



HEADQUARTERS intercom

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

76-1 Jan. 5, 1976

FLIGHT WATCH CALLING
FAA is welcoming the new year by resuming training of "Flight Watch" specialists. Selected under merit promotion, they will take a four-week course in Oklahoma City to qualify as Enroute Flight Advisory (EFAS) specialists, who provide airborne pilots with expert information and advice about the effect of existing or changing weather on their flights. EFAS was first begun at four West Coast flight service stations in 1972, receiving favorable pilot reaction. By the late 1970s, EFAS will be expanded to 40 more FSSs to provide coverage over all the conterminous states. This year, 220 specialists will be trained in the monthly courses, with the first class of 18 beginning this week. At least eight FSSs in the eastern U.S. are expected to add the EFAS function this year: Montpelier, Vt.; Boston; Buffalo; Charleston, W.Va.; Pittsburgh; Raleigh; Teterboro, N.J.; and Washington, D.C.

FOR CENTERS AND TOWERS

30 NEW RADAR SYSTEMS BOUGHT

To improve its vigil over the skies, FAA has ordered 10 new long-range and 20 new terminal radar systems under contract amendments totaling \$19.6 million. Westinghouse Electric Co. will supply the long-range radars used for control of enroute air traffic at a cost of \$11.2 million, while Texas Instruments, Inc., will provide the terminal radars for \$8.4 million. The Westinghouse ASRS-3s (Air Route Surveillance Radar) are designed to give a clearer picture of both aircraft and weather and will be used to monitor heavy traffic areas. The terminal radars, ASR-8s (Airport Surveillance Radar), have twice the power of previous units and feature expanded low-angle coverage, reduced ground clutter and improved detection of light aircraft. These systems will be used at high and medium density airports. FAA previously ordered 16 of the long-range radars and 43 of terminal radars from the two contractors.

AIRPORT SECURITY: A GRIM REMINDER

As a result of the bomb explosion which killed 11 persons and injured scores of others at New York's LaGuardia Airport last week, President Ford has ordered the Transportation Department to reexamine present airport security measures and recommend improvements. A special government/industry task group has been established to pursue this investigation under the direction of FAA Administrator John McLucas. The group will submit its report to Secretary Coleman by January 9. After the explosion, LaGuardia controllers moved into a temporary tower in a vehicle kept ready for emergencies. A few landings and takeoffs were made, but more distant incoming traffic was diverted to Newark and JFK airports, and then LaGuardia closed for the (Continued on page 2)

AIRPORT SECURITY (Continued from page 1) . . . night and next day. In Washington, an orderly and quick evacuation of Washington National Airport was directed by FAA police after a bomb threat--which turned out to be a hoax--was received later the same evening. Both tower and FSS staff moved out for over an hour, and controllers went to a small temporary tower on the far side of the field. Dulles Airport was briefly evacuated by FAA police the next night after another threat.

BROTHERLY TOWER PROJECT . . . The city of Philadelphia and FAA's Eastern Region signed an agreement last month to share the cost of building a new control tower at Philadelphia International Airport. Plans call for construction to begin in June 1976, with completion in February 1978. The tower will have a larger radar room and will provide controllers in the cab with an unobstructed view of entire airport--a view which is now partially blocked by airport expansion from recent years. Federal regulations require that an airport owner share the cost of a new tower if the owner's construction blocks the tower's line of sight. The new structure will be on the opposite side of the airport from the present tower and will look like the striking Dallas-Fort Worth tower designed by Welton/Becket, architects of the Philadelphia tower.

TRIPLE PLAY . . . A pilot can now practice landings at Chicago and be controlled from NAFEC while flying a simulator in California. The simulator, which never leaves the NASA-Ames facility at Moffet Field, Calif., is tied to the Dynamic Simulation Laboratory in NAFEC by telephone lines. The simulator's "flight" route is processed by the lab's computer and shown on a radar scope. Voice communications between pilot and controller are carried over a different line. The NASA simulator can be configured in a variety of airplane types, and the NAFEC control lab can simulate the environs of a variety of real airports. The California simulator is currently rigged as a short takeoff and landing airplane.

DC-8 TRAINING FOR FAA PILOTS . . . FAA air carrier inspectors rated to fly DC-8 aircraft will receive recurrent pilot training from Braniff Airways under a one-year contract signed recently. Some 30 inspectors will take the training at Braniff's home base in Dallas. Training consists of 8 hours ground, 8 hours simulator and 2 hours flight time. FAA customarily contracts for training services by airlines on planes which are not in the agency's fleet. Cost of the Braniff recurrent training is \$4,500 per pilot.

EARLY BIRD REMINDER . . . FAA will hold its Eighth Annual Aviation Review Conference May 24-26 at the Sheraton-National Hotel, Arlington, Va. The three-day meeting will bring together representatives of government, the aviation community and the general public to review the status of aviation and discuss future plans. The first day will feature presentations by government spokesmen; the second day, user presentations, and the last day, joint government/user discussions.

AIRPORT/AIRWAY BILL TAXIING OUT . . . The House last month passed a five-year airport/airway development bill to amend 1970 legislation for which funding authority expired last summer. Senate action on a similar bill is expected this month. The House bill authorizes \$250 million for FAA facilities and equipment in fiscal years 1976 through '78 and \$275 million in '79 and '80, in addition to \$62.5 million for the July-September 1976 transition period to the changed fiscal year calendar. The House also voted a five-year total of \$2.6 billion for airport development. Funds would be provided to both general aviation and air carrier airports in each of the five years. By a ten-vote margin, the House passed a provision prohibiting SST flights to any airport receiving aid funds. The prohibition would last six months, beginning with final passage of the law.

NEW FLYING CRANE RULES PROPOSED . . . The agency has proposed that restricted-category helicopters be permitted to carry external loads on a commercial basis and at the same time has tightened rules governing flying crane operations. Essentially the proposal would bring all flying crane operators under Part 133 of the Federal Aviation Regulations and require them to meet the stringent safety standards for a Rotorcraft External-Load Operator Certificate. This proposal is the first in a projected series of notices of proposed rule-making to be issued by the agency in connection with its first Biennial Operations Review Program.

POSTAGE PENNIES EQUAL MILLIONS . . . With the 30 percent postage rate increase now in effect, FAA's postage will jump by \$1 million yearly to a new high of \$4 million. You can help to lessen the impact by mailing smarter and cheaper. Fold paper previously mailed flat, and save 40 cents per letter. "Flat" mail postage costs four times as much as folded letter-size postage. You can halve your volume if you combine and mail routine material to regular addressees every other day. Purge any mailing lists regularly as required by law. Avoid unnecessary use of air parcel post, now called "priority" mail, which costs three times as much as regular parcel post.

FIVE \$2s MAKE A \$10 . . . It's official now. The \$2 bill is coming back. On April 13, 1976, it will begin appearing in your change. You'll be using it to buy a \$1.98 bargain, and eventually, the U. S. Treasury hopes, it will become as commonplace as the \$1 or \$5 or \$10 bills. The reason for its reissuance: to save money and to improve cash handling convenience for buyers and sellers alike. So there you are--five \$2s make one sawbuck or two fims.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years PC-35/75 Supervisor, Data Processing Unit, P-2, GROSS: \$15,750 per annum and NET (free of tax): \$12,025 per annum. Applications due in AIA-29 by 1/21/76. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

NO FLIGHT PATH CHANGE AT DCA . . . There will be no change in flight paths for aircraft departing north from Washington National Airport, the agency announced last week. The decision to defer the previously contemplated change was based on the results of noise tests taken by FAA in October in the vicinity of Cabin John, Md., and McLean and Turkey Run Park, Va., to assess the noise impact on those areas of a change in flight path that the agency had proposed. According to FAA, the tests indicated the change would not provide the significant results originally expected. Nevertheless, because of the continuing concern of many local citizens over aircraft noise, FAA is considering a thorough reassessment of air traffic flows and procedures in the Washington area.

INCOME TAX COURSE . . . An Income Tax Course designed to offer a basic knowledge of individual income tax preparation is available to all FA Club members. The course will enable you to prepare your own tax return and to better understand deductions, exemptions, credits and other means of reducing your tax within the limits of the law. The course will cover the new provisions of the 1975 tax law. Class dates are: January 12, room 6ABC; January 21, 28, room 8BC; February 4, room 8ABC; and February 11, room 5ABC--all, from 11:30 to noon. If interested, please complete the form below and deposit in the FA Club by January 8.

NAME: _____ Routing Symbol: _____

Office Extension: _____ FA Club No.: _____

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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76-2 Jan. 12, 1975

VERY GOOD YEAR

While the echoes of Auld Lang Syne still reverberate across the land, the January issue of FAA World—"The Year in Review"—presents a photo-packed accounting of some 32 separate happenings that involved FAA and its people during 1975. Its 36 pages are filled with lively, short-burst stories with nearly 100 photos from all the regions, and it should be in your hands soon.

AVIATION STAMP

Get the first day cancellations of the special commemorative stamp honoring 50 years of commercial aviation (described in the Dec. 29, 1975 INTERCOM), and self-addressed envelopes to "Commercial Aviation stamp, AMF - O'Hare, Chicago, IL 60666. The cost is 13¢ per stamp. Remittance must be by check or money order—not cash or postage stamps. Orders must be postmarked no later than March 18.

BEST IN 18 YEARS

OUTSTANDING '75 SAFETY RECORD

Despite all the recent adverse publicity about near mid-air collisions and the like, preliminary FAA figures indicate that 1975 was an outstanding year from the standpoint of aviation safety. The scheduled and supplemental air carriers had only two fatal accidents during the year with a total of 122 fatalities, the best record since 1957. In general aviation, the preliminary statistics show an increase during the year in the total number of accidents, which went from 4,425 in 1974 to 4,575 in 1975, but fatal accidents dropped from 729 to 662. Fatalities remained at about the same level with 1,324, as compared with 1,438 in 1974. Finally, the number of actual mid-air collisions dropped from 39 in 1974 to 30 in 1975 while fatal mid-airs were down from 19 to 13 and fatalities from 47 to 45. No air carriers were involved in these accidents, marking the third consecutive year that airline operations have been free of mid-airs.

BIG PLANE GETS SMALLER

Planes tend to grow as new models of a basic design are produced. For instance, the first model of the Boeing 727 was 133 feet 2 inches and the subsequent stretched version was 153 feet, 2 inches, and the McDonnell/Douglas DC-9 grew from 104.4 feet to 133.5 feet. However, this week the agency is expected to certificate a new, but smaller version of the Boeing 747. It's called a 747SP, and the SP stands for Special Performance. Over 48 feet are being lopped off the fuselage length, but the rest of the world's biggest passenger airliner is staying pretty much the same. The SP version will seat about 100 passengers fewer than the standard version, (Continued on page 2)

BIG PLANE GETS SMALLER (Continued from page 1) . . . but it will still have room for 321 seats which makes it a pretty big plane. Certifying an aircraft this size takes a lot of time and study, and Northwest Region inspectors have already put in at least 500 hours flying the plane while agency engineers have spent more than 1,700 hours on the project.

1976-AN ELECTION YEAR . . . This bicentennial year is also a year of significant national, state, and local elections. The Office of Labor Relations reminds all that the role of Federal employees in both primary and general elections is governed by the Hatch Act. The following do's and don'ts are offered for your general information. But if you need more information or need an answer to a specific question, contact your servicing personnel management division.

Federal employees may:

- o register and vote as they choose;
- o assist in general voter registration drives;
- o express their opinion about candidates and issues;
- o participate in campaigns where none of the candidates represent a political party;
- o contribute money to a political organization or attend a political fund raising function;
- o wear or display political badges, buttons, or stickers, and attend political rallies and meetings;
- o join a political club or party or sign nominating petitions;

Federal employees may not:

- o campaign for partisan candidates or political parties;
- o work to register voters for one party only;
- o make campaign speeches or engage in other activity to elect a partisan candidate;
- o be a candidate or work in a campaign of a candidate if any candidate represents a national or state political party;
- o collect contributions or sell tickets to political fund raising functions;
- o distribute campaign material in a partisan election;
- o organize or manage political rallies or meetings;
- o campaign for or against a candidate or slate of candidates in a partisan election;
- o serve as an officer of a political party, or as a member or officer of a committee of a political club, or be a candidate for any of these positions.

WIND SHEAR FORECASTING MEETING . . . Wind shear forecasting will be the topic of a joint meeting sponsored by the agency and the National Weather Service of the National Oceanic and Atmospheric Administration, which will be held in Washington, D.C. on January 14. A major objective of this meeting is to discuss the implementation of wind shear forecasting at selected airline terminals on the East Coast. The agenda for the meeting also will include a discussion of the general characteristics of low-level wind shear, a review of the FAA Wind Shear Program Plan, implementation plans for the routine forecasting of wind shear at terminal areas, and the research needed to improve wind shear forecasts.

HEADQUARTERS PERSONNEL NOTES

OPEN CONTINUOUS REGISTER SUSPENDED . . . Effective January 1, 1976, the Open Continuous Register (OCR) which was used to fill clerical/secretarial positions, GS-2 through GS-7, has been suspended indefinitely. Beginning January 1, all clerical/secretarial positions were advertised under the regular MPP procedures applicable for Washington headquarters. As such, vacancy notices are being posted on bulletin boards strategically located in FOB-10A, the Transpoint Building, and the Washington National and Dulles Airports. Applicants interested in a particular vacancy should submit a "bid," which consists of a complete up-to-date SF-171 and a current Performance Evaluation Record (PER), to APT-150. Complete instructions regarding the submission of "bids" are included in each vacancy announcement. In the event that there are no bidders for a position, APT-150 will review the clerical/secretarial applicant supply file for possible applicants. This procedure does not preclude candidates outside of FAA from bidding on vacancies for which they qualify. This decision is based on an extensive evaluation involving interviews with management officials and clerical/secretarial personnel who have used the system and a review of records and statistics. If required by supply and demand, the OCR may be reinstated, with certain procedural modifications, at some later date. If you have any questions on the procedures for bidding on clerical/secretarial positions, please call Ms. Tina Stenhouse or Ms. Alice Womack, APT-150, on x63229.

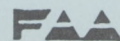
MITTS WORKSHOPS . . . Directed study courses administered from Oklahoma City are a popular form of training for FAA employees. Some of these courses are Management Improvement Through Team Study (MITTS) courses. They consist of the usual five lessons of home study followed by a 14-to-20-hour workshop for five to eight persons conducted during the day at the work premises. In the workshop the principles learned during home study are applied through group discussions and exercises as outlined in the Workshop Guide. A member of the group, as workshop manager, leads the first session, and from there the leadership of the group rotates among the participants; the challenge of leadership is a stimulus to maximum learning. MITTS participants receive an additional certificate of training for finishing the workshop. The directed study portion of the Staff Specialist Course, begun last year, has proven quite popular, and at least three workshops are planned for this spring; other workshops are being planned for Briefing and Presentation Techniques; Human Relations in Supervision; Management By Objectives; Use and Conservation of Manpower, Money, and Materials; and Effective Organization of Work. If you have finished the Directed Study Portion of any of these courses and have not yet had the MITTS workshop, you will be contacted by APT-130 in the near future. However, if you took the home study portion outside of Washington headquarters and did not have the workshop, contact Joe Proctor, APT-130, on x63320. For further information on the MITTS program, see your supervisor and Handbook 3110.2

THIRD UPWARD MOBILITY PROGRAM . . . The selection process for the third FAA Washington Headquarters Upward Mobility Program will be conducted this spring with the announcement expected to appear in early February. In addition to the formal announcement, further details about the program will be described in coming editions of the Headquarters Personnel Notes.

PREPARING YOUR MERIT PROMOTION BID . . . Each day personnel staffing specialists have the unenviable task of telling employees that they did not make the "best qualified list" on a merit promotion action. Sometimes these employees would have made the list if they had taken the time to prepare their applications properly. When you "bid" on a job, you submit a current Personal Qualifications Statement, SF-171 and your most recent Performance Evaluation Record, DOT Form 3430.1. For some jobs such as pilots, applicants are asked to submit additional information regarding their experience, such as pilot flight time. These are the only records used to assess your qualifications for promotion. No review is made of your Official Personnel Folder. Some position vacancies advertised in the Washington headquarters receive 75 or more applications, and it would take a trained reviewer several days to extract pertinent information from so many personnel folders. For this reason, the applicant is asked to condense and highlight his experience and qualifications on the SF-171 so that it can be quickly and thoroughly evaluated. In order for you to present the best picture possible of your experience and qualifications, your application should be prepared specifically for each position you bid on. Each Headquarters vacancy announcement lists the qualifications required for the position, and the specific types of experience, training, education, etc., (evaluation factors) which will be used to rank each qualified applicant for the position. Before you prepare your SF-171, study those evaluation factors carefully. Be sure to highlight on your SF-171 any training and experience which applies specifically to the evaluation factors. If your SF-171 does not state that you have a particular qualification, you will not receive credit for it. Your SF-171 and PER speak for you. They alone determine whether or not you make the "best qualified list." In next month's Personnel Notes, we will discuss how your application is evaluated for promotion and how the "Best Qualified List" is determined.

