-Retinagraph, which would be the first on the East Coast. The Electro-Retinagraph (ERG) does for the eyes what an EKG does for the heart. It is used to test and evaluate eyes of patients with degenerative eye diseases and is particularly useful in treating children and diabetics. Donations are tax deductible. If you would like to contribute, make your check payable to the Sibley Eye Fund and mail it to Ms. Healy, 2475 Virginia Avenue, N.W., Washington, D.C. 20037.

"WINGS OF THE WIND". . . An exciting and beautiful film about the now very popular sport of hang gliding will be shown next week in the FAA third floor auditorium on November 11 and 12 at 12 noon and 12:30. "Wings of the Wind" shows pilots as they launch themselves from hilltops and cliffs to glide, soar, dip and turn on leisurely flights back to the ground. The short history of the sport is traced in interviews with two of the most outstanding hang glider designers, Taras Kiceniuk and Volmer Jensen. Also shown are sketches of ancient but unbuilt gliding contraptions and historic film footage of early hang gliding experiments at the turn of the century. Spectacular scenes include footage shot by cameras mounted on gliders sailing over the Pacific Ocean shoreline and the California countryside. An FAA Flight Standards official is interviewed and comments on the agency's stance regarding the sport--essentially laissez faire for the moment. Mentioned but not detailed at length are the hazards of hang gliding which are well worth considering by anyone thinking of taking up the sport. Hang gliding clubs around the country can provide competent instruction to beginners.

AWARDS AND REWARDS. . .

The Air Traffic Service presented Quality Within Grade Pay Increases to Joan Tollerud, Gene Barlow, Patricia Bevilacqua, William Bamberg, Gerald Osterkamp, Diane Hall, Barbara Hinton, Paul Hughes, Mary M. Lynch, Antoinette McIntire, Gary Titsworth, Gerald Collins, Robert Maxson, Leroy Dibble, Joseph Kisicki, William Abernathy, Phil Harris, David Hurley, Robert Wainwright, Kenneth Ziegfeld; and Special Achievement Awards to Debbi Ford, Alton Waldin, Mike Johnson, Lynn Figaroore, Denise Royster. The Office of Accounting and Audit presented Quality Within-Grade Pay Increases to William E. Hood, Catherine L. Klimek, and Samuel H. Lewis. Airports Service presented a Quality Within-Grade Pay Increase to Helen E. Butler. Airports Service presented a Quality Increase to Carole A. DiLodovico.

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HEADQUARTERS intercom

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

75-45 Nov. 10, 1975

BEIRUT EVACUATION

In the wake of communal violence in Beirut, Lebanon, three FAA European Region employees and their two dependents were evacuated from the city last Wednesday. The employees are: Donald E. Burlingame, office chief; Glen E. Schallenberg, Jr., and Peter J. Goutiere. The employees and their dependents were flown to Frankfurt, Germany on an FAA plane sent from Frankfurt to pick them up. The aviation functions in the Middle East area performed by the Beirut office will be conducted from Frankfurt until a new office is permanently established.

MC LUCAS HEARING

The confirmation hearing on Dr. John L. McLucas, nominee to be FAA Administrator, was held by the Senate Commerce Committee last week. The committee will meet in executive session this Tuesday when a vote on McLucas is expected. A vote by the full Senate probably will come late this week.

HELPS DECISION-MAKING

CENTERS GET CONFLICT ALERT

The first important step in using automation to help controllers make traffic control decisions was taken when conflict alert systems went into effect at the Kansas City center on October 31 and at the Fort Worth and Memphis centers last week. By the end of the year, conflict alert systems will be in effect at the other 17 centers in the 48 mainland states. Programmed to do the additional brainwork, enroute center computers will estimate the radar position two minutes in the future of aircraft flying at or above 18,000 feet. When aircraft are projected to get closer than minimum separation standards, their identification tags on the radar scope begin blinking to alert the controller who will, if necessary, direct the pilots away from the possible conflict. Conflict alert is the first of various enhancements planned for the NAS Stage A enroute automation program.

A SAVE IN THE TRIANGLE

What might have been dubbed another "mysterious" disappearance in the Bermuda Triangle turned into a life-saving air-sea rescue recently, thanks to the efforts of controller Horace A. Wise and two Coast Guard helicopter crews. Radar controller Wise in the Palm Beach, Fla., tower heard the distress call from a light plane he had just handled outbound. The pilot was 21 miles out over the Atlantic Ocean and said he was losing power and going down. FAA immediately asked for Coast Guard helicopters as well as assistance from a DC-3 on a local training flight and the Sheriff's helicopter. (Continued on page 2)

TRIANGLE SAVE (Continued from page 1) . . . Using radar, Wise kept all four aircraft safely apart as they searched in rainy weather for the downed airmen. At last, a Coast Guard chopper picked up emergency locator transmitter signals and flew down to the water to scoop up the instructor and student pilot. During October, 328 flight assists were reported--144 by flight service stations, 132 by towers and 52 by centers. There were a total of 490 people reported on board the aircraft involved. The primary causes for the assists included 201 lost pilots, 49 low on fuel, 59 involved in weather and 88 with some type of equipment malfunction.

LOWER ENGINE NOISE PROPOSED. . . Acting to further combat airplane noise at the source, FAA has proposed a rule to require the next generation of newly designed aircraft to meet even more stringent noise standards than those applied to such "quiet" planes as the Boeing 747, L-1011 and DC-10. Proposed noise reductions for some aircraft types range as much as 10 "effective perceived noise decibels," which represents a halving of perceived noise. The new rule would set differing permissible noise levels on takeoff for airplanes with two, three and four engines, in contrast to present regulations which make no such distinction. Noise levels also would be reduced on approach and to the side of the runway. Affected by the proposed amendment to FAR Part 36 would be all transport category aircraft (over 12,500 lbs.) and all turbojets regardless of weight which apply for type certification after the publication date of the proposed rule. FAA said the lower noise levels are possible with "state of the art" technology in aircraft engine manufacturing.

DELAYS ALLOWED FOR "PROX BOX" . . . Due to equipment shortages among industry suppliers and delays in equipment certification, FAA will permit extensions on an individual basis for up to six months beyond the December 1 compliance date for installation of ground proximity warning systems in large, turbine-powered airplanes operated by the airlines, air travel clubs and air taxi operators. Extensions will be granted only to those operators who demonstrate to FAA that circumstances beyond their control prevent compliance with the original installation date. The systems provide simultaneous visual and aural warnings to pilots in various circumstances when an airplane is in danger of colliding with the ground. The Air Transport Association of America told FAA that 78.5 percent of the 2,400-aircraft airline fleet will be equipped with the systems by December 1.

MORE HEALTH BENEFITS INFO . . . A new law gives the Civil Service Commission authority to review disputed health benefits claims between all health insurance companies and employees participating in the Federal Employees Health Benefits Program. As a result of this law, a standard review process applies to all claims made for a health service rendered on or after January 1, 1975. These procedures are stated in all 1976 health plan brochures under "General Information" . . . Familiarize yourself with the procedures and time limits on claims. Keep this information handy for future use.

HEADQUARTERS PERSONNEL NOTES

NEW NAME

In order to more accurately reflect its functions, the Manpower Operations Division, APT-100, has been renamed the Personnel Management Operations Division, APT-100.

NEW PERSONNEL OFFICER

Carol Arnold has been selected as Chief of the Personnel Management Operations Division. She replaces Robert McCarthy, who was reassigned as a special assistant on the staff of the Associate Administrator for Administration.

MORE ON OPEN SEASON: NOVEMBER 15 - DECEMBER 31

The annual "open season" under the Federal Employees Health Benefits Program (November 15 to December 31) is unusually long this year. It has been extended because possible actions by Congress before December 31 could make a significant difference in the size of premium increases, particularly for the Aetna and Blue Cross/Blue Shield plans. It is hoped that before November 15 all employees will receive an open-season instruction pamphlet, brochures for all plans serving the geographic area in which they are located, and a list of biweekly premium rates for the plans. Any changes in benefits for 1976 will be listed in each plan's brochure. Eligible employees wishing to enroll or make any other permissible change in coverage must complete a Standard Form 2809 and mail or deliver it to APT-150 (Room 512 of FOB-10A) prior to the close of business on Wednesday, December 31. Blank SF-2809's, instructional pamphlets and brochures will be available from your office or service's executive staff or from APT-150. Employees who do not want to change their current enrollment need take no action. For further information call Nancye Turner or Marty Schrecengost, APT-140, x68916.

USE OR LOSE LEAVE

Remember that your use or lose annual leave must be scheduled in writing before November 22. Managers are reminded that if they have an end-of-year workload situation that will affect employees' ability to take use or lose annual leave, approval of an exigency of-the-public business must be obtained from the designated agency official before any action to cancel such leave. Guidance is available in agency handbook 3600.4, Absence and Leave. Questions about this subject should be directed to the Classification Branch, APT-160, x68034.