MIDDAY MATINEE SALUTES THE BICENTENNIAL . . . A brand new FAA production, "In Celebration of Flight," is going to be shown the entire week of January 19-23 in the auditorium at 12-noon and 12:30. The film is a tribute to the individuals and institutions that have helped forge American aviation into a far-reaching economic, social, and cultural force. It's the story of the men and women who not only found adventure in flight, but who contributed their special knowledge and skills to serve American commerce. Be sure not to miss this special showing.

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76-3 Jan. 19, 1976

NEW CHIEF COUNSEL

Bert Z. Goodwin, formerly Deputy General Counsel for the Department of the Air Force, was appointed Chief Counsel for the agency last week. He succeeds Gerard J. Turner, who resigned for personal reasons after serving as Chief Counsel since September 1973. Prior to becoming the Air Force Deputy General Counsel, Goodwin was the Assistant General Counsel from June 1966 to 1972 and Attorney Advisor from 1961 to 1966. He received the Air Force Exceptional Civilian Service Medal in 1969 for his work on numerous special projects, including major contributions in such FAA-related fields as aircraft procurement, pilot training and flight safety. An Air Force veteran, he received his law degree with honors from the University of Chicago.

PROFESSIONALISM IS THE KEY

OVER 3,000 FLIGHT SAVES IN '75

An engine failure over the Atlantic, an unpredicted overcast in the Allegheny foothills, near hysterical pilots trying to fly through stormy weather--these are some of the situations that FAA controllers and specialists handled while making 3,095 flight assists in 1975. Radar, nav aids and direction-finding equipment, as well as the all-essential very high degree of professionalism, were critical factors in helping these aircraft in distress and their 5,072 passengers to safe landings. Flight Service Stations were credited with most assists, 1,383; air traffic control towers were next with 1,248, while enroute centers made 464. Lost pilots was the number one reason for providing assistance. This was listed in 1,850 cases. Equipment failure was a problem in 757 instances, while 559 cases were weather related. In 425 assists, planes were low on fuel, and in 175, planes were landing with the gear up. Of the assists, 522 were carried out during hours of darkness. Interestingly, of the total pilots involved, only 275--or less than 9%--were students.

FAA AIRCRAFT DITCHED

An FAA flight inspection Sabreliner model 40 assigned to Frankfurt, Germany was ditched at sea Wednesday, January 14, 1976, off the Brazilian coast about 70 miles from Recife, Brazil. Leo Kuschinsky, the flight inspection technician member of the crew, died as a result of the accident. Mr. Kischinsky was a flight inspection technician in the Atlanta Flight Inspection Field Office and was returning from a temporary assignment in Frankfurt. The aircraft was being returned to the Aircraft Services Base at the Aeronautical Center. (Continued on page 2)

LATE SCORES . . . Dallas 44; Pittsburgh 21! That's the number of extra sections that Braniff and Eastern Airlines added to fly fans from the Dallas and Pittsburgh areas, respectively, to the Super Bowl in Miami on Sunday. Whether the spread reflects superior ardor on the part of the Dallas Cowboys fans or just the affluent edge afforded by Texas oil money is anybody's guess. But it is not a guess that the game posed problems for the agency in the Miami area. This is particularly so because other airlines added approximately the same number of flights to bring in fans from cities other than Pittsburgh and Dallas. Also, in addition to the extra commercial flights, an estimated 750 to 1,000 private aircraft converged on the area as their owners arrived for the game. But we're sure all was well. They're used to crowds down there. They also drew a capacity crowd for the Orange Bowl game on News Year's Day.

MORE ON CONFLICT ALERT . . . When the New York enroute center went operational with conflict-alert equipment on January 9, the new system blanketed the nation. The system, which flashes a warning signal on the radar displays used by controllers when aircraft are in possible conflict with one another, was then operational in all 20 U.S. centers. Although the initial step of this program implemented conflict alert only in high-altitude sectors, above 18,000 feet, 10 of the centers already have the system operating down to the 12,500 level. Also, it is expected to be down to this level at all centers by early February. So, that's its status. Now, here's how it works: The conflict-alert system is a computer program that has been added to the central computers at the enroute centers. The program projects what the flight paths of aircraft will be in the next two minutes. When they are projected to get closer than the required horizontal and vertical minimums, the data tags identifying the aircraft start to blink and the words "conflict alert" appear on the display. The controller is thereby alerted to the possibility of a conflict and can radio one of the pilots to give him a new heading and/or altitude to keep the aircraft safely separated. Although the program is not expected to be changed substantially in the immediate future, the Memphis Center is experimenting with a program that would alert controllers of a potential conflict of aircraft at all altitudes down to the ground.

SOMETHING FOR FAA RETIREES . . . A major aerospace firm is looking for maintenance, engineering, installation and operational help for a complete ATC and air-defense system for a large Middle East country. Requirements are for specialists in ILS, nav aids, radar, teletype, communications, automation, interphone systems, ATC and other areas. If you are interested, contact James L. Lampe, Aviation Systems Associates, 500 North Washington St., Alexandria, VA 22314. Phone: (703) 683-6860.

AIRCRAFT LOST (Continued from page 1) . . . Its last enroute stop before ditching was at Ascension Island. The pilots were Robert W. Anderson and Lee G. Schoen of Oklahoma City. The reason for the ditching is being investigated.

FAA ON TELEVISION . . . Automation has come to pilot briefings, and "Aviation Weather" will bring it into people's living rooms. "Aviation Weather," the pilot briefing and education program seen Friday nights on 214 public broadcasting stations, begins a two-part series Fridays, February 6 & 13. The subject will be AWANS, the automated Aviation Weather and NOTAM System that is now operational at Charlie Brown Airport, near Atlanta. In the first program, host Jim English will explain the components of the system, and Elmer Brothers, acting chief of the Atlanta FSS, will discuss its purpose. In the second program, viewers will see the built-in technology which puts essential data right at the briefer's fingertips. (Local viewers will be able to see the show on channel 22 at 7 p.m. Thursdays and Fridays, February 5 & 6 and February 12 & 13.)

THANKING YOU IN ADVANCE . . . Supervisors in field offices and facilities are reminded that new employees reporting for duty should be told about the availability of FAA World magazine and the procedure for filling out an address form for home mailing, if the employee wants the magazine. Completed address forms should be sent to the region/center control point identified on the bottom of the contents page of FAA World. This will help keep the employee-management communication pipeline open and will help get new employees on the mailing list right away.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL = 2 years PC-36/75 Language Officer (interpreter/Translator) 2 posts, P-3, Gross: U.S. \$19,670 per annum and Net (free of tax): U.S. \$14,585 per annum. LANGUAGE REQUIREMENT: French mother tongue, or the language used for the purpose of education. Ability to interpret into French from English is essential, and from Russian or Spanish desirable. Ability to write French translations, with a thorough knowledge of syntax and stylistics is essential. PC-37/75 Language Officer (Interpreter/Translator), P-4, Gross: U.S. \$24,220 per annum and Net (free of tax): U.S. \$17,532 per annum. LANGUAGE REQUIREMENT: Russian mother tongue, or the language used for the purpose of education. Demonstrated ability to interpret into Russian from English, and from French or Spanish. Ability to write Russian translations with a thorough knowledge of syntax and stylistics. PC-38/75 Language Officer (Reviser/Interpreter), P-4, Gross: U.S. \$24,220 per annum and Net (free of tax): \$17,532 per annum. LANGUAGE REQUIREMENT: Spanish mother tongue, or the language used for the purpose of education. Demonstrated ability to write and revise Spanish translations, with a thorough knowledge of syntax and stylistics, is essential. Ability to interpret into Spanish from English and preferably also from French or Russian is desirable. Applications are due in AIA-29 by 3/5/76. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

GETTING AHEAD . . . "Roads to success in FAA" will be discussed by a panel of women in the FOB-10A auditorium at noon on January 29. The program is one of a series of Department of Transportation-sponsored monthly programs being held during "Women in Transportation Year." The panelists, selected to represent various FAA occupational areas, will discuss career development and career management in their respective fields. Irene Miels, FAA Affirmative Action Program Coordinator, will serve as moderator for the panel discussion. All DOT employees are invited to attend. For additional information, please call Louisa Stimpert, x63785.

NEW FORM AVAILABLE . . . All offices and services payrolled by the Washington office are requested to destroy previous copies of the Property, Records, and Indebtedness Clearance Record (WA Form 4650-1). The revised WA Form 4650-1 (9-75) is now available at the GSA Store and will be used for employees who are separating, transferring, or going on extended leave without pay (more than 30 days). This form has been revised to abide by the Privacy Act of 1974, P. L. 93-579, and also to update the routing symbols.

LOGISTICS, AIRPORTS SERVICE HELP CHILDREN'S HOSPITAL . . . For the twelfth consecutive year, the employees of Airports Service donated money to Children's Hospital in lieu of exchanging Christmas cards. Donations totalling \$247.00 were collected and forwarded to the hospital. Employees of Logistics Service donated a total of \$305.00 to the hospital. They also collected the cash for the hospital instead of sending Christmas cards.

FLYING IN SPACE . . . Astronaut Michael Collins will discuss the difference in flying in an aircraft and a spacecraft at the Lunchbox Forum at noon this Wednesday, January 21. Lunchbox Forums, sponsored by the Smithsonian Institution, National Air and Space Museum, are held the third Wednesday of each month, September through May, at the Freer Gallery, 12th and Independence, Sts., S.W., (just across the street from FOB-10A.) Collins, now Director of the National Air and Space Museum, was a member of the three-man crew that made man's first landing on the moon.

A TOAST TO BILL DAVIS . . . William (Bill) Davis of Logistics' Materiel Management Division has been recognized as a Distinguished Toastmaster for his participation in Toastmasters International's education and community activities. This recognition is the highest honor that can be earned by a member of the Toastmasters organization. It signifies Davis' accomplishments in the Toastmasters communication and leadership program, leadership experience as an elected and appointed club and district officer, and participation in Toastmasters community programs. Toastmasters International is made up of some 60,000 active members dedicated to improve communication and leadership skills.

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WHAT'S IN A NAME

A decision permitting women employees to use their maiden names on government records has been issued by the Comptroller General. According to the decision, a woman Federal employee has the right, notwithstanding her marriage, to use her maiden name on government records providing that she uses the same name consistently on all such records. Similarly, a woman employee may elect to use the prefix Ms. instead of the traditional Miss or Mrs.



Ms Sue Smith

\$2.37 BILLION NEEDED**1977 BUDGET GOES TO CONGRESS**

Air traffic control for 233 million air travelers who will fly 185 billion revenue passenger miles--that's just one of the services the agency expects to provide during fiscal year 1977. And that's just one of the reasons FAA is requesting \$2.37 billion for the FY 1977 budget. The budget request, which is \$97.5 million more than FY 1976, provides for 57,386 full-time permanent positions, an increase of 145 over the current year. (A total of 519 air traffic controller positions are to be added while positions in some areas, for instance, flight standards service and airports service, will be reduced.) Included in the \$1.67 billion requested for Operations are funds to pay mandatory salary increases; grade-to-grade promotions and health-benefit increases; and proposed position and employment increases. The \$226,595,000 for Facilities and Equipment will be used to upgrade radar, provide new and improved instrument landing systems and provide initial funding for FSS automation systems, among other things. Research and development money will go for further development of computerized systems for electronically displaying flight data in towers and en route centers; final development of the microwave landing system; research and development of a collision-avoidance system; equipment to help pilots avoid wind shear and wake turbulence at airports throughout the country, as well as the development and field test of systems capable of automatically metering and spacing aircraft in terminal areas. (See summary on page 3)

AUTOMATION AT WASHINGTON FSS

The agency has taken another step in its program to automate flight service stations by ordering automated data-display equipment for the Washington FSS. (Continued on page 2)

AUTOMATION (Continued from page 1) . . . The computer-based Aviation Weather and Notice to Airmen (AWANS) is being built by E-Systems Inc. of Dallas and will be ready for operational use early next year. The AWANS equipment consists of small TV-like displays directly in front of the flight service specialists and large wall-mounted display screens, which provide vital aeronautical and weather information for specialists' use in briefing pilots before and during flight. The new automated FSS will be collocated with the Washington Air Route Traffic Control Center at Leesburg, Va. The move from Washington National Airport is scheduled to take place in march.

LOW ALTITUDE ALERT . . . A Low Altitude Alerting System (LAAS) for use in towers at intermediate traffic airports is currently being tested at the Fayetteville, N.C. Tower. Like the minimum safe altitude warning system in use with the Automated Radar Terminal System (ARTS III), the LAAS will alert a controller with an aural alarm and flashing signal when a plane flies below a preselected altitude. The LAAS system is used in conjunction with the TPX-43 system, which automatically writes out a flight's code number and altitude on the controller's display. When tests are completed at the end of this month, the agency will evaluate the results to determine whether the LAAS should be added at all facilities equipped with TPX-42 systems.

ADMINISTRATOR FLIES IN IPC DEMONSTRATION FLIGHT . . . FAA Administrator John L. McLucas got a practical look at Intermittent Positive Control (IPC) when he took a demonstration flight in a test aircraft at Hanscom Field, Bedford, Mass., last week. Flying in a four-seat light aircraft, the Administrator saw an automatic warning appear on the cockpit display when another plane--not involved in the test--was detected on a potentially conflicting course. During the flight demonstrations, two planes flew a series of converging maneuvers to illustrate how the IPC issues proximity and evasion instructions to help pilots avoid mid-air collisions. The IPC System is under development by FAA's System Research and Development Service.

STANDARDS FOR X-RAY UNITS . . . The agency is planning to require that X-ray equipment used by foreign airlines to check passenger carry-on luggage at U.S. airports meet the same standards established for X-ray equipment used by U.S. airlines. These standards include maximum radiation levels as set by the Food and Drug Administration, minimum performance and detecting capabilities as set by FAA, proper training of employees operating the equipment and safeguards against the possible exposure of employees and others to excessive radiation.

THE PROBABLE CAUSE . . . The National Transportation Safety Board last week released the report on the probable cause of the crash of TWA 514 near Washington, D.C., Dec. 1, 1974. The aircraft struck a mountain ridge while descending for a VOR/DME approach to Runway 12 at Dulles International Airport. According to the Board's majority opinion, the probable cause was the crew's decision to descend to 1,800 feet before the aircraft had reached the approach segment where that minimum altitude applied. The report cited "inadequacies and lack of clarity in the air traffic control procedures" as contributing to the crew's decision but said, "nevertheless, the examination of the plan view of the approach chart should have disclosed to the captain that a minimum altitude of 1,800 feet was not a safe altitude." Two Board members submitted a minority report dividing responsibility for the premature descent between the pilot and controller. As a result of the investigation, NTSB has submitted 14 recommendations to FAA. These included changes in air traffic control procedures and terminology, in distribution of significant weather information, in charting techniques and in preparation of pilot informational materials. FAA has acted on all 14 recommendations.

SUMMARY OF BUDGET ESTIMATES

Fiscal Year 1977

(In Thousands)

<u>Appropriation Title</u>	<u>FY 1976</u>	<u>Transition Qtr.*</u>	<u>FY 1977</u>	<u>Difference</u>
Operations	\$1,568,700	\$411,100	\$1,675,209	\$+106,509
Facilities, Engineering and Development	12,250	2,925	14,602	+ 2,352
Operation & Maintenance, Metropolitan Washington Airports	18,827	4,865	20,700	+ 1,873
Construction, Metropolitan Washington Airports	11,625	--	8,100	- 3,525
Grants-in-aid for Airports: (Trust Fund)				
Program Level	(350,000)	(87,500)	(350,000)	(--)
Contract Authority	350,000	87,500	350,000	(==)
Approp. to liquidate Obligations	(370,000)	(92,500)	(355,000)	(-15,000)
Facilities & Equipment (Trust Fund)	245,537	--	226,595	-18,942
Research, Engineering and Development (Trust Fund)	67,500	17,900	76,700	+ 9,200
TOTAL	\$2,274,439	\$524,290	\$2,371,906	\$+97,467

* The fiscal year is being changed from July 1/June 30 to Oct. 1/Sept. 30 this year. The transition quarter covers the period between the end of the 1976 fiscal year under the old system and the beginning of fiscal year 1977 under the new system.

COORDINATING NATIONAL DIRECTIVES . . . On several recent occasions, various offices have not been included in the coordination of national directives having an impact on their organization, FAA's Office of Management Systems says. This situation can result in problems and embarrassment, not only to the originator of the directive, but also to the agency as a whole. Therefore, it is vitally important that individuals responsible for issuing directives obtain the views and consider the comments of all organizations affected by a proposed directive before it is issued. Some good tips to follow: make sure that requirements impacting on other organizations are clearly spelled out; read Chapter 4, Order 1320.1A, FAA Directives System, dealing with clearance procedures; consult your directives management officer (DMO) who can be of valuable assistance in helping you to adequately coordinate directives. If you are still in doubt or need answers to difficult questions, call AMS-110, Publications and Graphics Systems Branch, ext. 68032. They will be glad to assist you.

GETTING AHEAD . . . DOT employees are invited to attend a panel discussion, entitled "Roads to Success in FAA", at noon, January 29 in the FOB 10A auditorium. Careers and how to plan them will be discussed during this program sponsored by the Office of Civil Rights. Useful material will be given to those who attend, including a listing of the major job categories in FAA, major occupational series within the Federal government, career guidance material from the Civil Service Commission and statements on ways to achieve success from successful women in FAA. This meeting is one of a series of programs designed to upgrade the status of women in FAA. Future meetings, details to be announced later, include a meeting on women in air traffic control on March 24.

WATCH OUT FOR G's AND L's . . . Mail intended for the Great Lakes Region (AGL) is received in the Logistics Service (ALG) on a daily basis. The problem occurs when letters, properly addressed, are placed in inter-office envelopes, and the letters are transposed when printing the routing symbol on the outside envelope. Sometimes the envelopes contain mail with a short deadline for reply. In most cases, Logistics Service calls the sender and explains the dilemma, and suggests or recommends changing the suspense date. This causes unnecessary work and delay in handling. Double check the address when sending mail to the Great Lakes Region and/or the Logistics Service.

EXPERTS IN QUALITY . . . After four years of after-hours college study, Ernest W. Wittek and William W. Wilson, quality assurance specialists with the Industrial Division, Logistics Service, have been certified as quality engineers (CQE) by the American Society for Quality Control (ASQC). In addition to academic achievement to become a CQE, an applicant must have at least eight years experience and pass a six-hour examination. Certification by the ASQC is not a license but a document that recognizes professional competence by peers in a progressive, independent organization.

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HEADQUARTERS intercom

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

6-5 Feb. 2, 1976

CARTOON CONTEST WINNERS

Prize-winning suggestions for the annual Safety Poster Contest have been announced by FAA AVIATION NEWS. The 12 winning entries were selected according to the pertinence and interest of the incident cited, as well as the appeal of the rhymed couplet. Cash prizes of \$25 for each prize-winning entry will be delivered to the winners. Their suggestions will be made up into cartoons by the noted artist Robert Osborn and will appear on the back cover of FAA AVIATION NEWS with appropriate credit. The following is a list of the 10 winners of the 1975 FAA AVIATION NEWS safety cartoon contest: (There were two double winners, Terry Lankford and Thom Hook.) Alfred Barnes, Denver, Colo.; A.O. Ferguson, Lubbock, Tex.; Jerry Forsythe, Houston, Tex.; Marvin Franklin, Lubbock, Tex.; Richard Gamble, Key West, Fla.; Thom Hook, Wash. D.C.; V.E. Jones, Maui, Hawaii; Terry Lankford, Bakersfield, Calif.; Steven A. Parsons, Norwood, Mass.; A.C. Craviana, Kansas City, Mo..

REPORTS WITHOUT FOUNDATION

INTERCEPT CHARGES THROWN OUT

Charges that military aircraft are running practice intercept operations on commercial airliners off Florida's east coast are false and without foundation, FAA Administrator John L. McLucas said last week. McLucas made the statement when releasing the report of his special task force, which investigated the charges and found "no evidence that military aircraft were making unauthorized intercepts on civil traffic." The task force was appointed by McLucas after CBS "60 Minutes" broadcast the intercept allegations last December. "The task force was not able to substantiate a single intercept operation despite the charge made on the "60 Minutes" program that there are 14 to 15 such incidents a month." Of the 160 journeymen controllers and supervisors at Jacksonville ARTCC interviewed by the task force, 135 testified that they had not seen any unauthorized intercept operations and did not think this was a safety problem. The remaining 25 controllers said they had observed unauthorized intercepts, but only 14 offered specific information. Of these 14 incidents, five had been investigated by the facility and were not substantiated. Analysis of the other nine was not possible since the controllers had not filed reports or other documentation.

ANNUITY UP 5.4 PERCENT

A 5.4 percent cost-of-living annuity increase is effective March 1 for retired Federal employees. Increases will be included in the regular April annuity checks for all persons on the annuity rolls by COB Feb. 29, 1976. Employees contemplating retirement or currently using sick leave before retiring on disability may wish to check with their Personnel Management Division to determine whether it is advisable to retire before March 1.

IT'S A PLANE, IT'S A BIRD, IT'S A PERSON POWER . . . It has a wing span of 78 feet; it's cruising speed is estimated at 20 miles an hour, and it is powered by a single person power. These are the specifications of an experimental plane recently certificated by the agency at Quonset Point, R.I., Airport. The plane, built by a retired Air Force pilot by the name of Joe Zinno, hasn't flown yet. But it may. And that's what's remarkable about the whole project. According to FAA inspectors, this plane, the first man-powered aircraft to be certificated by the agency, has a real chance of flying. If Zinno manages to get the thing off the ground, and if he can fly a mile around a figure eight course, he stands to win a \$100,000 prize being offered by a British industrialist, which is a pretty good fee for a one-mile flight. Zinno says if the thing does fly, he hopes to retire it to a museum after a short, happy life.

MONITORS TO SAVE ENERGY . . . A \$3.8 million contract for 11 computerized central monitors, which will help save energy for the mechanical, electrical and fire-alarm systems in ARTCCs, has been awarded to Honeywell, Inc. Besides saving energy during off-peak periods by limiting energy consumption, the monitors will constantly check the performance of these systems and provide an alarm when they malfunction or when critical factors, such as heat, exceed tolerance levels. In the case of the fire-alarm system, the monitor also will show on a visual display where the fire is. In addition, the monitors will allow technicians to make adjustments from a central position when they note actual or potential malfunctions in the systems.

FSS MOVE THIS MONTH . . . The move of the Washington FSS from its present location at Washington National Airport to the Washington ARTCC in Leesburg, Va., is set for February 21 and not sometime in March, as reported in last week's INTERCOM.

MORE LANDING PLACES . . . The number of aircraft landing facilities in the U.S. and its possessions showed a net increase of 189 in 1975. This brought the year-end total to 13,251. Of these, 11,224 were airports, 1,524 heliports, 468 seaplane bases and 35 STOL (Short Take Off and Landing) ports/STOL runways. Privately owned landing facilities accounted for the entire increase, jumping from 8,487 in 1974 to 8,678 in 1975, while publicly owned facilities actually declined from 4,575 to 4,573 in 1975. Texas continues to lead all states with 1,213 landing facilities, followed by Illinois with 831, California with 781, Alaska with 769, Pennsylvania with 609, Ohio with 548, New York with 488 and Michigan with 400. Lighted runways are provided at 4,171 locations and paved runways at 4,865. There are 63 airports with runways more than 10,000 feet in length.

PRESIDENTIAL PRIMARY COMING UP . . . The first presidential primary will be held February 24 in New Hampshire. The first of 29 Presidential primaries to be conducted this year, this important election "kicks off" a year of extremely active political activity. Remember... the role of Federal employees in primary, as well as in general elections, is governed by the Hatch Act. For further information or for answers and specific guidance, contact your servicing personnel management division.

AIRPORT SECURITY--McLUCAS TASK FORCE . . . Equipment and procedures to screen all baggage being loaded aboard aircraft and various methods to insure airport security are being investigated, Administrator McLucas told reporters at a Washington press conference last week. Reporting on findings of an airport security task force established after an explosion killed 11 persons at New York's La Guardia Airport last month, the Administrator said that new baggage screening devices would be tried out at at least three airports as soon as the equipment is available. He added that test airports will probably include Washington National and/or Dulles International, both of which are owned by the FAA. While explaining that various solutions to the problem are still being investigated, McLucas said that the first essential step has already been taken: airport and airline personnel--from the ticket agent who meets the passengers to the pilot who flies them--are acutely aware of security.

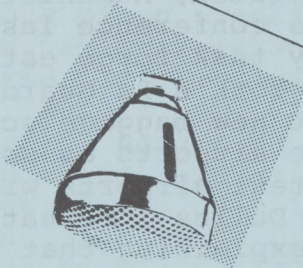
HELPING AIRMEN GET SAFETY MATERIALS . . . A monitoring system to help identify and correct the problems experienced by some members of the aviation community in obtaining essential aviation safety materials ordered from the U.S. Government Printing Office has been established by the agency. FAA said it has received complaints that it takes too long to get materials from GPO and sometimes items ordered are not received at all. Under the program, FAA will send complaints it receives to GPO and notify the customer of the action it has taken. In addition, a copy of the transaction will be kept on file so that complaints can be reviewed regularly to determine whether GPO's corrective measures are effective or whether other steps must be taken.

ENVIRONMENTAL TRAINING . . . A contract to develop and conduct three sections of a two-week (80-hour) environmental training course has been awarded to Greiner Environmental Sciences, Inc., of Baltimore. The course will be held at the FAA Academy in Oklahoma City, with the first section (prototype) scheduled to get underway on or about April 26, 1976. The course will be designed to improve the skills of persons involved in and responsible for environmental assessment documentation and processing. When this contract is completed, the academy will assume the responsibility for this training course.

NEW SAFETY STAFF . . . A new Safety Analysis Staff, AFS-80, has been established in the Flight Standards Service. Functions of the new staff will include using automated data processing methods to record, analyze and retrieve certification, violation and accident/incident information. Specifics are set forth in 1100.2 CHG, dated Jan. 14, 1976.

DOW HONORED . . . In recognition of his support of minority business enterprises, the National Association of Black Manufacturers presented Deputy Administrator James E. Dow with a plaque last week in the administrator's conference room. Agency awards to minority contractors have grown from \$713,559 in 1970 to \$18.7 million in 1975.

IT'S NOT A BUG . . . 'Big brother' is not listening to you. Those sensors being installed in FOB 10A starting this week are heat sensors. They are being installed in the ceilings to regulate the temperature more evenly throughout the building. There will be 12 on each floor detecting cold as well as hot spots. Sure, they look like bugs and they can pick up hot air, but they can't pick up a person's voice. No one's trying to listen in.



AWARDS AND REWARDS . . . The Office of Accounting and Audit presented Quality Increase Awards to William A. Wagner, Paul A. Vaillancourt, and Charles H. Munson. George A. Rudigier and John W. Frank were presented Certificates of Achievement by Acting Administrator Dow. During the second quarter of FY 1976, Air Traffic Service presented Quality Increase awards to Philip Jones, Richard Jameson, Carol Montgomery, Charles Reavis, Patricia Oshlo, Charles Kent; and a Special Achievement Award to Lawrence Billow. Airports Service presented Outstanding Performance Rating and Quality Within-Grade Pay Increase Awards to Helen M. Shields and Audrey M. Linehan. The Office of Systems Engineering Management presented Quality Within-Grade Awards based on outstanding performance to James Sturgill, Janice Peters and Philip LaRochelle. A Special Achievement Award was given to Brooks Goldman. A group Special Achievement Award was presented to the following employees for contributions to the success of the first biennial Operations Review Conference: Flight Standards - Clifford L. Weaver, Russel T. Maynard, Elkanah Burns, Robert B. Phillips, George W. MacArthur, Robert D. Blacker, Richard L. Collie, Marvin E. Russell, Arthur E. Pearsall, Anthony B. DeSilvio, Jeanne M. Koreltz, Joseph M. Cate, Jr., Kenneth S. Hunt, James I. Riddle, Dorothy Gabor, Patricia K. Galahan, Jean A. Novak and Air Traffic - Charles M. Stratton, Jean A. Tollerud.

LEARN TO SPRUCE UP YOUR SF-171 . . . Your SF-171 should describe your duties, past and present responsibilities, and--most important of all--your accomplishments. If you submit an incomplete 171, you may be putting yourself out of the running for the next promotional opportunity. All employees are invited to a 45-minute workshop on writing a better SF-171, sponsored by the Office of Civil Rights and the Personnel Operations Division of the Office of Personnel and Training. The workshop will be led by the Federal Women's Program Coordinator Tuesday, February 10, 2 p.m., Room 5AB.

LIST OF JOBS AVAILABLE . . . For those who attended the Roads to Success in FAA program on January 29, a listing of Federal government occupational series by title, number and grade range is now available at the APT pamphlet stand in Room 511.

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AIS-200

75-6 Feb. 9, 1976

ATC TASK FORCE FORMED

An agency team of management officials, headed by Robert Ziegler, Great Lakes Deputy Regional Director, visited air traffic facilities in the New York area last week to investigate allegations of unsafe air traffic control procedures. Accompanying the team as it checked out metropolitan facilities, including the New York Common IFR Room, was John F. Leyden, national president of the Professional Air Traffic Control Organization.



16-MONTH TRIAL PERIOD APPROVED

THE CONCORD IS COMING

Sometime this spring--the courts and the Congress permitting--Air France and British Airways will initiate limited service with the supersonic Concorde to New York's Kennedy Airport and Washington's Dulles Airport for up to a 16-month trial period. Authorization to permit (a total of four a day at JFK and two at Dulles) was granted last week. Transportation Secretary William T. Coleman, Jr., cited this nation's commitment to advanced technology as one of the principal reasons for the decision. "The adverse consequences of a limited and controlled demonstration are worth the benefits that would accrue to the American people from observing first hand the commercial application of this technology," the Secretary said. He added that the 16-month trial period "will be sufficiently long to evaluate the variables of seasonality, to help justify the initial commercial investment, to test consumer and community response and to provide both the European governments and United States private industry the opportunity to consider whether the development of cleaner, quieter, more fuel-efficient SST technology is a sound capital investment." FAA was directed to establish a monitoring system at both JFK and Dulles to measure noise and emission levels.

OVERLAPPING SAVES

Specialists at the Kotzebue, Alaska, flight service station brought in two planes--one right after the other--with direction-finding (DF) equipment when the weather suddenly turned sour. First, a (Continued on page 2)

OVERLAPPING SAVES (Continued from page 1) . . . single-engine aircraft flown by a non-instrument-rated pilot called in to say he was lost and "in the soup." Although visibility deteriorated to less than one mile, the plane was "hand carried" to the runway's threshold on the third attempt. Less than a half an hour later, a light twin called in for DF guidance. Specialist Henry A. Bayeur brought the plane in by routing it the same way as the previous emergency. The twin landed on the first pass, fortunately, for the fuel on board was zero. During the month of December, 302 flight assists were reported by FAA facilities--123 by flight service stations, 129 by towers and 50 by centers. There were a total of 432 people reported on board the aircraft involved. The primary causes for the assists included 161 lost pilots, 43 low on fuel, 76 involved in bad weather and 86 with some type of equipment malfunction.

CABIN SAFETY EMPHASIZED . . . "The basic mission and objective of the FAA is flight safety," Administrator McLucas last week told a Congressional subcommittee investigating cabin safety. He went on to point out there are many paths the FAA follows to fulfill this responsibility. And he emphasized that crashworthiness--the ability of the aircraft and its passengers and crew to survive an accident and its aftermath--is one of these paths and a goal FAA will continue to "vigorously pursue." The Administrator assured the subcommittee that the agency would study all suggestions as part of its continuing review of the adequacy of Federal regulations in this area.

FEBRUARY LAUNCHES FAA WORLD'S BICENTENNIAL TREATMENT . . . "A Bicentennial Flight--Discovering the Spirit of America" is every pilot's dream: low and slow around the U.S....NAFEC's success where its "Co-op Program Attracts Cream of the Crop"... "First Jet Finds Its Last Hangar" at the National Air and Space Museum, and we talk to its test pilot... Also read about "Safety for Balloonmania," "Reviving an Ancient Art"--igloo building, a modification that is "Shedding Light on Airports," and regular features Federal Notebook, Faces and Places, Small World, Direct Line and Heads Up.

AT SEEKS TO CUT PAPER BLIZZARD . . . Air Traffic is doing its best to erase the image of government agencies as generators of needless paperwork. This week an NPRM will be published in the Federal Register that would cut down considerably on the amount of paper and labor currently required of special air space users. Each year these users--mostly military--must submit a lengthy report to help the FAA decide whether continued use of restricted airspace to carry out special operations is justified. Reports must contain data responsive to numerous categories and subcategories of questions and must be accompanied by detailed maps. For the military which must prepare a report for each of the hundreds of restricted areas it uses, this becomes a major task involving lots of people and money. Now AT says this documentation is no longer necessary. Instead, users can submit annual reports much smaller in size and scope, and if FAA has any doubts it can always ask for additional documentation. The military should be pleased with this arrangement and so should the regional offices and those in AT-200 who have to review the reports.



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BLACK HISTORY MONTH

Achievements of Black Americans, past and present are being celebrated this month. Afro-American Week, being observed for the 50th year, was expanded to Black History Month during this bi-centennial year to give broader recognition to the contributions of Blacks. Initiated by Carter G. Woodson, Founder of the Association for the Study of Negro Life and History, the week (or month) includes the birth dates of Abraham Lincoln (February 12) and Frederick Douglass (February 14), both of whom were instrumental in the abolition of slavery. (See page 4 for special events associated with Black History Month.)