EXECUTIVE SELECTION AND DEVELOPMENT PROGRAM

FAA Order 3110.13B, Executive Selection and Development Program, has recently been distributed to the branch level, accompanied by an announcement distributed to all employees. These two items fully describe application procedures, requirements, etc. The opening date for the current announcement is November 10, 1975; closing date, December 19, 1975. All applications and questions concerning this program should be directed to Joe Proctor, APT-130, x63320.

TASK FORCES ON WOMEN

Headquarters employees, both men and women, who are interested in working on one of the ad hoc groups that will help prepare the Report on the Status of Women in FAA are invited to participate in one of the following half-hour briefings: minority women, Nov. 12; women who leave FAA, Nov. 19; handicapped women, Nov. 26. All meetings will be held at 1 pm in the Civil Rights conference room, 1030D, FOB-10A. For further information, contact the Federal Women's Program Coordinator, Louisa Stimpert, ACR-3, x63785.

MORE ON FAACOP

Individual counseling for persons interested in a specific degree program or non-degree courses will be offered by George Washington University counselors this month in connection with the Federal Aviation After Hours College Opportunity Program. Individual appointments will be arranged and counselors will discuss personal academic status and needs and availability of instruction. Counseling will be done from 10 a.m. to 2 p.m. on Nov. 18, 20 and 25. Register your interest in counseling by signing up on one of the boards in the FOB-10A lobby and 2nd and 5th floors, and in room 1100 of the Trans Point Building; or call any of these FAACOP Committee members: Steve Flanagan, 68441; Fred Gilmore, x63595; Carrol Sears, x63577; Maurice Taylor, x63128; Sid Robinson, x68970; Paul Castle, x68610; or Phyllis Burbank, x63320.

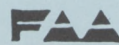
\$\$\$ ROLLING IN FOR CFC

The Combined Federal Campaign in FAA Headquarters is edging towards its goal with \$75,459.61 in contributions reported so far. This represents 32 percent of the dollar goal and a 31 percent employee participation rate. One hundred percent participation has been reached by the Office of Labor Relations, Office of Investigations and Security and office of the Associate Administrator for Administration. The campaign closes on December 9.

IN THE MOOD

Don't forget the big FA Club Dance on November 15 at Andrews Air Force Base, 9 p.m.-1 a.m. Tickets won't be sold at the door, so get them at the FA Club, ground floor of FOB-10A, open 11:30-3:30 daily.

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HEADQUARTERS intercom

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

75-46 Nov. 17, 1975

CONCORDE & ENVIRONMENT
Secretary Coleman released FAA's Final Environmental Impact Statement last week on proposed Concorde flights to the U.S., while promising a decision by early February on the British and French requests to make four flights daily to JFK Airport in New York and two a day to Dulles Airport near Washington, D.C. The voluminous EIS states that in airport vicinities Concorde will be perceived as twice as loud as older subsonic jets and four times as loud as the newer wide body jets. The EIS also says that Concorde flights might cause 200 cases of non-fatal skin cancer in the U.S. each year, an increase of one tenth of one percent over the existing rate. Coleman said he will preside at a public hearing in Washington, D.C. on January 5 to get additional comments, pro and con, to help him decide the matter. "Public officials have an obligation to listen before deciding," he said.

THE "TWO" AT OKE CITY

NEW WAVE OF ARTS ARRIVING

The first Automated Radar Terminal System ARTS II arrived at the FAA academy in Oklahoma City last week. It will be used for testing and for training of maintenance people. The ARTS II, designed for light to medium activity airports, does most of the things done by the now-established ARTS III, except it will not track or display an aircraft's ground speed. Because of the modular design, the "two" can be expanded to perform most of the ARTS III current and projected functions. The first ARTS II field installation is scheduled for Edwards AFB in California next June. (Continued on page 3)

WAKE TURBULENCE CASE

The first court decision on a wake turbulence accident in which both planes were flying ILS approaches under instrument conditions was handed down in favor of FAA last month. The U.S. District Court judge for Maryland ruled that the controller at Baltimore Washington International Airport provided proper separation between the two aircraft and that the pilot of the Piper Comanche which crashed was improperly conducting his approach by flying well below the glide slope. Expert testimony during the trial showed that wingtip vortices from the 727 jetliner landing ahead of the Piper would have descended 240 feet below the glide slope by the time the Piper encountered them. The Piper pilot was killed in the crash, which occurred on January 1972.

MCLUCAS CONFIRMED

John L. McLucas was confirmed for the post of FAA Administrator by the Senate last week and is expected to take the oath of office this week. In other Congressional action, the House and Senate approved the DOT appropriations bill and sent it to the President. Early action on the bill is expected.

FAA BUYS BIG JETS . . . FAA has bought two used Boeing 727 aircraft for long-range flight inspection missions. The planes, which are slated for delivery early next summer, were purchased for \$5.5 million from Air Finance International, Inc. The aircraft will replace a KC-135 stationed at Oklahoma City and a Lockheed Electra based at Honolulu. The 727s will range as far as Ascension Island in the South Atlantic and Diego Garcia in the Indian Ocean. The Oklahoma City plane also will perform enroute flight inspection over the continental U.S.

OUR WORLD AND WELCOME TO IT . . . If you haven't been reading your copy of FAA World lately, maybe you're missing something. World articles are attracting increasing attention outside the agency and a number are being reprinted in other publications. Included are the May cover story on MLS (Naval Aviation News); two articles from the June issue--one on FAA aid the Detroit Police helicopter unit (Rotorways) and the other on the "Heimlich Maneuver" for helping persons choking on food (ERDA Newsletter); and the August cover story on agency efforts to develop IFR helicopter capability in the Gulf of Mexico (Rotorways and Rotor and Wing). In addition, the October cover story on the Bermuda Triangle was the basis for feature stories in a number of major newspapers including those in Los Angeles, Boston and Miami. Also, excerpts from the September cover story on Panama are being reprinted in a Canal Zone newspaper. Finally, the emergency readiness story from the July issue is being reprinted by Flight Standards for field use and the Panama story is being reprinted by the Southern Region for recruiting purposes. So give FAA World a chance and you may find that reading it is habit forming.

ALL ON BOARD OK AS FAA PLANE DIGS UP RUNWAY . . . No injuries were sustained by three crewmembers and a passenger last week when an FAA flight inspection Convair 580 aircraft skidded down the runway at Hill Air Force Base in Ogden, Utah after the landing gear collapsed on landing. A blade from the left engine propeller slashed through the fuselage and came out the other side, and a minor fire flared up in the right engine. The crew had just completed a series of flight checks of the airfield's instrument landing system and were landing to make a report. The crewmembers were Wayne A. Baumgartner, pilot; Jack P. Collin, co-pilot; and F.J. Spencer, electronic technician. The passenger was Homer C. Geibel, an FAA employee. Though the plane was damaged, the equally expensive electronic gear on board was virtually unscathed. FAA and the National Transportation Safety Board are investigating the accident.

PER DIEM UP, MILEAGE OUT AT OKE CITY . . . Effective November 1, per diem rates for students at the Aeronautical Center were beefed up. The top per diem for short term students--those spending less than 10 days at the center--was raised to \$31 from \$25, while the per diem ceiling for long term students was increased to \$21 from \$18. Also effective November 1, payment of local mileage rates was discontinued for all students since local bus service is available. Exceptions may be made for handicapped students who are unable to ride the bus.

NUMBER PLEASE . . . The countdown to a sweeping change in FTS telephone numbers continues, with the night of November 28 set for the big switchover. Area codes will no longer be used for FTS-to-FTS calls. In the Washington Headquarters area, most FTS phone numbers will not change after dropping the area code. In many cases in the field, however, the first three digits of the number will change while the last four digits stay the same. A revised National Field Office Directory with all the new FAA numbers will be published early next year. Here is a list of the new FTS phone numbers for regional offices, NAFEC and the Aeronautical Center ("X" represents digits which do not change):

<u>LOCATION</u>	<u>OLD NUMBER</u>	<u>NEW NUMBER</u>
New England Region	(617) 273-72XX thru 73XX	836-12XX thru 13XX
Eastern Region	(212) 995-2XXX thru 9XXX	665-2XXX thru 9XXX
Southern Region	(404) 526-72XX thru 76XX	285-72XX thru 76XX
Great Lakes Region	(312) 694-2200 thru 2299	384-9200 thru 9299
"	(312) 694-3300 thru 3399	384-9300 thru 9399
"	(312) 694-4400 thru 4499	384-9400 thru 9499
Central Region	(816) 374-2XXX thru 3XXX	758-2XXX thru 3XXX
"	(816) 374-5XXX thru 7XXX	758-5XXX thru 7XXX
Southwest Region	(817) 624-62XX thru 65XX	736-92XX thru 95XX
Rocky Mountain Region	(303) 837-2XXX thru 4XXX	327-2XXX thru 4XXX
Western Region	(213) 536-60XX thru 66XX	966-60XX thru 68XX
Northwestern Region	(206) 767-2XXX	396-2XXX
NAFEC	(609) 641-2XXX thru 4XXX	346-2XXX thru 39XX
Aeronautical Center	(405) 686-2XXX and 4XXX	732-2XXX and 4XXX

Examples of how to use this list:

Example: Placing a call to the New England Region
 Old Method: dial 8-617-273-7360
 New Method: dial 8-836-1360

NOTE: In this case both the local exchange and the extension number changed.

Example: Placing a call to the Rocky Mountain Region
 Old Method: dial 8-303-837-2746
 New Method: dial 8-327-2746

NOTE: In this case only the local exchange changed.

Example: Placing a call from a region to the FAA Headquarters, Washington, D.C.
 Old Method: 8-202-426-3245
 New Method: 8-426-3245

ARTS II (Continued from page 1) . . . A total of 73 systems have been ordered from Burroughs Corp. Besides the Oklahoma City installation, a second system will be set up at NAFEC for testing and training. The remaining 71 systems will be installed in operating airport traffic control towers.

OPEN HOUSE DURING OPEN SEASON . . . Two local health plans have scheduled open houses for Federal employees during the 1975 Health Benefits Open Season enrollment period. At each session, tours of medical facilities will be given and representatives will be available to answer questions about benefits and services. The Columbia Medical Plan will have three sessions: Thursday, November 20 and Tuesday, November 25 from 6 to 9 p.m. and Sunday, November 23 from 12 noon to 3 p.m. The facility is located at Little Patuxent Parkway and Harper's Farm Road in Columbia, Md. The University Affiliated Health Plans will hold open houses at each of their locations from 5:30 to 8:30 p.m. on the following days:

George Washington University 2150 Pennsylvania Avenue, N.W. Washington, D.C.	Mon., Nov. 17 Wed., Nov. 19 Tues., Nov. 25
Kensington-Georgetown Medical Center 10500 Summit Avenue Kensington, Md.	Tues., Nov. 18 Tues., Nov. 25
Northeast-Georgetown Medical Center 601 Edgewood Street, N.W. Washington, D.C.	Wed., Nov. 19 Tues., Nov. 25
Reston-Georgetown Medical Center 11484 Washington Plaza West Reston, Va.	Mon., Nov. 17 Thurs., Nov. 20 Mon., Nov. 24

For additional information contact the Labor Relations Branch,
APT-140, x68916.

GATE FILM OPENS . . . The largest international scientific effort ever made to study the weather is featured in next week's Midday Matinee film, "GATE To World Weather." GATE--for Global Atmospheric Research Program, Atlantic Tropical Experiment--took place during the summer of '74 with a vast array of ships, planes and scientists from more than 70 nations, including participation by FAA...A musically entertaining and visually appealing film, showing November 25 and 26 at 12 noon and 12:30 in the FAA auditorium.

FIND OUT ABOUT OPEN CONTINUOUS REGISTER . . . The FAA Women's Program Committee is sponsoring a meeting for interested employees on the Open Continuous Register system, which is used to identify and hire applicants for clerical and secretarial jobs without publication of individual job announcements. The Meeting will be held on Tuesday, November 25, at 12:30 p.m. in conference room 7 ABC in the FAA building (FOB-10A). Officials from the Office of Personnel and Training will be present for a discussion of how the system works.

ROLLIN' ALONG . . . The Combined Federal Campaign in Headquarters is rolling along, having reached \$115,926 in contributions, or 50 percent of the dollar goal. Employee participation stands at 54 percent. Additional offices attaining 100 percent participation are: AOA, AVP, AED and APD. Closing date is December 9.

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HEADQUARTERS intercom

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

75-47 Nov. 24, 1975

CITED FOR LIFE-SAVING FEATS

YEAR'S BEST FLIGHT SAVES PICKED

"The engine's just about dead," came the voice over the radio . . . It would probably have ended in tragedy for the pilot, his wife and two of their friends, Oct. 24, 1974, had it not been for air traffic controller Robert A. Hutchings of the Anchorage ARTCC. Hutchings, who is also a commercial pilot with instrument and multi-engine ratings, explained to the pilot how to backfire his engine to get it running smoothly again and then carefully guided him away from the treacherous mountains to an altitude where the plane could avoid icing and then make a safe descent and landing at Merrill Field in Anchorage. For his life-saving feat, Hutchings will receive an Outstanding Flight Assist Award on December 9 from FAA Administrator John L. McLucas. Three other FAA employees who provided outstanding help to pilots in trouble also will receive awards. (Continued on page 3)

MC LUCAS SWORN IN

Dr. John L. McLucas, former Secretary of the Air Force, was sworn in as FAA Administrator on Monday. The oath was administered to FAA's sixth Administrator by President Ford. McLucas, who holds a doctorate in physics, served as Secretary of the Air Force since July 1973.

DOW HONORED

James E. Dow, FAA's Acting Administrator since April, will receive the Aero Club of Washington Distinguished Service Award on November 25. The Club, which is a chapter of the National Aeronautic Association, cited Dow's accomplishments during his 32 year agency career and his tenure as Acting Administrator in announcing the award.

LET THERE BE LIGHT--WHEN NEEDED

To help conserve energy, the agency has adopted radio control systems that will allow pilots to turn on airport lights at selected airports when needed prior to landing. A pilot in flight will be able to activate the lighting system by keying his microphone a specific number of times with the radio tuned to a discrete communications frequency. The option of selecting different light intensities for approach lighting also will be available. Runway and approach lights would stay on 15 minutes before going off automatically. Radio controls are expected to be installed by the end of 1976 at more than 300 airports which have approved instrument approach procedures.

FAA RESPONDS TO TASK FORCE . . . FAA has released a status report on its actions in response to recommendations of the Secretary's Task Force on the FAA Safety Mission. The Task Force, formed last January, made 19 recommendations dealing with all major safety responsibilities of FAA. Highlights of FAA actions are: The Aviation Safety Reporting Program ("immunity program") to promote a free flow of information on safety problems from pilots, controllers and others; improved monitoring of manufacturers' quality control; establishment of "Critical Design Reviews" to augment routine type certification of aircraft; continuation of almost daily meetings with NTSB on safety recommendations; a series of reviews and streamlining efforts and tighter control over exemptions--all to speed up the rulemaking process; and issuance, in cooperation with industry, of specific guidelines for biennial flight reviews. Other achievements include the development of plans to make air carrier flight checks more realistic; formation of a working group with NASA for thorough study of better cockpit design to reduce probability of human error and to detect and warn of human error and mechanical failures; formation of a standing group, composed of air carrier, controller, general aviation, military and pilot representatives, to review air traffic control procedures; requiring controllers to issue low altitude alerts when aircraft are dangerously close to the ground or obstructions; and pending distribution of a Pilot/Controller Glossary of terms. With regard to the recommendations dealing with reorganization of the regional structure, consolidation of the engineering and manufacturing functions and streamlining the Headquarters operation, the agency said it has developed alternate courses of action which will be presented to the new Administrator for his review and decision.

OPPORTUNITIES FOR TRAINING OUTSIDE THE FAA . . . FAA, under certain circumstances, is authorized to pay or reimburse an employee for all or part of the expenses associated with training provided by other Federal agencies, or by non-government groups. The purpose of this training should be to increase economy and efficiency of FAA operations and to raise the standards of employee performance. Employees interested in training opportunities outside FAA should consult Chapter 11, Out-of Agency Training, of FAA Order 3000.6B. In addition, FAA Order 3010.6E, FAA Catalog of Training Courses, contains information about FAA training courses including a large number of commonly-used out-of-agency training courses. Also, there are certain types of after-hours academic programs which may be supported by the agency when they are clearly job-related. Your supervisor and your local Training Branch can give you additional information.

MAINTENANCE REPORTING . . . The Maintenance Automatic Reporting System, MARS-1, a computer program that will collect and disseminate maintenance information for technicians in the 20 NAS enroute centers, has been approved by Airway Facility officials. The program will use the sophisticated computers already in the centers. Included in the information available from the program will be system histories which a technician can refer to in order to see how a specific malfunction was fixed in the past. The reporting system will also keep track of work in progress, schedules for preventive maintenance and daily outages.

BEST FLIGHT SAVES (Continued from page 1) . . . They are: Toby Cooper, Tri-City, Tenn., ATCT; Lester B. Massey, Phoenix, Ariz., ATCT; John L. Louthan, London, Ky., FSS. On January 3, 1975, it took 38 minutes to locate and radar identify a lost aircraft during which time Toby Cooper calmly and reassuringly instructed the pilot how to use the various instruments while making sure he kept his altitude and heading. After the aircraft was spotted on radar 27 miles east of the airport, Cooper convinced the pilot he could make the descent through the clouds and proceeded to lead him down with a continuous flow of clear, precise instructions. Lester Massey immediately detected an emergency in the peculiar message he received while on duty at the Phoenix tower on Oct. 1, 1974. Realizing the pilot intended to commit suicide, Massey kept up a steady stream of soothing and sympathetic conversation. This brought the pilot back to reality and he landed safely at the airport 46 minutes after the drama began. On March 1, 1975, as light snow was falling from low, overcast skies in London, Ky., Louthan monitored with direction-finding equipment three unsuccessful attempts by a private pilot to land at London. He then took over and provided descent instructions until the aircraft was less than 400 feet above the ground. From there the pilot spotted the ground and landed. .-. with empty tanks.