NEW PROCEDURES STILL BEING EVALUATED

JET FUEL AND \$\$\$ SAVED

A new energy conservation procedure, designed for use when weather or other factors cause aircraft landing delays produced direct savings of over 112 thousand gallons of jet fuel, worth about \$33,000, for 122 aircraft held on the ground during a recent one-day agency test. A cooperative undertaking by FAA and the airlines, the test involved holding Chicago-bound flights on the ground at some 150 airports around the country until they could be accepted at Chicago's O'Hare International Airport with a minimum airborne delay. Traffic flow was monitored by the Air Traffic Control Systems Command Center at Headquarters. The test was conducted on January 7 when several runways were closed at O'Hare by high winds, and the airport's traffic-handling capacity was substantially reduced. Airborne delays for the test day subsequently were compared with delays experienced on January 13, a day when heavy snow caused a similar reduction in O'Hare's capacity but when the new flow-control procedures were not in effect. By comparing airborne delays on the two days, FAA estimates that the new flow-control procedures saved over 650,000 gallons of jet fuel. Further review of results and additional evaluations are planned before the agency decides whether to institute the new procedures on a permanent basis.

FAA IN REGISTER TWICE A WEEK

Those who scan the *Federal Register* each day looking for notices and documents issued by the agency now have to review only the Monday and Thursday editions. The twice-a-week system is being tried for six months to see whether this will make it easier for readers to keep current on government proposals and activities as the Register grows in size and complexity.

VISIBILITY NEAR ZERO . . . Controllers from the Bethel, Alaska, Flight Service Station guided the plane into the vicinity of the airport by using direction-finding (DF) and radio equipment, but visibility was less than half a mile, and the pilot could not locate the runway. He did see airport buildings, including the FSS, but not the lighted runways. After several attempts to land, the pilot was instructed to descend to an altitude of 250 feet as he was turned inbound for the runway. Then, using the DF equipment, controllers guided the plane right down the groove to the runway's threshold. Visibility was only five-sixteenths of a mile when the single engine Cessna touched down for a safe landing. During the month of January, 199 flight assists were reported--74 by flight service stations, 83 by towers and 42 by centers. There were 322 people reported on board the aircraft involved. A total of 111 pilots were assisted by the use of radar, 60 with DF equipment, 43 with very high frequency Omni Range (VOR) orientation and 31 by use of geographical references. Primary causes for the assists included 112 lost pilots, 52 with some type of equipment malfunction, 46 involved in adverse weather and 23 low on fuel.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). PC-41/75 Language Officer (Translator), P-2, GROSS: \$15,750 per annum and NET (free of tax): \$12,025 per annum. LANGUAGE REQUIREMENT: Spanish native tongue or the language used for the purpose of education. Ability to write Spanish translations with a sound knowledge of syntax and stylistics is essential. A sound knowledge of French or Russian would be a valuable additional qualification. Applications due in AIA-29 by March 26, 1976. Additional information about duties, salary, qualifications and benefits is available at your personnel management office. Federal employees accepting ICAO assignments are entitled to restoration rights.

LIST OF REPORTS PUBLISHED . . . A list of 172 scientific and technical reports available to the public was released last week by the agency. The reports cover aircraft, airports, air traffic control, aviation medicine, communications, environmental quality, frequency management, microwave landing, navigation, weather and miscellaneous subjects. The list covers the period from July through December 1975 and updates an earlier list released on July 23, 1975. 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 APA-330, FAA, 800 Independence Ave., S.W., Washington, D.C. 20591.

HEADQUARTERS PERSONNEL NOTES

YOUR MERIT PROMOTION BID

In last month's Headquarters Personnel Notes, we discussed things you should consider before you "bid" on a job. Your bid, i.e., your Personal Qualifications Statement, SF-171, and your most recent performance Evaluation Record, DOT Form 3430.1, is date stamped and held in a Merit Promotion Program (MPP) file until the closing date of the job announcement. Each application in the file is then checked for basic qualifications by the Employment Branch of the Personnel Management Operations Division. The experience and training listed on your SF-171 is compared with the applicable requirements in the Civil Service Commission Qualifications Handbook, X-118. (No reference is made to your Official Personnel Folder.) These C-118 requirements are summarized on every vacancy announcement in the "Qualifications" paragraph. If you meet the X-118 requirements, you are considered a qualified candidate for the job and your bid is included with those of other qualified candidates to await rating and ranking. The second step in the review process is to determine which candidates are "highly qualified." This is done by rating each bidder's SF-171 and PER against the rating factors listed on the MPP announcement. If there are more than 10 qualified bidders for the job, this rating process is carried out by a merit promotion panel. If there are ten or fewer qualified bidders, the rating may be done either by a staffing specialist or a merit promotion panel. In next month's Personnel Notes, we will discuss the composition and role of merit promotion panels.

SECOND SECRETARIAL INSTITUTE

The Second Secretarial Institute will be conducted February 17-27 by the Training and Career Development Branch, APT-130, for newly hired clerical and secretarial employees. Future sessions will be opened to current employees for refresher training; particular training modules can be taken on an as-needed basis. Persons interested in attending these future sessions should see their office or service training contact.

NEW ASSISTANT PERSONNEL OFFICER NAMED

Keith Burt was recently selected for the position of Assistant Chief of the Personnel Management Operations Division. Formerly the Chief of the Employment Branch, he will supervise the day-to-day operations of the Division.

SURVIVOR BENEFITS FOR CHILDREN

The following is one of a continuing series of articles explaining the benefits you receive as a Federal employee.

Question: If I die while employed by the Federal Government, will my children receive any monthly benefits?

Answer: Yes, if you had completed at least 18 months of Federal civilian service and at the time of death occupied a position subject to the retirement system and your children meet certain eligibility requirements. To qualify for a monthly survivor benefit, a child must be unmarried and under age 18, or if between the ages of 18 and 22, be a full-time student. In addition, an unmarried offspring over age 18 may qualify for benefits if he or she is incapable of self-support because of a physical or mental disability that began before age 18.

Question: What determines the amount of each child's annuity?

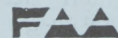
Answer: The amount payable to each child depends on, among other things, your average salary, whether your spouse also survives you and the number of children entitled to benefits. Monthly survivor benefits to children begin the day following death and, generally, continue through the end of the month prior to their marriage or to age 18. Benefits will continue for a child who is unmarried and a full-time student until he or she ceases to be a full-time student or reaches age 22, whichever occurs first. Benefits to an unmarried, disabled offspring over age 18 will continue so long as the disabled person is incapable of self-support. The annuities are subject to cost-of-living increases.

MIDDAY MATINEE . . . A video tape, "Black Fighter Pilots in World War II," narrated in part by two FAAers who are Tuskegee airmen, will be shown on February 17 and 18 at 12-noon and 12:30 in the FAA auditorium, FOB-10A. This film and the Tuskegee airmen display in the lobby were prepared to commemorate Black American achievements during Black History Month. In addition, a video tape, "Through The Looking Glass Darkly," will be shown on February 24 (Part 1) and February 25 (Part 2) at 12-noon and 12:30 in the auditorium. The film traces the instrumental and little-known role of Blacks in opening the Western frontier of America, particularly the Oklahoma territory for homestead settlement. It covers the campaigns of the Buffalo Soldiers, the all-black army cavalry, the Black-Indian alliance, the growth of Black towns and the effects of Oklahoma statehood.

FULL COLOR EXHIBIT . . . The Office of Environmental Quality (AEQ) has prepared an exhibit featuring the Concorde and the various kinds of environmental considerations necessary to the preparation of a draft and final Environmental Impact Statement (EIS) public hearings, etc. The exhibit is on display adjacent to the AEQ offices, Room 939, in the southwest corner of the building. The exhibit will be changed periodically to include stories on Retrofit, the High Altitude Pollution Program, and other programs. Comments should be forwarded to AEQ-4.

RAYMOND E. POLK, JR. . . . who worked in FAA Headquarters Telecommunications Center until he transferred to the Office of the Secretary of Transportation in September 1973, died suddenly at home on Feb. 3, 1976. A communications specialist, he was with the Department's Office of Communications Management at the time of his death. He leaves a wife, two children and a host of friends at FAA.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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76-8 Feb. 23, 1976

NEW REGION DIRECTOR

The new director of the Pacific-Asia Region is Robert O. Ziegler, formerly Deputy Director of the Great Lakes Region. Ziegler began working for the agency as a GS-5 controller at Midway Tower in 1946. By 1953 he had worked his way up to chief of the facility. Other high-level positions held by the new Regional Director included Minneapolis Area Manager, 1967-71, and chief of the AT Division, in the Central Region, 1965-67.

DEPUTY DIRECTOR NAMED

Louis J. Cardinali, Jr., has been appointed Deputy Director of the Eastern Region. Before stepping up to this position, he was chief of the Airports Division in that region. Before that he was the Appraisal Officer in the Office of the Eastern Regional Director. Cardinali joined the agency in 1950 in the Eastern Region Airways Facilities Division.

PROGRAM SPARKS OVER 2,000 IMPROVEMENTS

CERTIFICATION = HAPPY LANDINGS

FAA's airport certification program has sparked more than 2,000 improvements at some 900 public airports around the country, many of which corrected conditions that might have contributed to accidents if no action had been taken. Included in the total was the purchase of 406 crash/fire/rescue (CFR) vehicles, involving more than \$25 million in Airport Development Aid Program funds. Other projects undertaken in connection with the certification program were 320 runways repaired and overlaid, 325 runways with improved markings, 209 airports with better lighting, 376 airports with improved safety zones and obstructions removed and 316 airports with new fencing. In addition, 319 airports upgraded their two-way ground radio communications with CFR vehicles, and 146 new buildings were constructed to house this equipment. The airport certification program was authorized by the Airport and Airways Development Act of 1970 and applies to all airport facilities served by CAB-certificated air carriers.

HERE TODAY, THERE TOMORROW

The Washington Flight Service Station has changed its location but not its name or service. After 55 years of serving pilots in the Washington area, the FSS moved on February 21 to a new home in Leesburg, Va. where it is collocated with the Washington Air Route Traffic Control Center. Purpose of the move is to demonstrate the feasibility of collocating flight service stations with centers and eventually consolidating several stations into a large "hub" facility. (Continued on page 2)

FSS MOVE (Continued from page 1) . . . FAA recently awarded a \$2 million contract to E-Systems for an AWANS (Aviation Weather and Notice to Airmen System) installation at the new Washington FSS and it will be operational early next year. Until AWANS is ready, the agency will use a less sophisticated semi-automated display system which will give the FSS specialist all the latest aeronautical and weather information via modernized cathode-ray-tube displays. For pilots flying in and out of Washington National, there will be direct phone lines to the station from the airport.

CONCORDE, YES? NO? . . . The agency will hold a public hearing April 5 in Washington, D.C., on the Environmental Protection Agency's proposed new noise requirements affecting supersonic transports. If adopted, the proposal would have the effect of banning most, if not all, of the supersonic Concorde from operating into U.S. airports. The EPA proposal would require all supersonic aircraft which had not logged any flight time prior to December 31, 1974, to meet the noise standards of Part 36 of the Federal Aviation Regulations. These standards, which apply to all newly-produced subsonic jets, are from five to 12.5 effective perceived noise decibels (EPNdBs) below the Concorde noise levels. EPA's action amends an earlier proposal to FAA which would have exempted the 16 Concorde already committed to production from the Part 36 standards. The new proposal would affect all but four Concorde--none of which is currently scheduled for commercial service.

ICAO SEEKING APPLICANTS . . . Top level post at Headquarters MONTREAL - Director, Air Transport Bureau, PC-42/75 3 years. Salary range: Gross: U.S. \$34,270 - \$45,690 per annum and Net (free of tax): U.S. \$28,235 - \$29,445 per annum. Qualifications required: Advanced university degree in economics or equivalent academic qualifications, preferably with specialization in the economics of transport. Extensive high-level experience in an executive and policy-formulation capacity in the air transport field of civil aviation is essential. Responsible experience in the planning and direction of economic work programs and in high-level negotiations with government authorities desirable. Applications due in AIA-29 by June 7, 1976. Additional information about duties, qualifications, salary and benefits is available at your personnel management office. Federal employees accepting ICAO assignments are entitled to restoration rights.

RAINDROPS WON'T BE FALLING ON YOUR HEADS . . . A \$361,150 contract for 79 Remote Readout Hygrothermometers will permit FAA personnel making weather observations to tell if its likely to rain without running the risk of getting caught in it. The hygrothermometers measure the likelihood of rain by comparing the temperature within a bulb of completely dry air with the temperature of the moisture-laden air around it. When the two temperatures get within three degrees, rain is likely. Existing hygrothermometers do this now, but the FAA employees have to go outside to read them. The new ones, which will be made by the Airflo Instrument Company of Glastonbury, Conn., will relay the temperature readings to inside monitors where they can be read in indoors comfort.

CSC BEGINS NEW AIR TRAFFIC CLASSIFICATION AND QUALIFICATION STUDY

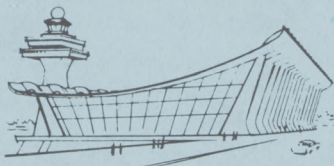
Following a meeting with FAA and OST representatives, Raymond Jacobson, Executive Director of the U.S. Civil Service Commission, announced the beginning of a review of the classification and qualification standards for Air Traffic Control positions, GS-2152. Jacobson indicated this is one of the Commission's highest priority projects. The target date for completion of the classification standard for the terminal and center options is October 1976 and March 1977 for the station option.

This is a particularly positive step for the Agency and the air traffic work force since hopefully it will solve the multiple classification problems that have occurred in air traffic over the last few years exemplified by appeals and lawsuits on the intent of both the Civil Service Commission classification standard and the FAA guide. The issues that were raised were symptomatic of deep and sincerely held differences of opinion on the meaning and intent of the current Civil Service Commission standards and contributed considerably to concern at all levels of the Agency.

The two joint classification studies, one with PATCO and one with NAATS resulting from 1973 national labor agreements, were two genuine efforts by the parties concerned to solve the problems of the existing standards and guides. Extensive and useful results came out of these efforts. Unfortunately, the problems and solutions identified by these two studies went beyond the FAA or the Department's authority. The Civil Service Commission, by law, has the exclusive authority to deal with the changes that were required.

FAA, the Office of the Secretary and the Civil Service Commission are committed to find expeditious solutions to the complex issues involved in the job classification structure for Air Traffic Control positions. Both FAA and its union organizations have been assured they will have the opportunity to review, comment and react to the Civil Service Commission new standards as they are developed.

The Commission's appointed project leader has already contacted the FAA and employee organizations for suggested facilities to be visited during the field fact finding effort. Various facilities in the Washington and Harrisburg, Pa. areas have been visited to begin the familiarization process with the air traffic occupation. As soon as the Commission representative firms up his plans as to the facilities that will be visited, they will be promptly notified.



THE BEST IDEA OF THE YEAR . . . The Suggester of the Year Award for 1975 has been awarded to John S. Nigro of System Research and Development Service. Nigro's "better idea" has been picked up by the Department of Interior, the Department of Housing and Urban Development as well as by the Department of Transportation, and it is being considered by the Department of Defense. The suggestion outlines a way to have uniform interagency U.S. Government standards for scientific and technical reports. In the Departments of Transportation and Interior, where the suggestion has been put into effect, tangible and intangible benefits of more than \$330,000 have been realized during the first year of use. Nigro has received \$2,230 for the suggestion.

SUPERVISOR POSITIONS STUDIED . . . A team to study various management structures has been formed by the Office of Management Systems. The team will have representatives from the Airports Service, Air Traffic Service, Airway Facilities Service, Office of Budget and the Office of Personnel and Training. The team will review the impact of prescribing standard organizational structure and position guides for field facilities. The study will also determine if agency policy in organizing and performing work is actually applied in the regions and the field, and it will investigate the adequacy of this policy and other guidance from Headquarters for establishing supervisory, deputy and assistant positions. It will be concerned with manager/supervisor responsibilities and not with grade classification. Team members are currently visiting managers and supervisors in regional and field offices.

OVERHEARD ON THE ELEVATOR

"Do you work for dot?"

"Yes, but when you work for dot, you don't call it dot. You call it D.O.T. which spells dot."

"Oh, I see."

(So do we, we think.)

CREDIT UNION MEETING COMING UP . . . Annual reports will be distributed and members will be elected to the Board of Directors and the Credit Committee at the annual meeting of the Transportation Federal Credit Union to be held on February 26 at 3:30 p.m. in the Main Cafeteria, Red Section, 2nd floor, FOB-10A. All members attending the meeting will receive a free gift, and eight lucky members will receive attractive door prizes.

MIDDAY MATINEE . . . "Helicopters, Heliports, and You," a 14-minute film produced by the Bell Helicopter Co. will be shown March 1 and 2 in the auditorium at 12-noon and 12:30. The picture describes civil helicopter applications, and shows rotorcraft benefits to the business community.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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76-9 March 1, 1976

ATC ERROR CITED IN NEAR MID-AIR

The National Transportation Safety Board ruled last week that the probable cause of the near mid-air collision between an American Airlines DC-10 and a TWA L-1011 last November 26 was the "failure of the radar controller to apply prescribed separation criteria when he first became aware of a potential traffic conflict." NTSB also said that the controller had "allowed secondary duties to interfere with the timely detection of the impending traffic conflict when it was displayed clearly on his radar scope." The board further criticized an incomplete sector briefing during the change of controller personnel--about one minute before the accident. In enumerating the lessons to be learned from this system error, the Safety Board said it was "concerned that the human failure in this case may actually have been brought about by the advantages of the new alphanumeric, computer-generated radar display." It noted that "the availability of real-time altitude data undoubtedly induced the controller to rely on his own monitoring of the traffic situation as it developed, rather than on established procedures and practices, which would have assured positive separation." Summing up, the board said, "This accident shows that automation may lead to complacency, because it reduces the degree (Continued on page 3)

CONTROLLERS CLEARED IN FATAL CRASH

The actions of FAA controllers on duty at the time of a Delta Airlines crash at Boston in 1973 in no way caused or contributed to the accident that killed 89 people, the U.S. District Court for the District of Massachusetts ruled last week. The court concluded that the sole cause of the crash was pilot error--that is, negligence on the part of the cockpit crew. The DC-9 jet, which had taken off from Manchester, N.H., struck a seawall approximately 4,000 feet short of the runway during a landing attempt at Boston Logan. It was the worst disaster in the airport's history.

ATC SI, ACAS NO, BCAS MAYBE

FAA has reaffirmed its position that an upgraded ground-based air traffic control system offers the best means for preventing mid-air and near mid-air collisions. In a letter to Senator Howard Cannon, Chairman of the Senate Subcommittee on Aviation, Administrator McLucas said the agency had completed its evaluation of available airborne collision avoidance systems (ACAS) and concluded that "the desired increase in separation assurance protection can best be achieved by alternatives other than ACAS." He noted that the agency was concerned by the false alarm rate of ACAS units and the questionable compatibility of this equipment with (Continued on page 2)

ATC SI (Continued from page 1) the current air traffic control system. However, the Administrator pointed out that the agency was proceeding with initial development and testing of a Beacon Collision Avoidance System (BCAS) which listens in on the transponder replies of other aircraft—and then computes the collision hazard. Dr. McLucas said BCAS could serve as a backup to the primary ATC system.



FINAL SABRELINER ROLLED OUT

The 15th and final flight-inspection Sabreliner ordered from Rockwell International was delivered last week at the FAA Hangar at Los Angeles International Airport. Accepting the keys to the plane for FAA was Western Regional Director Robert Stanton. The plane was subsequently flown to the Aeronautical Center in Oklahoma City where the flight-inspection console will be installed. Designated N63, the 400-plus mile-an-hour jet is scheduled to join the agency's flight-inspection fleet next month. The Sabreliners and five Jet Commanders replace the reliable, but slow, DC-3s, which have been carrying the major burden of flight inspection since 1948. Of the 44 "threes" in the fleet in 1968, 24 have now been retired. The rest will be phased out as they come up for periodic major overhauls. All are expected to be out of service by the end of 1976 when the new jets will be operating at full capacity.

UNION ELECTIONS FOR AF

Ballots will be mailed from FAA headquarters to approximately 7,700 eligible Airway Facilities employees at their home addresses for nationwide union elections to be held in March and April. In one election, certain Airway Facilities employees will have a choice of representation by the Federal Aviation Science and Technological Association (FASTA/NAGE) or "no union." At the same time, there will be self-determination elections for employees in eight existing smaller units for representation by FASTA/NAGE in the nationwide unit, for continued representation by the American Federation of Government Employees (AFGE), by the National Federation of Federal Employees (NFFE) (depending on existing recognition) or for "no union." To be counted, all ballots must be returned by April 22, in accordance with instructions. The election will be decided by the majority of those who actually vote. If only a small number of employees vote, they can decide the representation for all. Not included in the election are AF employees in the Washington headquarters: Eastern Region headquarters; NAFEC; the Aeronautical Center; the Alaskan Region; and the Pacific-Asia Region; certain employees at the AF sectors at St. Paul, Farmington, Minneapolis, Aurora, Midway, O'Hare, Denver, Longmont, Tampa, Oakland, McClellan AFB and Oklahoma City; and certain employees at the Albuquerque and Tulsa Maintenance and Engineering Field Offices (MEFO).



AIRCRAFT PURCHASE LOAN GUARANTEED

The agency announced last week that it has guaranteed 90 percent of a \$4.8 million loan to Texas International Airlines for the purchase of two McDonnell-Douglas DC-9-14 jets from Hughes Airwest. The loan is for a 10-year period. Under the Aircraft Loan Guarantee Act, FAA is authorized to extend such guarantees when local-service airlines and small certificated carriers are unable to get conventional loans at reasonable interest rates. FAA has backed 28 such loans, totaling \$106.9 million, since the Aircraft Loan Guarantee Act was passed in 1957. Originally, there was a limit of \$10 million in guaranteed loans to any one airline, but this was raised to \$30 million by a 1972 amendment to the act.

FORMS ARE AT THE DEPOT

FAA's supply of forms used in connection with employee-related benefits--life insurance, health benefits, retirement and injury compensation--are stocked at the FAA Depot, Aeronautical Center, Oklahoma City. The Employee Benefits Handbook, 8800.5B, Chapter 1, paragraph 5, contains information about how to order forms. At the end of each chapter is a list of pertinent forms relating to each benefit. Requests sent directly to the Civil Service Commission are returned unfilled to FAA Headquarters for proper disposition. Therefore, if you want your request handled quickly, please send it directly to the FAA Depot.

HEARINGS ON 'COPTER OPS

The agency will hold public hearings next month in Washington, D.C., and Seattle, Wash., on proposed rule changes governing the carriage of external loads by helicopters. The hearings concern an FAA Notice of Proposed Rule Making that would permit helicopters certificated in the

restricted category to carry external loads on a commercial basis, provided they meet the specified safety requirements. Currently, only helicopters with a standard airworthiness certificate may carry external loads for compensation or hire. Restricted category helicopters currently are limited to special purpose operations, such as aerial application work and pipeline patrol.



ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL - 2 years PC-1/76 Statistical Officer, P-4, Gross: \$24,220, per annum and Net (free of tax): \$17,532 per annum. PC-2/76 Cartographer P-2, Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum. Applications due in AIA-29 by April 16, 1976. Additional information about salary, duties, qualifications and benefits is available at your Personnel Management office. Federal employees accepting ICAO assignments are entitled to restoration rights.

ERROR CITED (Continued from page 1) of controller interaction with the flight crew and de-emphasizes the cooperative aspects of the air traffic system." Associate Administrator for Air Traffic and Airway Facilities, William M. Flener said the NTSB observations will be made available to all controllers and the board's suggestions incorporated into controller training.

CENTER CHIEF TO TRAINING BOSS . . . The recent chief of the Honolulu Air Route Traffic Control Center, James I. Lucas, has been named Superintendent of the Agency's Management Training School in Lawton, Okla. Lucas joined the agency in 1957 as an assistant controller at the Boston ARTCC. After stints in Washington and at the Aeronautical Center, he returned to Boston and was subsequently named assistant chief. Before assuming the job as chief of the Honolulu Center, he was deputy chief. Lucas served as an air traffic controller in the Air Force before joining the agency.

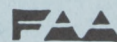
DID YOU SAY THE X-16? ? ? . . . Aviation buffs are all familiar with the X-1 and the X-15. But the X-16--well, that's sort of like the DC-5 or the Boeing 706. Actually it's like the "five," because the X-16, although virtually unknown, did exist. The whole story of the plane, its mission and performance--all classified until now--will be told at the Lunchbox Forum March 17 by Mel Zisfein, Deputy Director of the National Air and Space Museum. The Lunchbox Forums are held at 12 noon monthly at the Freer Gallery of Art Auditorium, 12th and Independence Ave., S.W.

CIVIL RIGHTS PROGRAMS . . . FAAers are invited to attend two programs sponsored by the Office of Civil Rights. Tuesday, March 9, the Federal Women's Program Coordinator will lead a workshop on writing a better SF-171. Thursday, March 11, guest speaker Dorothy Poehlman, TAD-494, will discuss the newly published 64-page bibliography which she compiled for the DOT Library Services Division. Both programs will be held from 12 noon to 1 p.m. in Room 5AB. For further information call Louisa Stimpert, ACR-3, 63785.

ENERGY CONSERVATION . . . Turn off those lights when you go home at night--the cleaners may not come for three hours, and they can turn on what they need. Also, turn off typewriters, calculators, copiers, coffeepots, etc. Remember, Energy = \$\$\$\$. So Let's \$ave.



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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76-10 March 8, 1976

THREE MOVE UP TO TOP JOBS

Three FAA career executives recently stepped up to top agency jobs. Brooks C. Goldman has been appointed Director of the Office of Director of the Office of Management Systems; Glen D. Tigner, Deputy Director of Air Traffic Service; and George R. LaCaille, Deputy Director of the Southern Region. Goldman was Technical Advisor to the Office of Systems Engineering Management before assuming his present position. He joined the agency as an electrical engineer in 1958. Tigner moved to Washington in 1973 as chief ATC Operations and Procedures Division. He came to the agency in 1952 as an air traffic controller in the Eastern Region. LaCaille, an FAA Meritorious Service Award winner in 1969, joined the agency as an airway operations specialist at the Guam International Flight Service Station in 1951. He was Deputy Regional Director of the Central Region before being posted to the Southern Region.

FUTURISTIC SYSTEM TO HANDLE FUTURE TRAFFIC

NEW ATC SYSTEM ON THE WAY

A contract for the development of an advanced new air traffic control radar beacon system that will improve the accuracy and reliability of aircraft surveillance and provide automatic data-link communications between pilot and controllers has been awarded to Texas Instruments, Inc., of Dallas, Tex. The new system, known as the Discrete Address Beacon System (DABS), is a key element in the agency's plan for the evolutionary upgrading of the automated ATC system. The upgraded system is being developed to handle aircraft traffic expected in the 1980s and beyond. Three ground and 30 airborne units will be provided under the contract. The ground sensors will be used at NAFEC, Philadelphia International and at Elwood, N.J., radars for a two-year test of the system. DABS is essentially an advanced version of the present air traffic control radar beacon system in which an airborne transponder signals aircraft identity and altitude when triggered by ground interrogators mounted on FAA radar antennas. This information is then processed and displayed directly on the radar scopes used by controllers. The chief advantage of DABS will be its capability to interrogate and receive a transponder reply from a specific aircraft rather than from all aircraft in the zone of coverage. Because of this capability, it also provides a natural vehicle for a data link between aircraft and the ground that can be used for automatic communications.

GREAT FALLS PHASE OUT

Plans for the phase out of the Great Falls (Mont.) Air Route Traffic Control Center were announced last week. As a preliminary step, on March 25, 1976, operations at two sectors will be transferred to the Salt Lake City Center. The remaining two sectors will continue in operation at Great Falls until June 6, 1976, when they will be transferred to the Minneapolis Center. The purpose of the early phaseover of two sectors to Salt Lake City is to provide an orderly transfer of functions and people with the least operational impact and the maximum convenience for the people involved. In 1960-61, the agency developed a system of 20 automated en route centers best located for the major flow of traffic. This resulted in the closing of nine centers, including Great Falls. But the center was kept open to evaluate, with the Air Defense Command Direction Center, the use of digital air situation displays. This evaluation has now been completed.

MARCH FAA WORLD IS COMING

Before the Ides of March come 'round, you'll be reading about "Where Rail and Air Meet" at Washington National Airport . . . "The Ordeal of a Pilot--Courage Brought Him Through," the story of an FAAer who spent eight years in a Vietnamese prison . . . "Take a JET to FLO via SPA" tells what airport identifiers are about . . . Instructors attend a stall-spin clinic to help them in "Stumping for Safety From the Start" . . . And airline pilots and controllers get together to learn about "The Other End of the Mike" . . . You'll also find a "Word Search," follow-up letters on the UFO story (December 1975 issue), Federal Notebook, Faces and Places, Direct Line, Small World and Heads Up.

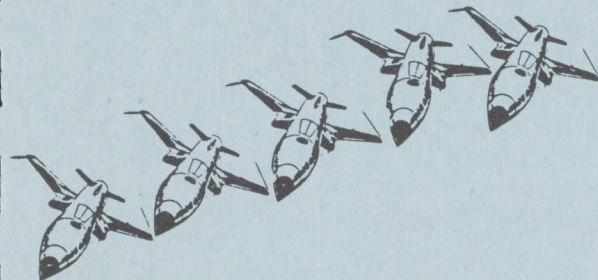
CSC BEGINS ATCS STUDY

The CSC has just notified FAA and OST representatives of the facilities to be visited during their fact-finding effort for the review of the air traffic controller classification and qualification standards. The CSC is conducting these visits to obtain first-hand occupational information for use in making appropriate revisions to the current standards. During these visits, interviews will be held with chiefs and a representative sample of specialists in the facility to obtain information on the duties, responsibilities and qualifications required of air traffic control specialists. The following facilities, with the dates in parentheses, represent the tentative itinerary of the Commission representative:

- Miami ARTCC (March 15, 16)
- Miami Opa Locka Terminal (March 17)
- Atlanta FSS (March 18)
- Ft. Rucker, Alabama--Radar Approach Control Facility (March 19)
- Dothan, Alabama FSS (March 20)
- Springfield, Mo, Terminal (March 22)
- Evansville, Indiana Terminal (March 23)
- Chicago O'Hare Terminal (March 24, 25)
- Youngstown, Ohio Terminal (March 26)
- Hagerstown, Md. Terminal (April 1)
- Denver, Colo. Terminal (April 5)
- Colorado Springs, Colo. Terminal (April 6)
- Albuquerque FSS (April 7)
- Santa Fe CS/T (April 8)
- Los Angeles FSS (April 9)
- Santa Ana (Orange Cty.) Trm. (April 10)
- Los Angeles Intl. Terminal (April 12, 13)
- Salt Lake City ARTCC (April 14)
- Cleveland ARTCC (April 15, 16)
- Ft. Eustis, Va. Terminal (April 21)
- Norfolk, Va. Terminal (April 22)
- Boston ARTCC (April 26, 27)
- Islip, NY Intl. FSS (April 28)
- Islip, NY Terminal (April 29)
- NY Common IFR Room (May 3, 4)
- NY JFK Intl. Terminal (May 5, 6)

FIVE DOWN SAFE

For the first time, the Air Force has awarded the Air Force Communications Service Save Award to an FAA controller. The award for "saving" five USAF planes was presented February 25 to Eugene Traynor of the Oklahoma City Radar Approach Control by Southwest Regional Director Henry L. Newman. The award is usually reserved for USAF controllers only. In its commendation, the Air Force said, "Mr. Traynor was working a radar position when, in rapid succession, five F-105 aircraft landing at Tinker Air Force Base declared emergencies consisting of low fuel, electrical, navigation and communications outages. To further complicate matters, the weather was extremely poor and the airport's precision approach radar was off the air. Carefully assessing the situation, Traynor took each emergency in turn and vectored the plane to a safe landing by using his surveillance radar scope. His professional ability and cool head averted a multiple aircraft disaster. His performance has earned our profound admiration and professional respect."

**MORE IN UNIONS**

Statistics for the end of December 1975 show that 31,038 FAA employees are now in exclusive bargaining units; this is the first time the figure has gone over the 31,000 mark. Pending units, principally the AAF nationwide unit, could raise this total to more than 35,000 during 1976.

... BUT VOTE

Three more Presidential primaries take place in March. They are: Florida, March 9; Illinois, March 16; and North Carolina, March 23. While the political activities of Federal employees are governed by the Hatch Act, employees are encouraged to inform themselves of the issues and to register and vote. For more information regarding the Hatch Act, contact your servicing Personnel Management Division.

OPERATIONS CONFAB SUMMARY

For those who want an instant replay of the agency's first Biennial Operations Review Conference, FAA now has a summary available that tells all there is to tell about the week-long meetings. The 525-page free publication includes digests of key conference proceedings, summaries of discussions and copies of certain speeches. A list of conference registrants also is included. The December conference attracted some 700 aviation representatives to consider proposals for updating FAA regulations covering aircraft maintenance, airman certification and air traffic and general operations.

NO MORE SIDE FACING SEATS

Removal of side-facing flight attendant seats from all airline aircraft by May 1, or placarding such seats to prohibit use during landing and takeoff, has been ordered by the agency to provide an increased level of safety in crash situations. FAA said a flight attendant occupying a side-facing seat would likely receive more serious injuries during a severe but survivable accident than passengers in forward facing seats. Moreover, such injuries might hamper a flight attendant's ability to perform emergency duties.

FOUR R&D VETERAN ENGINEERS RETIRE: 144 Years Total Federal Service . . .

Early in March, the Systems Research and Development Service will lose to retirement the valuable, well-seasoned engineering talents of four dedicated old-timers: Jim Lipscomb, electronic engineer (communications) with 41 years Federal Service; Harvey Wendorf, civil engineer (airport facilities) with 35 years; Eugene "Bud" Mueller, civil engineer (airports) with 37 years, and Thurman Duncan, electronics engineer (communications, radar beaconry) with 31 years, for the accumulated total of an impressive 144 "best years of their lives."