STATUS OF WOMEN . . . Four task forces have been appointed to assist the Office of Civil Rights in preparing a Report on the Status of Women in FAA. These ad hoc groups, composed of employee volunteers, are studying career problems of secretaries, educational and training levels of women compared to men in the same job, need for child care, and problems of employees over age 40. Other task forces are being formed to consider minority and handicapped women, women who leave FAA, female air traffic controllers, Federal Women's Program Coordinators and the role of women's committees. FAA employees or groups who would like to share information or concerns on these or other subjects relevant to the status of women in FAA are asked to send their items to their regional Civil Rights Offices before December 15.

HELP PLAN THE AIRPORT . . . Citizens will have a chance to get more involved in airport planning if airport sponsors and planners follow new guidelines issued last week by the agency. Published as an Advisory Circular entitled "Citizen Participation in Airport Planning" (No. 150/5050-4), the new guidelines outline various approaches to enhance citizen participation, including comprehensive programs with citizen advisory planning groups, news media information campaigns and workshops and more basic programs for smaller planning projects. The circular emphasizes early involvement of citizens in the planning process to help identify potentially controversial issues, such as site selection for a new airport. Copies of the circular may be obtained from DOT, TAD=443.1, Washington, D.C. Also available is a new FAA film, "Where Airports Begin" (FA0570), which portrays how two communities successfully planned and developed their respective airports. For free loan contact: FAA Film Library AAC-44E, P.O. Box 25082, Oklahoma City, Okla. 73125.

WASHINGTON NATIONAL ON TV . . . A 28 minute-film feature starring Washington National Airport is scheduled to be shown on Channel 26 tonight, Monday, November 24 at 9:30 p.m. and Sunday, November 30 at 7:30 p.m. The film shows FAA airport police, airline operations and captures the mood of a typical day in sights and sounds.

BE ALERT WHEN YOU HAVE VISITORS! . . . The incidence of thefts of personal property in FOB-10A has increased recently, and several of these have occurred during business hours. Losses have resulted from leaving handbags unattended in working areas or by leaving a wallet in a coat on a clothing rack. One expensive overcoat was taken from a closet. Losses of this nature are avoidable. Keep your handbag or wallet with you or locked up at all times; do not leave it unattended for even a brief period. Require all unknown persons who enter your office to identify themselves, including those who appear to be workmen. Some thefts were committed by persons pretending to look for information or posing as workmen. If identification of your visitor is refused or questionable, report your suspicions to the Federal Protective Officer: FOB-10A is x59576 (note, this is a new phone number) and Trans Point is x69155. Should any thefts or losses occur, report them to the Headquarters Security Division, ASE-300, x63931.

TEN SALARY CHECKS LOST . . . The Accounting Operations Division, AAA-200, recently had to authorize reissuance of 10 salary checks to employees whose original paychecks were lost in transit in the Postal Service. Postal Service inspectors advised the Payroll Branch of the losses and cooperated in identifying individuals involved. Losses of this type can be prevented if employees arrange to have their pay deposited direct to their bank, credit union or other financial organization through the composite check procedure. In order to have your pay delivered, fill out Standard Form 1189, following instructions in Order WA2730.4, have the financial organization fill in its portion of the form and deliver it to the Payroll Branch, AAA-240. This will assure prompt credit to your account. Most banks in the area qualify for the composite check procedure; but if yours does not, your check can still be credited direct to your account.

FEDERAL PAPERWORK MANAGEMENT AWARD . . . The Department of Transportation has nominated Rita Freeman, AMS-140, for the Eleventh Annual Paperwork Management Award. She is cited for development of the FAA word processing program and installation of various work processing systems. The award luncheon is November 26 at the new Sheraton in Arlington, Va. Friends who wish to participate should contact AMS-140, x68735, for tickets and further information.

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HEADQUARTERS intercom

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

75-48 Dec. 1, 1975

NEW HANDBOOK

The agency's Employee Handbook has been completely revised and updated to reflect administrative and legislative changes that have occurred since the handbook was last revised in March 1971. Copies of the new edition, to be issued exclusively to new employees as they enter on duty, will be sent to region, NAFEC and Aero Center manpower chiefs by December 10. Also 1,000 copies are being sent to air traffic control facilities for use in Phase I of the new FAA Academy AT training program for newly hired AT personnel.



AVIATION FORECASTS SHOW GROWTH

AGENCY FACILITIES TO KEEP BUSY

Aircraft operations are expected to jump 60 percent by 1982 at airports with FAA air traffic control service, according to the agency's latest Aviation Forecasts. The number of IFR aircraft handled by the enroute centers is forecast to rise 33 percent by the same date with flight service station activity going up 79 percent. The FAA report also indicates that the number of passengers carried by the scheduled U.S. airlines will hit 310 million by 1982, representing an annual growth of 5.8 percent. General aviation flight hours are projected to rise by 5 percent annually in the same time period, and account for an increasing share of total flight activity. By 1980, general aviation aircraft will log 79 percent of all operations at controlled airports. Total operations at controlled (Continued on page 2)

FY 1976 BUDGET APPROVED

President Ford swore in Dr. John L. McLucas as FAA Administrator on Monday, November 24, and then gave him some money to work with by signing the Department of Transportation's money bill for Fiscal Year 1976. Included in the bill is \$1.64 billion for FAA for the 12-month period ending June 30, 1976, with an additional \$421,275 to cover the three-month transition period between FY 1976 and FY 1977. Not included in the appropriations bill were funds for facilities and equipment and airport planning and development. The agency had requested \$250,000 for F&E and \$350,000 for the airport program but these items were deferred pending Congressional action to extend enabling legislation for the Airport and Airway Development Act.

AVIATION FORECASTS (Continued from page 1) . . . airports is projected to reach 94.9 million by 1982; IFR aircraft handled by centers 32.3 million, and flight services 104.4 million. The report also projects three possible long-range activity levels--to 1987--based on the health of the economy.

MEASURING WIND SHEAR . . . A laser wind shear measuring device is now being tested by the agency in conjunction with the department's Transportation Systems Center at New York City's JFK Airport. The laser unit is capable of detecting wind shear by measuring the speed and direction of wind currents from the surface up to altitudes of approximately 1,000 feet. Wind shear is a phenomenon in which the wind speed or direction varies significantly with changes in altitude. Such unexpected changes can be hazardous to aircraft operations at low altitudes on approach to and departure from airports. This is the second type of wind shear detection device to be tested by the agency in recent weeks. Acoustic radar equipment has been in use at JFK and Boston's Logan to collect low-level wind shear data since last month.

HOW HIGH THE CLOUDS? . . . FAA will buy 41 cloud height indicator systems for slightly less than \$1 million from Soncraft, Inc., a Chicago-based minority firm. The devices will be installed in the vicinity of airports and will measure cloud heights in feet by means of laser beams. The information will be displayed in easy-to-read numbers in control towers for controllers to relay to pilots. Delivery of the units is scheduled to begin a year from now and be completed by March 1977.

CANCELLATION OF AAF ORDERS . . . The following orders are cancelled: Order 3400.5A, Proficiency Requirements for Standby Engine Generator Emergency Procedures at Air Route Traffic Control Centers, dated May 24, 1971; Order 6980.2, Emergency Switching Procedures, Commercial and Generator Power, ARTCC Facilities 550 KW Engine Generators, dated December 29, 1966; and Order 6930.19, ARTCC Automation Wing Building Size 100-Standard Design, dated December 22, 1975. The cancellation of these orders will be reflected in the next edition of the FAA Directives Checklist.

GOOD WORK AT CHICAGO . . . The Great Lakes Regional Office reports that letters have been received from top airline officials commending air traffic controllers on the efficiency of their operations during recent construction at Chicago's O'Hare International Airport. Construction began on two of the airport's original runways in June with the closing of a major east-west runway for resurfacing and associated shoulder and electrical work. When this project was completed, a northeast-southwest runway was closed for similar work. Currently, runway construction has been completed for the season and all runways are available for use. The total cost of the construction work was \$7 million.

EYES OF DENVER UPON HIM . . . A pilot partially blinded by blood from his gashed forehead was guided by tower controllers to a safe landing at Denver's Stapleton International Airport last month. The pilot later said a severe updraft threw him against the plane's instrument panel, shattering his sunglasses and knocking him unconscious for a few moments. Tower controllers Donald Holland, William Tuggle and Keith Lilak worked the distressed plane after the Denver enroute center handed off the twin-engine turboprop when it was about 40 miles north of the airport. To make the landing as simple as possible, the tower stopped all takeoffs on the north-south runway for about 10 minutes, permitting the pilot to make an undelayed straight-in approach. An ambulance met the plane on the runway and took the pilot to a hospital. The damaged plane was towed off the runway.