Lipscomb began in 1934 with the U.S. Army Engineers (1937 with Bureau of Air Commerce); Mueller in 1939 with Corps of Engineers (CAA in 1940); Wendorf in 1941 with CAA (rising to Deputy Director, Facilities Installation Service); and Duncan began his Federal career in 1940 with the U.S. Navy (1948 with CAA). All their friends and colleagues offer best wishes for a long and happy retirement.

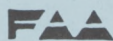
NEW STATE TAX PROGRAM FOR VIRGINIA . . . For Virginia residents, the pay-

checks received on April 7 will reflect an updated program for computing Virginia state tax which conforms with the current tax rate formula. Because this new formula will substantially increase the amount of basic tax withheld, many employees will no longer require additional withholding. Therefore, Virginia residents who have requests on file for additional withholding may desire to cancel or amend them by filing a new FAA Form 2730-5 with the Payroll Branch, AAA-240.

AWARDS AND REWARDS . . . The Associate Administrator for Engineering and Development presented a Quality Within-Grade Award based on outstanding performance to Linda Miller. The Office of Systems Engineering Management presented Quality Within-Grade Awards based on outstanding performance to James Cain, Edmund Keonke, Edgar Post and Andres Zellweger.

MIDDAY MATINEE . . . "Jupiter--Manpowered Flight," will be shown in the auditorium on March 16 and 17 at 12:00 and 12:30. The movie is about a manpowered airplane built by students at a British University. It includes test flights and a good close look at different features of the airplane.

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FAA  service to man in flight

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

76-11 March 15, 1976

SAFETY SCREENING FOR CHECKED BAGGAGE

FAA will require airlines to begin screening procedures for checked baggage as of April 15, Administrator McLucas announced last Friday. Dr. McLucas said certain guidelines will be used to identify luggage that could contain explosives. Such baggage will be subject to search, and owners may be asked to provide positive identification. No details of the guidelines will be disclosed. The Administrator said the time it will take to process checked baggage cannot yet be ascertained, but he said the new system will be quicker than searching all baggage. He said about two percent of checked bags are expected to require "additional treatment." Dr. McLucas said he believes air travelers will understand the need for screening of checked baggage, just as they have accepted the screening of all carry-on bags for the past three years. FAA, he added, will continue development of devices to automatically inspect checked luggage. FAA's action on baggage grows out of the Industry/Government Task Force on airport security—chaired by Dr. McLucas—which was established after a bomb killed 11 people at LaGuardia Airport last December 29. Since the LaGuardia explosion (Continued on page 2)

LOW ALTITUDE ALERT TESTED IN TOWER...

"LOW ALT," LOW ALT" flashes on the radar scope and a buzzer sounds, telling controllers that an airplane is too close to the ground or an obstruction. This is how the Automated Radar Terminal System (ARTS III) Minimum Safe Altitude Warning System (MSAW), being tested this week in the Los Angeles International tower, will work. The "Low Alt" alert appears above the plane's identification on the display, enabling the controller to warn the pilot. In essence, the program works by comparing the tracked aircraft's altitude, course and position with a terrain map which is stored in the computer's memory. In addition, when the plane is on final approach for a landing, the system compares the plane's altitude with the glide slope and warns the controller if the aircraft dips too low. Following Los Angeles, the MSAW is scheduled to be installed at Dulles, Detroit, Oakland and Houston. All are expected to be operational by the end of this year. Afterwards, MSAW will be installed at other ARTS locations.

...AND ENROUTE CENTER

A computer program for Enroute-Minimum Safe Altitude Warning (E-MSAW) is currently being tested in the Albuquerque ARTCC. The system alerts controllers with a blinking signal when a plane is dangerously close to the ground, an obstruction or when a plane is headed toward a potentially hazardous situation.

ACCENT ON SAFETY

Former FAA safety expert and more recently Director of the Bureau of Aviation Safety in the National Transportation Safety Board, Marion F. Roscoe, has joined the agency as Director of the Office of Aviation Safety. Roscoe's appointment and the establishment of the new office were announced last week by Administrator McLucas who said the office would function as an "inspector general" for aviation safety both within and outside of FAA. Roscoe, who held various aviation safety related jobs with FAA from 1947 to 1963, has been with NTSB for the last 13 years.

PORTRAIT UNVEILED

A portrait of former Administrator Alexander P. Butterfield was unveiled by artist Kitty von Kann in the Administrator's reception area last week. Administrator McLucas presided at the ceremony attended by Mr. Butterfield and his family. Other former administrators attending the ceremony were Elwood R. Quesada, William F. McKee and John H. Shaffer. The portrait is now hanging alongside those of all other former administrators.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). DAKAR - 3 years, PC-3/76 Technical Officer, COM, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. MONTREAL - 2 years, PC-4/76 Technical Officer, OPS/AIR, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum; 3 years, PC-5/76 Language Officer (Interpreter/Translator), P-3, Gross: \$19,670 per annum and Net (free of tax):

\$14,585 per annum. Language Requirement: Russian must be native tongue, or the language used for education. Applications due in AIA-29 by April 14, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO positions are entitled to restoration rights.

EEO IS GO OVERSEAS

The President has issued a memorandum to all departments and agencies underscoring the applicability of EEO requirements to all Federal personnel actions, including overseas assignments to foreign countries that have exclusionary policies based on race, color, religion, national origin, sex or age. Any refusals by a host country based on exclusionary policies are to be reported to the Department of State for resolution through diplomatic channels. The Presidential memorandum also asks each department and agency to issue appropriate internal policy guidance and send a copy to the Civil Service Commission. FAA operating elements have been informed of the provisions of the memorandum and asked to review their overseas selection processes to assure that they conform to all EEO requirements.

SAFETY SCREENING

(Continued from page 1)
FAA explosives security experts have held training sessions for more than 6,000 airport employees at some 150 major airports across the country. Similar sessions will be held at all 500 airports served by the scheduled airlines by June 1.

HEADQUARTERS PERSONNEL NOTES

RESTORATION OF ANNUAL LEAVE

PL=83=181 permits the restoration of annual leave lost due to sickness, administrative error, or exigencies of the public business.

The requirements that must be satisfied before an individual can have annual leave restored are explained in agency Handbook 3600.4, Absence and Leave.

Those who qualify for restoration of leave should send their restoration requests through their administrative channels to the appropriate agency approving official. (In Headquarters this is usually the Associate Administrator for Administration, AAD-1.)

Employees who have an approved exigency must still get approval of the actual restoration of annual leave. In other words, an approval of an exigency is not in itself an approval for the restoration of annual leave. The Classification Branch, APT-160, can provide guidance.

FY 77 TRAINING REQUIREMENTS

On March 4, each headquarters organization was provided guidance for submitting its training course requirements for FY 77. Supervisors are asked to determine the training needs of their employees for the coming fiscal year and, as appropriate, identify courses to meet those needs. Proposed courses will be reviewed by each office/services's executive staff and submitted to the Training and Career Development Branch, APT-130, in order to match the requirements with training resources. Information about

courses and schedules available to headquarters employees is contained in the FAA Training Catalogue, 3010.6E, and various other catalogues, brochures, and announcements maintained by APT-130 and the employee who serves as the training contact in each office or service.

NEW POSITION CLASSIFICATION SYSTEM

A revised system of classifying positions in the Federal service, termed the "Factor Ranking/Benchmark Classification System," is scheduled for limited implementation by the Civil Service Commission this year. Under the present system, grade levels are assigned by comparing narrative position descriptions with CSC-prepared standards. Under the new plan, descriptions of so-called "benchmark positions" become the standards and jobs will be classified by comparing them to the "benchmarks," using nine factors common to all nonsupervisory positions. The common factors are: knowledge required by the job, supervisory controls required; guidelines required; complexity of job; scope and effect of job; personal contacts; purpose of contacts; physical requirements; and work environment. Each position will be analyzed as to the relative importance of each of the nine factors in that particular position and a numerical value assigned to each factor for classification purposes. Although a new FAA jobs will be covered under the system fairly soon, it is considered that most will not come under the new system for at least 18 months to two years. Watch the Headquarters Personnel Notes for further information on this subject.

MERIT PROMOTION PANELS

In last month's Headquarters Personnel Notes, we discussed the process used to review Merit Promotion Program (MPP) applications or "bids." After a bid is checked by the Employment Branch for basic qualifications, the next step is to determine which candidates are "highly qualified." If there are more than 10 qualified bidders for a job, this must be done by an MPP panel. If there are 10 or fewer, the rating may be done by either a staffing specialist or an MPP panel. MPP panels consist of three members: one is the subject-matter specialist-- a person other than the selecting official from the office in which the vacancy exists who is thoroughly knowledgeable of the background needed to do the job. Another member is an employee from a disinterested office or service. The third member is a person designated by the Office of Civil Rights to represent them (this person can be no more than one grade below the position being filled, whereas the other two members must be of equal or higher grade than the position being filled.) It is the responsibility of the Employment Branch to brief the panel members how to use the ranking factors to rate the applications. Based on this guidance, the panel members review and evaluate the applications and each member numerically rates each application and presents the list of ratings to the Employment Branch. The Employment Branch averages the panel members' ratings on each application to determine an overall ranking for each candidate. Normally, the

names and bids of the three to five top, i.e., "highly qualified," candidates are then forwarded to the selecting official. In next month's Personnel Notes, we will discuss the selecting official's MPP responsibilities.

COMPUTING RETIREMENT ANNUITIES

Your annual Federal retirement annuity income will be calculated by determining your basic annuity and then making certain adjustments. Your basic annuity is computed on your length of service and "high-three" average pay. Your "high-three" average pay is the highest average basic pay (doesn't include overtime, bonus, awards, holiday pay, etc.) you earned during any 3 consecutive years of service. To estimate your yearly basic annuity, add: (a) 1 1/2 percent of your anticipated "high-three" average pay times service up to 5 years, (b) 1 3/4 percent of the "high-three" pay times years of service over 5 and up to 10 years, (c) 2 percent of the "high-three" pay times years of service over 10. In general, the basic annuity cannot be more than 80 percent of the "high-three" average pay or less than the smallest Social Security "primary insurance amount." The basic annuity will be adjusted downward by a certain percentage if you voluntarily retire before the minimum retirement age. Except for disability, involuntarily discontinued service, and certain exempted occupations, the minimum retirement age is 62 with 5 to 19 years of service, age 60 with 20 to 29 years, and age 55 with 30 years. The basic yearly annuity will be adjusted upward for unused sick leave, and for any additional voluntary employee contributions. For more information, call the Civil Service Commission or APT-140.



HEADQUARTERS intercom

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

76-12 March 22, 1976

AIRWAY FACILITIES ELECTION IN PROGRESS

Ballots are being mailed this week to the home addresses of some 7,700 nonsupervisory, nonprofessional Airway Facilities employees eligible to vote in the representation election ordered by the Department of Labor. Employees who believe they are eligible to vote and do not receive a ballot by April 5 should advise their supervisor. The supervisor will obtain the appropriate ballot from the labor relations branch in the servicing personnel management division, if voting eligibility is established. Special arrangements have been made for eligible employees who are attending the FAA Academy during the voting period, so that they may obtain an appropriate ballot, if needed, from their instructors. To be counted, ballots must be returned in the self-addressed, postage-free envelopes that were included with the ballots, so as to arrive in the Washington, D.C., post office by 9:00 a.m. on April 22. It is very important that voters complete the box on the back of the envelope; otherwise, the ballot will not be valid. All eligible employees are encouraged to vote. REMEMBER, THE EMPLOYEES WHO VOTE WILL DECIDE THE REPRESENTATION FOR ALL!

ANTI-COLLISION PROGRAM ANNOUNCED

A five-point program to further reduce the potential of mid-air collisions was announced last week by Administrator McLucas. The "separation assurance" program includes efforts already well underway, and others in earlier stages of development. The five points are: 1) Continued enhancement on a priority basis of ground-based ATC systems at centers and towers. Conflict alert, now in effect at the 20 continental centers, and under development for ARTS III towers, are examples. Towers and centers would remain the primary method of providing aircraft separation. 2) Consideration of new rules to require increased use of IFR by passenger-carrying aircraft, and expansion of radar beacon surveillance to all airspace where larger aircraft operate. 3) Possible additional requirements for carriage of transponders with altitude reporting capability. 4) Development of the Beacon Collision Avoidance System (BCAS) as a back-up to the primary ground-based ATC system, and as the primary system outside ATC surveillance. This airborne equipment receives transponder signals from other aircraft, computes any potential threat, and issues instructions to the pilot for evasive action. 5) Development of Intermittent Positive Control (IPC). In this system, ground-based computers follow aircraft, search for conflicts, and automatically send warnings to the cockpits.

A DOCTOR IN THE HOUSE ?

FAA wants to upgrade the availability of medical services and facilities at the nation's airports to increase their capability to cope with disaster, Administrator McLucas told an Aviation Medical Seminar in Washington, D.C., recently. Noting that three-fourths of all accidents happen on or near airports, McLucas said the advent of the wide-body jets may have intensified the need for better airport medical services. This is true because passengers in one of these aircraft have a greater chance of surviving an accident, he explained, "just as someone riding in a bus is better off in a crash situation than someone in a sub-compact." However, he said survivors would need medical attention in all likelihood and the agency wants to make sure they get it. Therefore, he continued, FAA will issue a notice of proposed rule making in the very near future requiring airports receiving airline service to have a fully-developed plan for providing adequate medical care for any emergency that might arise.

STILL MORE COPIES

The amount of FAA copying, both in the field and Washington headquarters, exceeded 30 million copies for the six-month period ending December 31, 1975. This represents an increase of 2.2 million copies or 8 percent over the same period a year ago. Copying throughout the FAA has more than doubled over the past five years, increasing from 27 million in FY 1970 to 62 million copies in FY 1975. The increase alone cost close to a million dollars and that's a lot of money. Every effort should be made to reduce the amount of copying--try to get by with one instead of two or three copies.

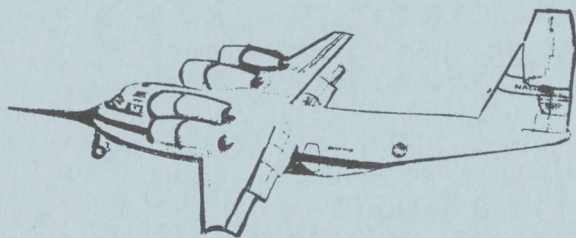
Where feasible, use duplicating facilities when making more than 15 copies of MULTIPLE PAGE jobs--the cost could be one-third that of copying the material. Personnel in Washington should refer to Order WA 1720.4, Duplicating and Copying Services in the Headquarters Buildings, for procedures on requesting duplicating services. Region and center personnel should contact their printing management office. Plans for installing master control counters on all copying machines in Centralized Copy Centers in Washington Headquarters has been delayed until May 1 or later. More information will be provided through INTERCOM.

TWO-TOWER ASSIST

The cool professionalism of FAA controllers at Lexington, Ky., and Cincinnati, Ohio, towers helped a pilot who was lost and low on fuel turn a potential tragedy into a tense but safe landing. First Lexington, then Cincinnati helped the lost pilot find her way with an Air National Guard plane flying in the area acting as a communications relay. As the pilot of the single engine plane reported her fuel nearly gone, Lexington resumed control, and during the final minutes of the flight, the Guard aircraft led the way to the Frankfort, Ky., airport. Less than a mile from the runway, the distressed pilot reported "engine stopped," but she managed a safe deadstick landing. During February, 247 flight assists were reported--117 by FSSs, 111 by towers and 19 by centers. A total of 374 people were reported on board the aircraft involved.

SHORT HAUL TEST PLANE

\$20 million contract to build a quiet short-haul research airplane (QSRA) has been awarded to the Boeing Commercial Airplane Company by the National Aeronautics and Space Administration (NASA). Boeing will use the fuselage shell of a deHavilland C-8A twin-turboprop "Buffalo" aircraft, build a new wing, add four overwing Lycoming turbofan engines and a redesigned tail assembly furnished by NASA. The objectives of the QSRA program include the development of propulsive-lift technology as well as the establishment of short-takeoff-and-landing procedures.