NEW APPROACH TO WRITING APPROACHES . . . Automation may be on the verge of opening new territory in Flight Standards, following a recent contract award for a communications system to speed up production of instrument approach charts. The system would link the agency's seven Flight Inspection Field Offices (FIFO) with their parent office in Oklahoma City, the National Flight Inspection Field Office (FINFO), and with the National Flight Data Center (NFDC) in Washington. Computer-based display screens would be used by Flight Standards inspectors in the FIFOs to research data needed to design instrument approach procedures. The devices also would be used to transmit new or revised procedures to FINFO for review, and from there, to NFDC for general distribution. NFDC would send the data via the devices to the National Oceanic and Atmospheric Administration, which actually draws the charts. Under a \$388,900, 10-month contract, TRW Systems Group, Inc., of McLean, Va., is working on a preliminary design for the communications system.

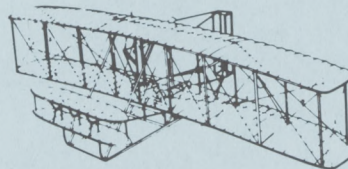
FAA WORLD'S CHRISTMAS PRESENT TO YOU is a story on the other great mystery of the airspace--"UFOs--Flights of Fancy or Fancy Flights" . . . You'll also find stories on the Chicago FSS finding "Another Way To Skin FSS Automation" . . . a "Consolidated Controller Handbook" . . . The story of an O'Hare controller reunion: "Radar Willy and Other Legends" . . . A woman who believes being an inspector is "A Great Way of Life" . . . and a Christmas-entertaining recipe in "Have a Cheese Ball" . . . We also have for you a Word Search, Federal Notebook, Faces and Places, Direct Line, Small World and Heads Up.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). DAKAR, 2 years, PC-30/75 Technical Officer, AGA. CAIRO, 3 years, PC-31/75 Technical Assistance Officer. The salary for each of the above positions is P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications for PC-30/75 and PC-31/75 due in AIA-29 by 1/16/76 and 12/15/75 respectively. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

FIRST SECRETARIAL INSTITUTE CLASS GRADUATES . . . Congratulations to the 20 graduates of the first Washington Headquarters two-week Secretarial Institute. The recently hired clerical employees completing the program are: Tilda Butler, Clara Colbert, Robin Cuccherini, Shirley Dinkens, Belinda Dyson, Anna Gaston, Judith Habib, Linda Hicks, Teresa Koch, Carol LaMer, Shirlean Lovelace, Joan Nemchick, Jacqueline Nichelson, Margaret Oliver, Kathryn Porter, Beverly Sandidge, Darlene Savage, Bessie Tyson, Norma Weinstein, and Ann Willey. The Training and Career Development Branch, APT-130, will be conducting the in-depth Institute for newly hired clerical/secretarial employees on an on-going basis. In the future, certain positions of the Institute may be available for refresher training of more experienced employees. For further information contact Phyllis Burbank, APT-130, x63320.

'TIS THE SEASON . . . A Christmas party for needy children will be sponsored in the FAA building once again this holiday season by the Engineering and Manufacturing Division of the Flight Standards Service. About 15 children selected by a volunteer agency will be the object of FS's affections and will partake of cake and ice cream and take home gifts of toys and clothing. Flight Standards will supply Santa Claus as well, but they are requesting the services of an "entertainer"--such as a magician or puppeteer--who would like to donate his or her talents to the children's Christmas get-together. Any employee who cares to volunteer, or knows someone who might be interested, may call William Wiseman, AFS-140, x68170. Contributions to help pay for the affair also are welcome. The party will be held on December 18, from 2 to 4 p.m. in the FAA cafeteria.

WOMEN'S SAFETY . . . A sight-and-sound program designed by two female GSA police officers will be made available to FAA employees by the Office of Civil Rights. The two officers, Patricia Battle and Betty Baskin, will be on hand to answer questions. This is not a self-defense class, but emphasizes common sense methods that women can use to prevent assault and burglary. The program will be presented twice on Thursday, December 4, in Room 5AB. Both men and women are invited to attend either at 11:15 or 12:30.



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HEADQUARTERS intercom

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

75-49 Dec. 8, 1975

McLUCAS GREETs EMPLOYEES

To the men and women of FAA:

On November 24 I was sworn in by President Ford as the sixth head of FAA. It is a real honor and privilege to be accorded this expression of confidence by the President, the Senate, and Secretary Coleman. I look forward to becoming acquainted with the people of FAA and lending my efforts to dealing with the problems and challenges which we all face in the future.

I am familiar with FAA through my work at the MITRE Corporation in the late 1960's and for the past seven years with the U.S. Air Force. I hope to draw on this experience in various ways to the extent that it applies.

After only two weeks, during which I visited several air traffic facilities in the Washington area and participated in the Operations Review Conference, I can already see that we have a large number of dedicated and capable people. I have also been exposed to some of the key issues facing the agency. These issues will require considerable study and analysis and will demand a high level of cooperation between FAA and other elements of the Department of Transportation. We will need the help of Congress in making the National Airspace System even more responsive to the needs of our people while minimizing environmental and economic problems which confront us all.

Although the agency has helped aviation to achieve an amazing safety record, avoidable accidents still occur. This means that we must strive for even higher standards of performance in the coming year.

I am proud to be a member of the FAA team. Together I know we can make major advances throughout the New Year.

Best wishes for a happy and safe holiday season.

John McLucas
JOHN L. McLUCAS
Administrator

GROUND PROX DEADLINE DELAYED

Because of an unacceptably high number of false alarms in the use of ground proximity warning systems (GPWS), the agency has given air carriers up to September 1, 1976, to resolve reliability problems with this equipment, which is designed to prevent accidents due to inadvertent flight into terrain. The action removes the GPWS from the "go-no-go" list of aircraft equipment. When an item on this list is inoperative, an aircraft cannot take off legally. The action also permits pilots to turn off the GPWS in flight when it is malfunctioning. FAA previously issued a rule requiring the installation of this equipment by Dec. 1, 1975, and subsequently amended this to allow extensions on an individual basis to June 1, 1976.

ATCS CLASSIFICATION STUDIES

In accordance with provisions of the national labor agreements, the PATCO/FAA and the NAATS/FAA classification study reports were forwarded to the Office of the Secretary on September 16 and November 14. Since the Civil Service Commission is the only agency authorized to develop and approve position classification standards, OST forwarded both reports to CSC with a request that CSC conduct an occupational study which would recognize the complexity of today's air traffic control system.

U. S. OFFICIALLY ENTERS MLS SWEEPSTAKES . . . The U.S. proposal for the Microwave Landing System (MLS) has been submitted to the International Civil Aviation Organization (ICAO) for adoption as the new international standard precision landing system. ICAO, which will evaluate the United States proposal in competition with systems proposed by the United Kingdom, France and West Germany, is expected to make its decision sometime in 1976. Meanwhile, prototype models of the new system are expected to be delivered next spring for tests by the FAA which are designed to provide further data to support the U.S. proposal.

BEWARE OF GIFTS . . . With the Christmas season again upon us, employees should keep in mind guidelines in connection with acceptance of gifts from persons who deal with the Department of Transportation. Regulations prohibit the acceptance of gifts or favors of monetary value from a person who has or is seeking business or financial relationships with the Department, conducts operations regulated by the Department or has interests that may be substantially affected by the performance or nonperformance of an employee's duties. One of the few exceptions to this general policy exists when the circumstances make it clear that a family relationship, rather than the business of the persons concerned, is the motivating factor for the gift or favor. For full details, see Order 3750.3A or check with your servicing Personnel Management Division.

COMMITTEE HEARS NOISE DISCUSSION . . . FAA policy, regulations and research efforts on aircraft noise abatement were outlined by Frederick Meister, Associate Administrator for Policy Development and Review (Acting), in his first appearance before the House Committee on Public Works and Transportation, Subcommittee on Aviation, last week. Meister's discussion focused on possible retrofit of jet engines, flight procedures, development of FAA policy on airport use restrictions and actions under past legislation to assure compatible land use around airports.

BLOOPER DEPARTMENT . . . Some inadvertent budget-cutting occurred in last week's INTERCOM. An additional \$421,275,000 has been authorized for the three-month transition period between FY 1976 and FY 1977, not \$421,275. Also, \$250 million and \$350 million, not thousand, were requested in separate legislation for facilities and equipment and the airport aid program, respectively. The cancelled Airway Facilities order, 6930.19, was dated December 22, 1969, not 1975. The FAA film, "Where Airports Begin" (FA0570), showing how communities successfully planned and developed their airports, is not currently available as previously reported. This film should be available from the FAA Film Library AAC-44E, P. O. Box 25082, Oklahoma City, Okla. 73125, early next year.

HEADQUARTERS PERSONNEL NOTES

HEALTH BENEFITS COSTS

The closing date of the open season for enrollments and changes in health insurance plans continues to be Dec. 31, 1975. As of December 3, there was no action by Congress concerning the amount of increase in the costs of several of these plans. All employees will be notified as quickly as possible if such action occurs.