ICAO SEEKING APPLICANTS

The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP), is seeking qualified candidates on an urgent basis for its technical assistance projects in Saudi Arabia, Libya, Nigeria and Venezuela for an initial period of one year. Salary depending upon the level of difficulty and responsibility of the post - Level 4, Step 1, Gross: \$24,220 and Net (free of tax): \$17,532 per annum to Level 5, Step 1, Gross: \$30,540 and Net (free of tax): \$21,324 per annum. LIBYA: Aviation Training Adviser - Tripoli; Electronics Technician (3 posts) - Tripoli/Benghazi; Aircraft Maintenance Inspector - Tripoli; Air Traffic Controller - Benghazi; and Aerodrome Engineer - Benghazi. LAGOS, NIGERIA - Director of Civil Aviation; Chief Examiner, Airmen;

Senior Examiner, Airmen; Chief Airline Flight Inspector; Senior Airline Flight Inspector; Project Manager (Pilot) Flight Calibration Unit; Electronic Engineer, Flight Calibration Unit; Chief Airworthiness Surveyor (Engineer); Principal Airworthiness Surveyor (Engineer); Chief Aerodrome Engineer; Chief Air Traffic Control Officer; Senior Air Traffic Control Officer (2 posts). JEDDAH, SAUDI ARABIA - Airport Engineer (Civil); Airport Engineer (Electronics); Electrical Engineer and Mechanical Engineer. CARACAS, VENEZUELA - Project Manager/Civil Aviation Training Adviser; Air Traffic Services Adviser; Air Traffic Services Expert/Instructor; Electronic Engineer (Radar) and Electronic Engineer (Telecommunications). Language Requirement (Venezuela): Fluency in Spanish essential, working knowledge of English desirable. Additional information about duties, salary, qualifications and benefits, is available at your manpower office. Any individuals interested in these assignments must submit their applications to AIA-29 ASAP. Federal employees accepting ICAO assignments are entitled to restoration rights. To permit Federal employees to accept ICAO assignments without financial penalty, Public Law 91-175 provides that, upon reemployment in the Federal Service, employees may be entitled to a Lump-Sum Equalization Allowance. This allowance represents the difference, if any, between the total dollar amount of pay and allowances received from the International Organization and the pay to which they would have been entitled under Federal regulations had they been assigned to that location by their agency.

GET IT ON WITH FA CLUB

The FA Club Bicentennial Dinner-Dance will be held at Fort McNair Officer's Club on Saturday, April 3. Get together with your friends for an evening of dancing pleasure to the music of the swinging "Saints and Sinners." Tickets can be purchased at the Club or from George McKnight, AAT-120, x68747; Club members, \$7.50, non-members, \$8.50.

FEDERAL 'AFTER HOURS' EDUCATION PROGRAM

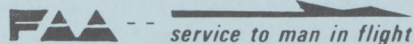
More than 60 college-level courses will be offered after working hours to civilian, military personnel, and the general public in 31 downtown Federal buildings in the District of Columbia in the summer 1976 semester through the Federal After-Hours Education Program. The College of General Studies, George Washington University, offers an opportunity for individuals to enroll in undergraduate and graduate courses leading to associate in Arts, Bachelor of General Studies, Bachelor of Science in Administration and Master of Science in Administration degrees. Individuals may also enroll as non-degree students. Registration for the summer semester will be held in conference rooms, A, B, and D--just off the lobby--Department of Commerce Building, 14th St. and Constitution Ave., N.W., from 10 a.m. to 2:30 p.m. on Thursday, May 6, and Wednesday, July 1, 1976. Tuition is \$74.00 per semester hour and all courses are 3 semester hours.

AWARDS FOR CONCORDE WORK

For making significant contributions in completing the Concorde Final Environmental Impact Statement on a tight deadline, ten FAA employees have been awarded a group Special Achievement Award. The awards were presented by Administrator McLucas during ceremonies in the Administrator's conference room on Monday last week. Those receiving awards of \$250 each are: Lillian D. Lloyd and Harvey Vanwyen of Flight Standards; Leonard A. Ceruzzi, Office of the Chief Counsel; Francis P. McCabe, International Aviation Affairs; Joseph P. Scarlata, Air Traffic; Robert K. Snyder, Management Systems; Donald W. Tisdale and William T. Westfield, Systems Research and Development Service; and John S. Newman and Edmund W. Sellman of Environmental Quality.

TRANSLATORS WANTED

OST's International Secretariat (TAD-26) is sometimes required to provide quick translations of letters and brief documents received by the Department. Although the office has a fairly good background in French and Spanish, staff members sometimes receive letters in many other languages requiring quick, rough translations. If you have some fluency in any foreign language and would like to share your expertise, please contact Jean Herz on x64375. OST would like to compile a listing of DOT employees who have special capabilities in various foreign languages and who would like to volunteer to help out with brief translations from time to time. Past experience indicates most efforts require no more than ten minutes for an informal, handwritten translation.



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HEADQUARTERS intercom

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

76-13 March 29, 1976



JAMES DOW BIDS FAA FAREWELL

To the FAA Family:

As I retire from Federal service after 32 years and resign the position of Deputy Administrator which I have filled for the past two years, I would like to share some thoughts with you--as we have done so often over the years--on the importance of the attitude and commitment we bring to our jobs.

The positions we hold with the FAA (and for some of us, with its predecessor agencies) are not ours to own. They have been entrusted to us, along with their responsibilities and authority, for the time we are privileged to occupy them. Whatever we have accomplished in those positions is not just the result of our own efforts. We benefit from the experience of those who preceded us and we build on their achievements.

It is our task, too, to provide a strong link to the future so that those who succeed us at FAA can benefit from the past as we did. Most of all, we must never lose sight of the fact we are civil servants and we must strive to carry out our duties to the best of our abilities to fulfill the needs of the public we serve.

The resources we manage have been entrusted to our care by the American people through their elected representatives and we must always honor that trust. It is also through people that we accomplish our objectives as an agency. This includes our colleagues in FAA and the Department, others in the Executive Branch and Congress, and those in the aviation industry.

Some say that working in a large organization and coordinating with lots of people prevents timely decisions and follow-on action. This does not have to be the case. If we use common sense, deal with people honestly and give them straightforward answers, we can do even a better job by doing it together. That does not mean we can hide behind an organization or other people. Don't hesitate to stand up and be counted. When a tough decision needs to be made, gather the facts, and make the decision with honesty and integrity, so that you can hold your head high when you look in the mirror. I have enjoyed my work and my association with each of you. We all have much to be grateful for, and we can be proud of what we have accomplished--but this is only a forerunner of greater things yet to come.

Jim

March 29, 1976

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590



OFFICE OF
THE ADMINISTRATOR

March 5, 1976

The President
The White House
Washington, D. C. 20500

Dear Mr. President:

I will retire from the Federal Government, effective March 31, 1976, after 32 years service to pursue personal interests. This, regrettably, dictates that I resign from the position of Deputy Administrator, Federal Aviation Administration, Department of Transportation, on this same date March 31, 1976.

It has been my privilege and honor to serve the people of the Nation as a career civil servant and a Presidential appointee. It has also been a most challenging and rewarding experience to have participated in the development of the civil/military aviation system to the point where it is second to none in the world today.

Respectfully yours,

James E. Dow
James E. Dow

THE WHITE HOUSE
WASHINGTON

March 19, 1976

Dear Mr. Dow:

It is with deep gratitude for your dedicated service that I accept your resignation as Deputy Administrator of the Federal Aviation Administration, effective March 31, 1976.

In doing so, I want to take this opportunity to express my personal appreciation for the capable direction and leadership you have given in the interest of aviation safety. Your many contributions, particularly in such areas as financial management, congressional relations and international affairs, will provide continuing improvement in aviation service for years to come.

As you prepare to retire after thirty-two years of service to our Nation, it is a pleasure for me to join with your many friends and colleagues throughout government in extending warmest good wishes for every future happiness and success.

Sincerely,

Gerald R. Ford

The Honorable James E. Dow
Deputy Administrator
Federal Aviation Administration
Department of Transportation
Washington, D.C. 20591

DEPUTY ADMINISTRATOR'S CAREER HIGHLIGHTS

President Gerald Ford last week accepted the resignation of FAA Deputy Administrator James E. Dow, who is retiring after more than 30 years of Federal service. Dow, who was Acting FAA Administrator from April to November 1975, began his career when airplanes all had propellers on the engines and the DC-3 was queen of the airways. That was back in December 1943 when Dow, fresh out of the University of Maine, went to work with CAA as an air traffic controller trainee at the Cleveland Airport. Commenting on Dow's March 31 departure, Administrator McLucas praised him as "one of the most knowledgeable and dedicated public servants I have ever known." Since joining the agency, Dow has received many awards and honors for distinguished service. In 1966, he was awarded the FAA's Meritorious Service Award in recognition of his management of the FAA en route air traffic control automation program. In 1968, the Secretary of Transportation presented him with the DOT Meritorious Achievement Award for his extremely competent leadership, outstanding performance of duties and effective management while serving as Director of Budget for FAA. He received the Award again in 1973, the only person in the history of the Department to receive the award more than once. Prior to his appointment as Deputy Administrator, Dow was Associate Administrator for Administration from July 1973 to August 1974 and Director of the FAA Budget Office from 1967 to 1973.

REVISED EXEC DEVELOPMENT OPENS

With the signing of FAA Order 3110.13C, the Administrator officially launched the revised FAA Executive Development Program. Begun in 1972, the program has been redesigned to emphasize the identification of employees who have a proven record of managerial competence and potential for executive leadership. Persons selected to participate in the program will undergo highly individual development experiences of selected assignments and formal training aimed at preparing them for the GS-15 and 16 target jobs, which are: Deputy Regional and Center Directors; Regional and Center Executive Officers; Deputy Office and Service Directors and Deputy Associate Administrators; Office Directors; and Division Chiefs. Participants generally will remain in their current positions or be reassigned to another middle management position in their employing jurisdiction. The program is open to GS-15 applicants. More information is available in the EDP announcement, which opened March 18 and closes April 23. Screening of applicants begins in July, and selections will be announced in August. Development will begin in September.

ATCS SELECTION STUDY BEGINS

"EPA" is not just the Environmental Protection Agency--it also denotes Education and Public Affairs, Inc., a private concern specializing in research on selection, training and education. Dr. Joseph G. Colmen, president of EPA, has contracted with FAA to develop improved methods for selecting new employees for the air traffic control occupation. This week, Dr. Coleman will be mailing requests to about 3,000 air traffic control specialists asking them to participate in this study. His letter will fully explain the purpose and arrangements. EPA will keep all informa-

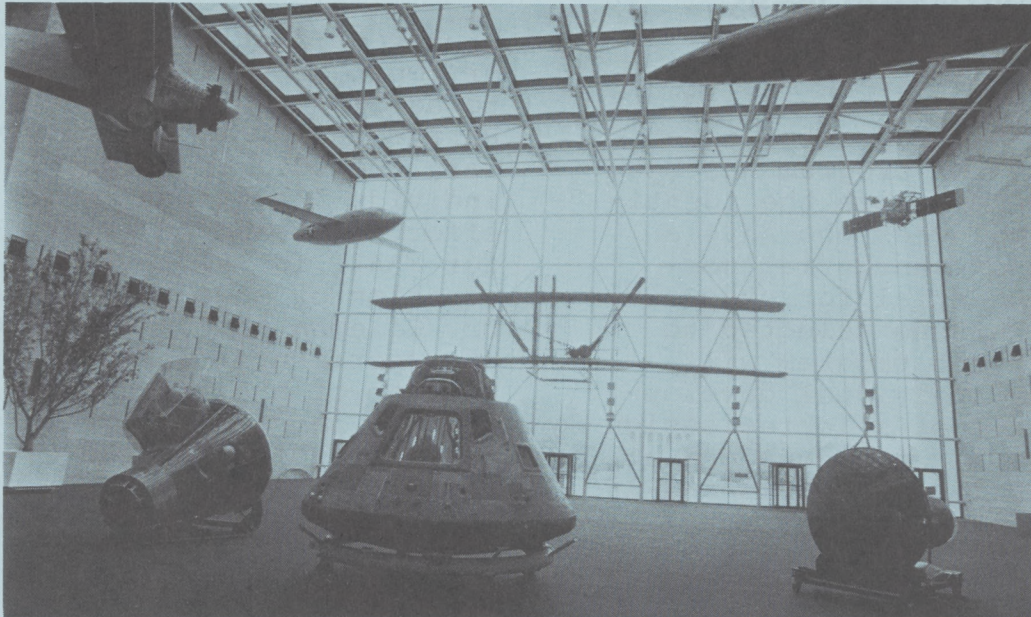
tion confidential and no official or employee of FAA will have access to any individual information. Participation is entirely voluntary and will in no way affect any individual's status in FAA. This effort is based on prior EPA work for FAA. In 1972--with the participation of some 800 controllers--Dr. Coleman analyzed a large number of experimental selection tests. Now one of his tasks is to fully develop those with the most potential for improving the Civil Service Commission tests used to select applicants for ATC work.

MORE DOGS ON DUTY

Explosive detecting dog teams are now being trained for use at six additional U.S. airports under an FAA program to provide for fast and thorough search of airports and aircraft for bombs. The new teams, all of which are expected to be on duty by June, will bring to 24 the number of airports so protected. At present, no aircraft in flight is more than an hour's flying time from such an airport and eventually this is expected to be cut to half an hour. The cities getting the new teams are Bismarck, N.D., Oklahoms City, Okla., Oakland, Calif., Boston, Mass., Jacksonville, Fla., and Seattle, Wash. Six other cities are under consideration for getting dog teams under a step-up of the program that resulted from the explosion last December 29 at LaGuardia Airport which killed 11 persons.

BOND WAGON

FAA's annual Savings Bond Campaign begins March 31. Get ready for your local kick-off and jump on the BOND wagon!



AIR AND SPACE PREVIEW

There's a new kind of peep-show on Independence Avenue these days. The lobby of the new National Air and Space Museum is open for a peek from 10:00 a.m. to 5:30 p.m. daily. Although the museum is not scheduled to open until July 4, 1976, the glass enclosed lobby is open and well worth a visit. Some of the most important artifacts in the national collection are on display including the Wright Brothers' Kitty Hawk Flyer, the first man-carrying, heavier-

than-air aircraft to fly; Lindbergh's Spirit of St. Louis, the first airplane to fly non-stop from New York to Paris; the Bell X-1, the first plane to exceed the speed of sound in level flight; and the X-15, which still holds speed and altitude records for an aircraft. Also on display are space capsules: Apollo 11, moon landing; Friendship 7, first American orbital flight; and Gemini 4, first American space walk.

MOVE UP

Want to find out what it takes to get ahead? Want to learn new job skills or sharpen old ones? If the answer is, "yes", visit your library during National Library Week, April 4-10. Get acquainted with some of the many books they have which can help you move up the career ladder.

BONDS FOR THE BICENTENNIAL

Headquarters' 1976 Savings Bond Campaign kicks-off in the auditorium on Thursday, April 1, at 10 a.m. In addition to office canvassers, other interested employees are invited to attend. What better year than the Bicentennial to Take Stock in America?

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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

76-14 April 5, 1976

PILOT FLIGHT REVIEW GUIDELINES AVAILABLE

Guidelines on biennial flight reviews are now available to pilots and flight instructors in a 12-page booklet produced by an FAA/Industry committee after a year's work.

Biennial flight reviews (BFR) must be taken at least once every 24 months by pilots who want to act as Pilot-In-Command. The new guidelines are intended to encourage individuality and flexibility in the BFR. Rather than using a list of maneuvers, flight instructors are urged to determine the safe operating needs of each pilot and design a practical review tailored to meet those needs. Entitled,

"Guidelines for the Conduct of Biennial Flight Reviews," the booklet covers: BFR concept; pilot profile; review of rules; preflight procedures review; basic flight review; and postflight discussion and recommendations. The booklet is available from the AOPA Air Safety Foundation, Experimental Aircraft Assn., General Aviation Manufacturers Assn.; National Assn. of Flight Instructor; National Pilots Assn.; National Air Transportation Assn.; and Ohio State University.

VFR FLIGHT PLANS KEPT

General aviation pilots who were upset about an FAA proposal to eliminate most flight plan service for visual flight rule (VFR) operations can relax now. FAA is dropping the idea. The agency said that VFR flight plans still are needed for search and rescue purposes despite a recently-adopted regulation requiring most aircraft to carry emergency locator transmitters (ELTs). Most VFR flight plans are filed with flight service stations by non-commercial pilots making cross-country flights to advise FAA of their routes and estimated time of arrival so prompt search and rescue operations can be initiated when necessary. The FAA-proposed policy change was published in the Federal Register on May 29, 1975, and drew hundreds of comments. Almost all comments were negative.

MID-AIR CONFERENCE

FAA representatives attended in Air Force-sponsored mid-air collision conference along with members from a cross-section of the aviation community last month in California. FAA presented its five-point "separation assurance program," while airline, general aviation and manufacturer spokesmen outlined the safety benefits and financial effects of new procedures and hardware.

LOOK BEFORE THEY LEASE

The agency wants to tighten its "truth in leasing" rules to make sure that all large aircraft acquired under a lease or conditional sales contract are inspected by FAA before the first flight. Under the proposed rule, the lessee or conditional buyer of a large U.S. aircraft (over 12,500 lbs.) would be required to notify the nearest FAA Flight Standards office at least 48 hours prior to the scheduled first flight of that aircraft so it can be given a safety check by FAA inspectors. Under present rules the lessee or buyer must mail a copy within 24 hours of the lease or sales agreement to the FAA Aircraft Registry in Oklahoma City. However, experience has shown that these notifications frequently reach district offices too late to permit a safety inspection of the plane prior to its first flight. This regulation was recommended by a special DOT task force investigating charter operations following the fatal crash of a chartered flight carrying the Wichita State University football team.

BUY A BOND

The 1976 Savings Bond Campaign is off and running through April 30. When your local canvasser contacts you, seriously consider the advantages of automatic savings by purchasing bonds through the payroll savings plan. It's amazing how quickly they accumulate. At only \$3.75 a pay period for one year you will have saved \$97.50. If you can afford \$18.75 a pay period, you will have saved \$487.50. What better way is there to save for that exotic vacation, color TV or microwave oven?

Become a member of one of America's most prudent groups--join the bond buyers.

SST NOISE HEARING HELD

A public hearing on proposed new noise control rules for supersonic transport aircraft was set by FAA for April 5 (and 6, if necessary) in Washington. The proposal by the Environmental Protection Agency would have the effect of banning most, and possibly all, supersonic Concorde from operating into U.S. airports. The EPA proposal would require all supersonic aircraft which had not logged any flight time prior to December 31, 1974, to meet the noise limits of Part 36 of the Federal Aviation Regulations. The limits, which apply to all newly-produced civil supersonic jets, are below the Concorde noise levels. EPA is responsible for recommending aircraft noise standards to FAA; however, FAA has the final authority for accepting or rejecting the recommendations on the basis of such factors as safety, technological feasibility and economic reasonableness.

GASOLINE ALLEY

What's a good way to save gasoline? Don't drive, you say? Well, that's one way. But when it is necessary to drive on official business, use cars with good gasoline mileage for long trips and cars with poor mileage on short trips. That thoughtful suggestion netted a \$25 award for electronic technician Thomas G. Patterson of the Daggett, Calif., Airway Facilities Sector Field Office. Motor pool managers are urged to follow his suggestion.

WINGING THE BLUES

FAA is taking new action to clean up the skies, and for that matter, the ground as well. The problem is "blue ice" which can truly give someone the blues. Water and waste liquids occasionally leak from transport aircraft in flight, freeze on the plane's exterior and drop to the ground. Disinfectant used in aircraft lavatories causes the blue color. While noting that many airlines have attempted to eliminate the problem, the agency is seeking to standardize preventive measures and has issued an Advance Notice of Proposed Rule Making to solicit more information on incidents and suggestions for the problem.

SPOTLIGHT ON MECHANICS

Aviation mechanics put all the skill and attention to detail into their work that a watchmaker puts in his. Initiative and creativity by mechanics also have produced important advances in air safety. In recognition of the mechanics' safety role, FAA has selected the 14 regional winners in the 13th Annual Aviation Mechanic Safety Award Program. Named in both the general aviation and air carrier categories, the regional winners are now being considered for one national award in each category. Selections will be made next month, and awards will be presented in Washington in June.

OF PRIMARY IMPORTANCE

The Pennsylvania primary will be held on April 27. As political campaigns intensify in this election year, Federal employees are reminded to observe the limitations placed on partisan political activity by the Hatch Act. For more information, contact your servicing personnel management division.

NEW DEPUTY ASSOCIATE

Appointed Deputy Associate Administrator for Engineering and Development last week was Albert P. Albrecht who comes to FAA from the Department of Defense. Until accepting the position with the agency, Albrecht was Director of Systems Evaluation in the Office of the Assistant Secretary of Defense, Intelligence. Before joining DOD, he held a number of top jobs in private business. He was Executive Vice President of Tellaron, a government and industry management consultant firm in Santa Monica, Calif; Vice President of Space General Corp. of El Monte, Calif; and Chief Engineer of ITT Gilfillan, Los Angeles, Calif. He is expected to report on board April 26.

ICAO SEEKING APPLICANTS

The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP), has a requirement for an ATC Language Laboratory Consultant to serve three months in Sao Jose Dos Campos, Brazil starting in June 1976. Salary: Level 4, Step 1, (pending approval): Gross - \$24,220 and Net (free of tax) - \$17,994. Applications due in AIA-29 ASAP. The following assignments are also available: BANGKOK - 2 years, PC-6/76 Air Transport Officer, p-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by April 12, 1976. CAIRO - 2 years, PC-8/76 Technical Officer, COM, p-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by May 14, 1976. MONTREAL - 2 years, PC-9/76 Council Secretariat Officer, p-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by April 20, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office.

DULLES SET FOR EMERGENCIES

Dulles International Airport staff are keeping up with the latest methods in emergency medical aid. Vincent Ambers and John Milyard of the Aircraft Rescue and Fire-fighting Branch attended the Postgraduate Course in Trauma for Surgical and Medical Emergencies last month at Johns Hopkins University hospital in Baltimore. Also, Patrick Kelly and Raymond Costa of the branch participated in the 1976 Fire Service Instructor's Conference in Memphis, Tenn.

NEW POLICE CHIEF AT NATIONAL

Robert J. Lawler has been named Chief of the DCA Police Branch. Chief Lawler, the first FAA airport police officer to be graduated from the FBI Academy, transferred to National from Dulles in December 1974 as a Captain and second in-command. He has been serving as Acting Chief since the resignation of former Chief Raymond Pyles last December. Chief Lawler joined the Dulles Police Branch in January 1967, became a Sergeant in 1971 and a Lieutenant in December 1973.

BEWARE THE KEY

Do you consider a key an enemy? Probably not, because it represents security for your valuables. But do you protect the key properly? Chances are you don't. You "hide" it where friends can find and use it when you aren't around. That's when the key becomes an enemy. It's there for anyone to use--including non-friends. And they will. So, thwart the key enemy. Lock it up or keep it with you. The best lock-up is a security container. The worst is an unlocked desk or file cabinet drawer. Protect your key, and it won't turn on you.

AIRPORT SUCCESS STORY ON FILM

Perhaps you've always wondered "Where Airports Begin."--Now is your chance to find out. The latest FAA film will be shown April 12 and 14 in the auditorium at 12 noon and 12:30. This film portrays how two communities in Colorado and Alabama successfully planned and developed their respective airports.

AWARDS AND REWARDS

Airports Service presented a Quality Within-Grade Pay Increase to Debbie A. Price. The Office of the Administrator presented a Special Achievement Award to Howard Eakins.

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HEADQUARTERS intercom

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AIRPORT BILL HOLDING

The Senate has passed by a 73 to 3 vote airport/airway development legislation similar to that passed by the House last December. The matter now goes to a House-Senate conference committee to resolve differences. For air carrier, reliever and general aviation airport development, the bill provides \$3.1 billion over the next five years, compared with \$2.6 billion in the House version. Both bills provide \$250 million annually for FAA facilities and equipment for FY 1976-1978, but the House version increases this to \$275 million in FY 1979 and 1980 while the Senate version continues at the same rate. Like the House, the Senate adopted an amendment authorizing use of surplus Trust Fund money for FAA maintenance costs. Its bill would permit \$150 million to be used for this purpose in the current fiscal year, rising to \$375 million in FY 1980. The House voted \$50 million for the current year, not to exceed \$150 million in 1980.

COCHRAN ASSUMES DEPUTY DUTIES

Associate Administrator for Engineering and Development, Jeff Cochran, was assigned the duties of Deputy Administrator on April 1, following the retirement of James Dow.

RULES & RADAR CITED IN FLIGHT SAVE

A Washington en route center controller has praised new ATC procedures and the accuracy of radar data tags for helping prevent an airplane accident last month. Controller Gary Meyer, who directed the pilot of a commercial light plane to a safe landing at Hagerstown, Md., also lauded his fellow controller, Gary Boggs, for noticing the plane make an unexpected turn, apparently to begin a landing approach while 12 miles off course. In addition, the alphanumeric data tag on the radar scope showed the plane had prematurely descended below its assigned altitude. Meyer immediately radioed the pilot, told him to climb and got him back on course. Malfunction of the plane's navigation equipment evidently caused the error. Meyer pointed out the value of new FAA regulations which require controllers to give unsafe altitude alerts, and revised regulations which require pilots who are cleared for approach to maintain their last assigned altitude until advised to descend or until established on a published route or instrument approach procedure.

AAF REPRESENTATION ELECTION

The mail ballot election for employees in the Airway Facilities nationwide bargaining unit is coming to a close. Ballots were mailed from Washington on March 23 to the homes of eligible employees. The count will take place on April 22. All eligible employees are encouraged to vote in this election, so the results truly reflect the choice of the majority. For your vote to count, be sure to get your ballot in the mail so that it will arrive in Washington before APRIL 22. Look for the unofficial results of the election in the April 26 issue of INTERCOM.

BETTER THAN LIGHTNING RODS

Lightning may strike once, twice, or even more often at FAA facilities, but new equipment ordered by the agency will protect delicate electronics from damage. More than 2,000 power surge arresters for use at en route and terminal radar sites, instrument landing systems and remote microwave links have been ordered from Joslyn Manufacturing and Supply Co., Goleta, Calif., under a \$236,177 contract. The devices, to be installed at hundreds of FAA facilities this summer, will protect solid-state components from damage by surges caused by lightning, electrical switching or fluctuations in commercial power.

ORDER CANCELLED

The Airports Service is cancelling obsolete agency Order 1380.27, Standard Elapsed Times for Demand Workload, dated 2/11/70. The cancellation will appear in the next directives checklist.

WOMEN'S AWARD UPCOMING

Employees who want an outstanding female worker to be considered for the Federal Woman's Award should send the woman's name to their office chief before April 23. Actual nominations must be submitted to Washington by office chiefs by that date. Four criteria will be used in the judging for this special national honor: uniqueness of achievement, creativity and personal initiative; impact of the achievement on society in general; and previous honors and recognition that indicate the value of the nominees' achievements. Last year, two FAA employees were nominated by DOT for national honors: Ethel Cohen, Personnel and Training, and Sue Silverman, Public Affairs.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years - PC-12/76 Regional Affairs Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by April 23, 1976....Aircraft Test Instrumentation Engineer, Technical Assistance Program, Sao Jose Dos Campos, BRAZIL, one year; Level 5, Step 1, Gross: U.S. \$30,540 per annum and Net (free of tax): U.S. \$21,324 per annum. Applications due in AIA-29 by May 17, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

FLIGHT SAVES MARCH ON

Including the flight save by the Washington en route center report--on page 1, 281 flight assists were made in March--131 by flight service stations, 103 by towers and 44 by centers. There were a total of 439 people reported on board the aircraft involved. The primary causes for the assists included 155 lost pilots, 27 low on fuel, 59 involved in weather and 71 with some type of equipment malfunction.

'FAA WORLD' APRIL PREVIEW

Read how the use of "The Third Party"--NASA--will revitalize the Aviation Safety Reporting Program... Kids say the darndest things, even about aviation, so we present "A Primer on Aviashun Histori"... FAA is going to the dogs, for "A Cold Nose for Hot Cargo" is still the best way of bomb detection..."A Blimp Assist Is a Big Affair" and an unusual one, too..."Keepers of the Fleet" is about our unique Aircraft Services Base at the Aeronautical Center...A husband-wife "Safety Action Team Blitzes State" and gets the safety message across...800 turn out when controller "Volunteers Spark Pilot Dialog"...Rounding out the issue are Direct Line, Federal Notebook, Faces and Places, Small World and Heads Up.

BONDS ARE BEST BUY

FAA's annual U.S. Savings Bond campaign is underway and runs through the end of April. Here's a brief checklist of Bond benefits: High Interest Rate; Tax Advantages; Automatic Savings; Ready Cash; Safe Investment; National Economic Stability.

NATIONAL SECRETARIES' WEEK

Secretaries play a vital part on every FAA office team. April 19-23 is the traditional time to say a special thanks for their essential contributions. The Task Force on Secretaries, which is writing the section of the forthcoming "Report On The Status Of Women In FAA" for the Office of Civil Rights, has endorsed the eight recommendations regarding secretaries prepared by the National Commission on International Women's Year. The recommendations should be of interest to all supervisors.

- The secretarial job should be viewed not only as a career in itself, but also as one route to other professional and technical jobs.
- Career ladders accessible to secretarial employees at all pay levels should exist which provide pathways into other occupational fields.
- Information about all types of job and training opportunities should flow freely to all employees. A secretary should receive information not only about secretarial opportunities, but about other jobs.
- Job candidates should be routinely evaluated for acquired skills and past performance, both in paid and unpaid positions, and not primarily for previous job title.
- Training agreements (or similar means) for qualifying under-utilized or dead-ended employees for more promising positions should exist in each place of employment.
- Supervisors should be heavily involved in career development activities with their employees and should be rated quite clearly upon their attention to this aspect of managerial responsibility.
- A prime source of talent for filling vacancies should be current employees.
- Substantial movement should take place between secretarial jobs and other occupational fields.

FOUR MORE HOURS

In response to employee suggestions, the DOT exercise facility has reserved more time for women. The facility, located in the Nassif Building penthouse directly above the Secretary's office, is now reserved for women on Tuesdays, 11 a.m. to 1 p.m.; Wednesdays, 7 a.m. to 11 a.m.; and Thursdays, 11 a.m. to 1 p.m. This is an increase of four hours a week.

LAST LUNCH

The Executive Dining Room in FOB-10A, after serving lunch last Friday, closed. Government Services, Inc., which operates food service in the building, announced the closing here, and of similar buffets in the Forrestal and HEW buildings, to eliminate unprofitable operations.

FORE!

The FA Club golf season begins in April with the first outing scheduled on April 21 at Twin Lakes Golf Course in Virginia and monthly thereafter. Past seasons have been very well supported by the many dedicated FAA golfers. Line up your foursomes now and post your tee times and players on the roster located in the FA Club office. For more information call Dean Stromwall, 63713 or Lew Ola, 68302.

COMPLAIN TO TAD, NOT GPO

Complaints from the public about non-receipt of free FAA publications and advisories should be referred to TAD-443.1, not to the Government Printing Office's Superintendent of Documents. Only problems regarding material pur-
chased from Sup Docs and deemed safety-critical should be sent to Sup Docs. For more information, consult FAA Order 1720.29.

AWARDS AND REWARDS

The Office of Accounting and Audit presented Quality Increase Awards to David C. Thomas, R. Wayne Startup, Ralph E. Schetrom and Linda D. Reed. Special Achievement Awards were presented to Alice P. Canterbury and John W. Frank. In addition, John W. Frank, upon his retirement, was presented with the Distinguished Career Service Award by then Deputy Administrator James Dow.

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HATCH ACT UNCHANGED

Arguing that "politicizing the civil service is intolerable," President Ford last week vetoed a bill that would remove the Hatch Act ban on partisan political activities by Federal employees. The bill turned down by the President would have made it legal for Federal employees to run for local, state or Federal offices as political party members.

PLANE SPEAKING

Results have been issued from a survey of general aviation aircraft owners conducted for FAA by the Bureau of Census last year. Out of 177,641 owners, a representative sample of 9,860 was surveyed, with 96 percent response. Results showed that 47 percent of the owners used their planes primarily for personal reasons, 24 percent used them for business and the remainder for other purposes. Aircraft ownership was 65 percent by individuals and 35 percent by companies. The median number of hours each plane was flown in 1974 was 120. Income of individual owners fell mostly in the range of \$15,000 to \$25,000. For a copy of the report, write to AVP-120 (Office of Aviation Policy); specify AVP Bulletin 76-4, "Summary of Bureau of Census GA Activity Survey."

SAFETY REPORTING SYSTEM TAKEN OVER BY NASA

The revised Aviation Safety Reporting Program went into effect on April 15 with a new reporting system under the management of the National Aeronautics and Space Administration (NASA). Aimed at providing FAA with information on aviation safety problems before they cause accidents, the program includes thorough safeguards to protect the identity of all persons who make reports or are involved in reported incidents. Through agreement with FAA, NASA took over management of the reporting system as an independent "third party" in order to encourage full reporting of problems and to further assure anonymity. NASA, not FAA, will now receive reports sent by persons who witness or are involved in safety-related incidents. Only two exceptions are made to the rule of protecting personal identities: when a report contains information about violation of Federal law or concerns an aircraft accident. Other than such cases, NASA will not report to FAA the identity of persons involved in violations of the Federal Aviation Regulations. When NASA experts receive a report that indicates quick corrective action to the system is necessary, the information--without personal identity--will be rapidly forwarded to FAA. All reports will be entered without identities in
(Continued on page 4)

McLUCAS ON TV'S 'AVIATION WEATHER'

Administrator McLucas will discuss a wide range of subjects of interest to general aviation pilots on two upcoming programs of the Public Broadcasting TV series, "Aviation Weather." The two taped program segments are scheduled for broadcast on April 30 and May 7. Interviewing the Administrator will be Robert Parke, editor and publisher of "Flying" magazine, Robert Stanfield, editor of the Aircraft Owners and Pilots Association's "Pilot" magazine, and Dee Mosteller of the TV program. The Administrator will answer questions on user fees, the Aviation Weather and Notice to Airmen System (AWANS), the FAA/NASA Aviation Safety Reporting program and the cost allocation study made by the Department. The programs are usually broadcast on PBS stations in the early evening on Friday; consult TV listings for exact times. In the Washington area, the program may be seen at 7 p.m. on channel 22 on both April 29 and 30 and May 6 and 7.

\$\$\$ FOR NEW PLANES

Guaranteed loans totaling \$49.2 million for the purchase of aircraft by Hawaiian Airlines and North Central Airlines were announced last week by the agency. Hawaiian Airlines' loan of \$21.6 million is for the purchase of three DC-9-50s. The "50" is the latest version of this aircraft and carries 139 passengers as compared with 100 for the "30" version. The guaranteed loan of \$27.55 million to North