ANNUAL SUBMISSION OF TRAINING REQUIREMENTS

In January 1976, each Headquarters organization will be asked to submit to the Training and Career Development Branch, APT-130, its FY 77 training requirements. Three basic types of training will be identified: (1) agency, (2) out-of-agency, and (3) non-government. This process begins at the first level of supervision, where each supervisor is required to determine the training needs for his or her employees for the coming fiscal year. The proposed courses are coordinated by each office/service's executive staff and submitted for final approval to APT-130 in Headquarters. Supervisors are required to discuss training needs with their employees at least annually in conjunction with the Performance Evaluation Record (PER), and these needs should be reflected in the annual submission from each organization. Employees are urged to be aware of this forthcoming annual submission process so that they can be prepared to assist with the input. Information about courses and schedules available to Headquarters employees is contained in the FAA Catalog, 3010.6E, and in various other catalogs, brochures, and listings which are distributed through the training representative in each office and service. Additional information can be obtained from the APT-130 staff.

YOUR SIGNATURE ON YOUR PER

Part VI of the Performance Evaluation Report (PER) form provides a space for the employee's signature on the last page. Occasionally, in situations where there is disagreement with a supervisor's rating, employees have refused to sign the PER, feeling that signature would somehow signify agreement with the ratings. Such refusals are not appropriate. Your signature indicates only that you have reviewed the PER with your supervisor and discussed the ratings received; it does not take the place of or otherwise prevent you from requesting a review, filing a grievance, or appealing your evaluation if you believe such action is warranted. If you are dissatisfied with your PER, you have the right to appeal to FAA or the Civil Service Commission or to file a grievance depending on the source of your disagreement; your signature does not affect this right. Generally, action to appeal or grieve must be taken within 15 days from the date your supervisor discusses the PER with you. For further information about grievance and appeal procedures, contact the Labor Relations Branch, APT-140, x68916.

QUESTIONS AND ANSWERS ON RETIREMENT

Question: Under what conditions may an employee retire optionally?
Answer: An employee is eligible for optional retirement upon meeting one of the following minimum combinations of age and service: (a) age

62 with 5 years of service; (b) age 60 with 20 years of service; (c) age 55 with 30 years of service.

Question: If I waive military retirement pay to have my military service included in the computation of my civilian retirement benefits, can I later revoke the waiver?

Answer: If the military service was needed to qualify you for an annuity benefit, the waiver is irrevocable. However, if the military service is not needed to qualify, the waiver can be revoked.

Question: Is extra credit allowed for unused sick leave?

Answer: Yes. When the employee retires on an immediate annuity or dies, the time represented by the employee's unused sick leave is added to the employee's actual service used in computing the annuity.

Question: Should an employee send in copies of his service and salary history to the Civil Service Commission to receive an estimated computation of the annuity benefit he will be due when he later retires?

Answer: No. The responsibility for providing tentative computation prior to an employee's retirement rests with the agency personnel office. The employee can obtain an annuity computation from the Labor Relations Branch, APT-140. Requests for computation should be made well in advance of the planned retirement date. Counseling can be arranged by appointment with APT-140, x68916. The Training Branch, APT-130, will conduct the next Pre-Retirement Seminar, March 1-5, 1976, for persons considering retirement within the next five years.

UPCOMING ARTICLES ON MPP

Recently, APT-100 began listing evaluation criteria on all FAA-wide and DOT-wide vacancy announcements, an attempted improvement which has generated a large number of questions about the Merit Promotion Program (MPP). Starting next month we will begin a series of articles describing and explaining details about MPP that you need to know when bidding on a job. If there are particular MPP procedures that you especially want explained, please send an informal note to John Buck, APT-130, x63320.

ALL ABOUT THE AIRLINES

"Takeoff--The Airline Story," a new film sponsored by the Air Transport Association, is this week's Midday Matinee in the FAA auditorium. The 15-minute film shows what goes on behind the scenes to make possible some 13,000 daily flights serving thousands of communities, moving four million people a week, carrying 80 percent of intercity first class mail and everything from parts to perishables. The film is dedicated to the late Rod Serling, who was its narrator. Show dates and times are December 10 and 11 at 12:00 noon and 12:30.

CLOTHING FOR KIDS

DOT is once again supporting the annual Clothing for Kids drive in the District of Columbia. Boxes for good used clothing for pre-school through high school-age children have been placed in the lobbies of the three DOT buildings: FOB-10A, Trans Point and Nassif. The need is mostly for winter clothes. If you have good, used clothing, please pitch in. The campaign runs through this month.

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HEADQUARTERS intercom

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

75-50 Dec. 15, 1975

FAA'S NEW DEPUTY

Appointed Deputy Assistant Administrator for General Aviation early this month was Otho H. Mendenhall, who has been Deputy Director of the Executive Secretariat for the past year. Following considerable experience in private industry, Mendenhall joined the agency in 1963 as an operations research analyst in the Airports Service. Since that time he has held increasingly responsible positions with the Office of Policy Development, ST Development, Office of Aviation Economics and the Office of General Aviation. A graduate of the University of Illinois, Mendenhall is a Navy veteran of World War II and Korea.



NEW LEESBURG FACILITY

FSS READIED FOR AUTOMATION

Only seven days after FAA signed a \$355,000 contract for equipment for the automated Washington flight service station, the computer was delivered last month to the FSS's new home in the Air Route Traffic Control Center in Leesburg, Va. The FSS will be relocated from Washington National Airport to Leesburg by February when automated operations are expected to begin. The contractor, minority-owned Price, Williams and Associates, Inc., of Silver Spring, Md., also delivered keyboard/cathode ray tube terminals this month. The rapid deliveries were made possible by letters of agreement between Price, Williams and subcontractors. The automated (Continued on page 2)

MCLUCAS SPEAKS ON AEROSAT

"There is general agreement that a system of satellites in geostationary orbit offers the best and, really, the only technical solution to the aeronautical communications and surveillance problems over ocean areas," Administrator John L. McLucas told the National Space Club in Washington last week. Such a system not only would solve the communications problems and permit reduced separation between flights, he noted, but also result in considerable cost savings to both the Government and airspace users. For example, he pointed out that the international carriers would save \$15 million a year in fuel costs and the government approximately \$70 million annually through consolidation and automation of oceanic ATC operations."

AUTOMATED FSS (Continued from page 1) . . . system will instantly provide flight service specialists with the latest weather and aeronautical information for pre-flight and in-flight briefings to pilots. The installation is known as MAPS, for Meteorological and Aeronautical Presentation System. FAA is leasing the system initially for five months with the option to renew the lease or buy the equipment at any time. Pilots at Washington National Airport will be able to call the FSS on direct, toll-free lines.

TRANSPONDERS MAKE BRIGHTER TARGETS . . . Radar beacon transponders --not enhancement by reflectors--are the best way to make aircraft targets stand out on the controller's radar display, the agency has concluded after an intensive study. Passive reflectors, which only reflect radar signals, must be relatively large to be effective. This makes them impractical for installation on small aircraft, the report states. The transponder is essentially a small transmitter/receiver carried in the plane. When triggered by ground radar signals, it produces a clear target on the radar scope.

READS MORSE MESSAGE . . . SOS...----... ..----... Dots and dashes--that's the way the message came in to Richard E. Taylor of the Terra Haute, Ind., FSS. He "read" the morse code and realized someone was in trouble. He realized the pilot was trying to communicate with the ground by "keying" his radio mike -- that is, by pushing the transmission button. Taylor radioed the pilot to answer his questions by sending a dash for "yes" and a dot for "no". In this way Taylor established communication. He found out there was a fire in the plane and he led the pilot to an emergency landing at Evanston, Ind., Airport before the fire in the radio spread to other equipment. During November, 254 flight assists were reported by FAA facilities--112 by flight service stations, 105 by airport towers, and 37 by enroute centers. There were a total of 393 people reported on board the aircraft involved. The primary causes for the assists included 149 lost pilots, 28 low on fuel, 35 involved in bad weather and 66 with some type of equipment failure.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP), requires the services of two experts to assist the government of Singapore in the improvement of flight safety. Salary for both positions is set at Level 5, Step 1. Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. TA-75/155 Flight Operations Inspector; Duration: Two short term assignments of two months each, twice a year, 1976 through 1979, for a total period of 16 months. TA-75/156 Operations Officer in Instrument Approach Procedures; Duration: Six months. Applications due in AIA-29 by December 27, 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.

AVIATION SAFETY WATCHDOG GROUP FORMED . . . An advisory group to oversee the Aviation Safety Reporting Program has been formed by the National Aeronautics and Space Administration. The subcommittee composed of members of industry, government and consumer organizations, will review the methods and content of the program, including maintaining the anonymity of persons submitting safety reports or persons named in the reports. A recent NASA/FAA agreement calls for NASA to act as a "third party" to receive and analyze reports of unsafe aviation conditions and practices in support of FAA's effort to discover and correct such conditions before they lead to accidents.

A MESSAGE FROM INTERNATIONAL AVIATION . . . At this time of year, the Office of International Aviation Affairs receives many greeting cards and letters of appreciation from foreign nationals who have visited FAA Headquarters and facilities during the past year. They all wish to thank the FAA people who contributed to the success of their visits. As many of these messages refer to a number of FAA people, IA cannot pass on each one individually but would like to take this means of extending to all FAA personnel on behalf of the foreign visitors their expressions of gratitude. They also wish to add the thanks of their office for the courtesies and cooperation they have received from FAA people in the field and in Headquarters in arranging programs for these visitors.

HEALTH BENEFITS PREMIUM RATES--HOW HIGH? . . . Employees are reminded that the Open Season, during which unenrolled employees may enroll and enrolled employees may change health plans or options, has been extended through December 31. Premium rates in 1976 generally will be increasing (see INTERCOM, October 28, for rates of the two government-wide plans). However, the increases in 1976 might be curtailed slightly by Congressional action. On the basis of assurances that this action would be taken, the Civil Service Commission has printed rates for all plans showing the lower increase, and these brochures will soon be distributed to all government employees. If the lower rate increases are not made possible, employees should know that the difference between the lower and higher increases vary from a few pennies per pay period for some plans to about \$4 per pay period for others.

TELEPHONE PRIVACY . . . The concern for privacy is not limited to printed material but extends to telephone communications as well. FAA employees are reminded that the unannounced, surreptitious recording, monitoring or interception of telephone conversations is contrary to basic American principles, as well as being a violation of Order 1600.24B, "Use of Recording or Monitoring Equipment and Practices." Such diverse telephone equipment as speaker phones, intercoms and telephone extensions are also covered by this order. To assure that all uses of telephones within FAA are conducted in a lawful, open manner, employees are strongly encouraged to review this order.

SHREDDER FOR DESTRUCTION OF SENSITIVE MATERIAL . . . A shredder is available in FOB-10A for use in destroying Privacy Act materials designated FOR OFFICIAL USE ONLY and other types of unclassified sensitive material. Arrangements for use of the shredder may be made by calling APT-150, x63383. Classified information must be taken to the accountable security control point for destruction.

CFC ENDS THIS WEEK . . . The Combined Federal Campaign has been extended to this Thursday, December 18. So far, 70 percent of the Headquarters dollar goal has been reached in the amount of \$161,650. Eighty percent of the employees are participating. There is still time to lend a helping hand to the less fortunate.

PUBLIC INFO ALSO FOR US . . . The Public Information Center off the lobby of the FAA building (FOB-10A) is also a handy place to get certain kinds of information useful to FAA employees. For instance, the center can provide Advisory Circulars and newly-issued Federal Aviation Regulations in limited quantities. Also available are helpful brochures and magazine article reprints on general aviation topics and the functions of FAA. A recent reprint, now available, is "Automating the Crowded Sky" by Raymond Belanger, Director of the Air Traffic Service, whose article appeared in Air Force Magazine.

WINNERS OF FA CLUB ELECTION . . . Mel Leonberger, AAT-420, President; Betty Williams, AAT-401, Treasurer; James Cancro, AAT-140, Director of Travel; Peggy Morales, APT-150, Director of Educational Activities; George McKnight, AAT-120, Director of Social Activities; Judy Anderson, ABU-400, Director of Public Relations.

AWARDS AND REWARDS . . . The Metropolitan Washington Airport Service presented awards to the following staffers at Dulles International Airport: Special Achievement Awards - Medford Shows, Calvin Grigsby, Howard Slonaker, Gary Villers, Raymond Kriss, Thomas Laing, Eugene Wilson, Ervin Bensenhaver, Joseph Zecka, Charles Griffin; Quality Within-Grade Pay Increase Awards: Marion Moore, Mary Jane Mercer, Virginia D. Stewart, Ivan J. Money, Sloan Knecht, Charles Wiggs, Carolyn Horne, Frank Dunn, James Powers; Beneficial Suggestion Awards: Robert Hall, Roscoe Call, Pauline Scott, John Milyard, William Hawes. The Office of Information Services presented Annie Catlett with a Special Achievement Award.

COME ONE, COME ALL . . . All FAA employees are invited to join in the Christmas caroling to take place in FOB-10A on December 23 beginning at 2 p.m. If you play an instrument (guitar, accordion, etc.), bring it along. Interested employees should meet in the main lobby by the Christmas tree.

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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

75-51 Dec. 22, 1975

Season's Greetings



A CHRISTMAS MESSAGE FROM ADMINISTRATOR McLUCAS

At year's end we often look back rather than forward, because the past is settled and easier to contemplate than the uncertain future. The nostalgic Auld Lang Syne that we sing even after the New Year has dawned is a classic example.

As we review the past year in aviation, there is much to be thankful for. Again, the statistical safety record has been good by any reasonable standards of comparison with former years or other modes of transportation. So, we could easily resign ourselves to the unassailable truth that accidents will inevitably occur and look back with a certain justifiable satisfaction. There are some who might be tempted to look toward the future with an air of self-satisfaction and contentment.

But our job is a uniquely demanding one that does not allow complacency with statistics or comparisons. We cannot be satisfied as long as there has been one accident that perhaps we could have helped avoid. Aviation safety, as well as the many other vital FAA objectives, must be an unrelenting pursuit of perfection. And pursue it we must. As public servants and professionals we can demand no less of ourselves.

So, I ask all of you to rededicate yourselves to a more perfect, a safer aviation system in 1976. I look forward to working together with you in the pursuit of that goal.

Warmest wishes to you and your families for a happy holiday season and a pleasant and prosperous New Year.

John McLucas
JOHN L. McLUCAS
Administrator

NEW TOP INFORMATION OFFICER . . . Administrator John L. McLucas has appointed Joseph Laitin as Assistant Administrator for Information Services. Prior to coming to the FAA, Laitin served as Assistant Secretary of Defense for Public Affairs and was awarded the Department of Defense Medal for Distinguished Public Service, the highest award Defense can give to a civilian. Before his appointment to DOD, he held the top public affairs job in the Office of Management and Budget. During this period, he also served in the White House as director of information for various Presidential commissions and in 1965-1966 was detailed to the White House Press Office as Deputy Press Secretary. During World War II, he worked for United Press and Reuters both in Washington and the Pacific and was one of the correspondents selected to witness the surrender ceremony on board the battleship USS Missouri. He spent 10 years before entering government service free lance writing, teaching and broadcasting in Los Angeles.

CHRISTMAS PRESENT: AN EXTRA DAY OFF . . . President Ford has given most Federal employees an additional day off Friday, December 26. By Executive Order last week, the President made the day after Christmas an official day off. Salary and leave for the 26th will be treated the same as for any other holiday.

CHECKING UP ON ATC SAFETY . . . Studying terms and procedures in the air traffic control handbook to improve clarity and achieve greater standardization will be the principal task of the new Air Traffic Procedures Advisory Committee recently established by the agency. FAA said the committee, created in response to a recommendation by the Secretary of Transportation's Task Force on the FAA Safety Mission, will begin its review early next year in a four-day opening session. It will subsequently meet over a period not to exceed two years and then present its findings and recommendations to the FAA Administrator. The committee includes representatives from the Army, Navy, Air Force, Aircraft Owners and Pilots Association, Allied Pilots Association, Air Line Pilots Association, Air Transport Association of America, Air Traffic Control Association, National Air Carriers Association, National Air Transportation Associations, Inc., National Business Aircraft Association, National Pilots Association, Professional Air Traffic Controllers Organization and the FAA.

IT'S ACADEMIC FOR CONTROLLERS . . . All new center and tower controllers will train at the FAA Academy in Oklahoma City where they will take a comprehensive course covering air traffic controller duties. Under the new setup, controllers joining the agency beginning December 28 will spend two weeks in an air traffic control facility and then attend the four-month course at the Academy. The first group to go through the Academy program will begin in January 1976. Only those who successfully complete the training will continue as developmental controllers. The agency's plans for the new air traffic controller training program also include standardized facility training programs; upgraded simulation capability at field facilities and provisions to have radar simulation at the academy by 1977.

EXECUTIVE PROGRAM DELAYED . . . The recently-issued announcement about applying for the Executive Selection and Development Program has been cancelled. A new announcement will be issued in the near future. The opening and closing dates of the original announcement were November 10 and December 19. Applications already received for this program will be processed under the new announcement. Employees interested in this program who have not yet applied should do so when the new announcement is issued.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL = 2 years = 34/75 Technical Officer, OPS/AIR, P-4, Gross: U.S. \$24,220 per annum and Net (free of tax): U.S. \$17,532, per annum. Applications due in AIA-29 by 12/31/75. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

NEW CLINIC . . . Edwin E. Westura, M.D., former Assistant Regional Flight Surgeon in the Leesburg ARTCC, assumed the position of Chief, Washington Medical Clinic, Office of Aviation Medicine, last month. Dr. Westura is board-certified in internal medicine and in the sub-specialty of cardiovascular diseases. He has extensive post-graduate training; numerous faculty appointments at major universities; and many hospital, consultant, and committee appointments. Dr. Westura also has devoted a great deal of time to private practice and to community, government and military services. Holder of nine medical licenses and certifications, he is a member of various professional and honor societies, and has authored and coauthored several books and papers on cardiology.

CHANGE IN VENDING MACHINE SERVICE . . . Canteen Corporation is the new contractor for vending machine service in FOB-10A, replacing the former vendor. Improved machines, products and services are already being provided. The full range of machines is once again available in the 5th floor snack bar. Machines also have been placed, or will be in place by Christmas, in vending areas on the west end of the 4th and 8th floors, and on the east end of the 7th and 9th floors.

AWARDS AND REWARDS . . . The Logistics Service presented Quality Increases to Thelma Bagley, Kenneth Lutes, William Cotliar, Jimmy Thomas; Special Achievement Awards to Malcolm Johnson, Thomas Ruppert, Neville Weber and Beneficial Suggestion Awards to Thelma Bagley and Don Lang. The Office of General Aviation presented a Quality Increase to Willard ("Pete") Pederson. Airports Service presented a Quality Increase to Joan A. Schroeder.

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HEADQUARTERS intercom

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

A15-220

75-52 Dec. 29, 1975

ARTS-III MODIFIED FOR ENROUTE CENTERS

SALARY SYSTEM REPORT

A panel on the Federal salary system headed by Vice President Rockefeller has submitted its report to President Ford. The panel recommended that benefits as well as salary be included in adjustments to make Federal pay comparable to private pay; and that merit, rather than length of service, should be a principal basis for within-grade pay increases. Also suggested was revision of executive level pay which has been frozen for the last six years. The aim would be to provide for increases to ensure that executive salaries do not prevent recruiting and maintaining top-quality talent in the government.

AUTOMATED RADAR GOES OVERSEAS

The first Enroute Automated Radar Tracking System (EARTS) has been delivered to the agency by UNIVAC of Minneapolis. This is essentially an ARTS III modified for enroute facilities. Specifically, the system will be installed in overseas Air Route Traffic Control Centers (ARTCCs) at San Juan, P.R., Anchorage, Alaska and Honolulu, Hawaii. But before being sent overseas the system will be thoroughly tested either at NAFEC or at the Minneapolis ARTCC. The major difference between the EARTS and the ARTS III is that with the former a Plan View Display (PVD) designed for lighting conditions in the enroute centers and built by Raytheon is used, whereas a radar scope or display built by Texas Instruments is used with ARTS III. The EARTS computer-driven system is scheduled to be installed at the three overseas locations in the spring and summer of 1977. A simplified prototype of the EARTS is currently being used at the Anchorage Center.

A FLEETER FLEET

Modernization of the flight inspection aircraft fleet is moving ahead in high gear as the 12th Sabreliner went into operation this month and the 13th is expected to be delivered before the end of the year. These planes join five Jet Commanders purchased by the agency in 1974. All of the 15 Sabres ordered by FAA are scheduled to be delivered by the end of February. The flight inspection fleet will also be beefed-up by two 727 jets scheduled to be received in March. These long-range jets will replace three large planes currently used for flight inspection: the L-188 Lockheed Electra in the Pacific and the Convair 580 and the Boeing C-135 both stationed at Oklahoma City. The new Boeing jets are expected to go into operation next September after flight inspection equipment is installed.





Dr. JOHN L. McLUCAS

ADMINISTRATOR MEETS DIRECTORS . . .
 In a get-acquainted session, Region and Center Directors met with Administrator John L. McLucas at a Directors Conference in Washington this month. Headquarters Office and Service heads and other key staffers were in attendance. The Directors briefed Dr. McLucas on their individual responsibilities, highlighted unique activities and reviewed problem areas. Conferees were given status reports on the recommendations of the Secretary's Task Force on the FAA Safety Mission, reviewed budget information and discussed other areas of concern.

SO YA' WANNA BE AN ENGINEER? . . . The Airway Facilities Service has launched a project to gather all information in one handbook on methods of converting from technician to engineer. Plans for writing the handbook were made at a meeting this month in Washington among Headquarters and regional Airway Facilities officials and Office of Personnel and Training staff. The new handbook, which is expected to be complete by next June, will consolidate information on such programs as the agencywide Cooperative Engineer Development Program (CEDP), several regional programs which can be used for guidance in establishing new ones, and other avenues to become an engineer, including the Professional Engineer exam and the Engineer-In-Training program. Also to be included in the handbook in order to promote professionalism will be information on additional training for those who become, or already are, engineers.

SIMPLIFYING THE NUMBERS SYSTEM . . . Beginning early in 1976, most pilots flying in the 48 contiguous states will be able to keep one discrete radar identification code from takeoff to landing as a result of the new National Beacon Code Allocation Plan announced last week by the agency. Under the new setup, when a pilot flying under instrument flight rules (IFR) files his flight plan with the appropriate air traffic control facility, he will be assigned a four-digit discrete code which was assigned exclusively to the facility he contacted. As the pilot prepares to take off, he will set his transponder to that code where, in most cases, it will remain for the rest of the flight.

CANCELLATION OF ORDERS . . . The Logistics Service cancels obsolete agency order 4650.14, NAS Stage A Equipments During the Tune-up and Test Period. Order 6300.3, Multiple Radar Displays, has served its purpose and is canceled. These cancellations will appear in the next Directives Checklist.

AVIATION GETS STAMP OF APPROVAL . . . Pictured here is a 1976 commemorative stamp honoring 50 years of commercial aviation in the U.S. The 13-cent stamp will go on sale March 18, 1976 as a salute to the first airmail contracts awarded by the Post Office Department in 1926. The early contracts provided a vital infusion of money



for fledgling airline companies struggling to establish themselves after World War I. FAA suggested issuance of such a stamp in 1974 as an adjunct to various historical observances during the Bicentennial Year, which also coincides with the 50th year of Federal regulation of aviation. First day of issue ceremonies will be held at Chicago's O'Hare International Airport next March 18.

MEASURING AIRPORT PERFORMANCE . . . FAA will expand its Performance Measurement System to eight more major airports by early 1976, in addition to the 16 airports where it is presently used. The PMS compares airport capacity to actual operations during peak hours. In this way the agency can pinpoint problems that hold down traffic flow. Key to the system are Engineered Performance Standards (EPS), which are measures of runway capacities. EPSs are used to manage national air traffic flow in addition to serving as an index of airport performance. The eight additional airports are Detroit, Wayne County; Baltimore-Washington International; Columbus; Tampa; Minneapolis-St. Paul; Houston; Phoenix and San Antonio.

HEARTFELT RECOMMENDATIONS . . . In connection with its airman medical certification program, FAA is studying a report on the latest developments in the understanding of heart disease published by the American College of Cardiology. The report, funded by FAA, reviews advances in cardiology made since 1965 and recommends ways in which new knowledge can be used in determining medical requirements for pilot certification. The recommendations deal with cardiographic testing, heart surgery and pacemakers and artificial heart valves. The agency will review practical applications of the new medical knowledge in determining whether the recommendations can be adopted.

CONFLICT ALERT...CONFLICT ALERT . . . The conflict alert system, which warns controllers when aircraft are getting too close to each other by flashing "CONFLICT ALERT" on the controller's display, has been installed ahead of schedule at all 20 NAS enroute centers in the conterminous 48 states. Although currently the system alerts controllers only for aircraft flying above 18,000 feet, by this spring the system will be expanded to cover planes flying above 12,500 feet.

TALE OF A SUGGESTION--AND AWARD . . . Eleven years ago--in July 1964--Frank E. Skinner of the Accounting Operations Division submitted an employee suggestion. His idea was to use only one Government Transportation Request (GTR) to pay for all airline tickets purchased each month from FAA's teleticketing machine, a telephone device. The single GTR would replace all the separate ones for each ticket, as was then required. FAA immediately adopted the suggestion, which then began wending its way through government channels for official permission and approval by the airlines to use the new procedure. By 1969, it was reported that \$300,000 was saved. In 1972 GSA changed the regulations to allow any agency to use the procedure. By then, Frank had transferred to HEW where he received an award for his suggestion. On December 11 this year, the Civil Service Commission authorized a \$1,595 award to Frank in recognition of the government-wide use of his idea. Sadly, he was not able to accept it; Frank died on November 21. Arrangements are being made to forward the award to his wife.

FLIGHT STANDARDS CHRISTMAS FUND . . . Flight Standards Service employees reached deep into their pockets this year and collected over \$232 for the 1975 FS Christmas Fund. The Fund was split to provide for equal donations to the Salvation Army and Children's Hospital and to cover the cost of a Christmas flier that was sent to agency organizational elements in Washington and the field.

AIRPORT BRIEFS . . . Leonard E. Mudd has been appointed chief, Airports Engineering Division, AAS-500. John R. Goodwin was named acting chief, Airports Planning Division, AAS-400. Airports Service presented a Special Achievement Award to Dorothie M. Kistler.

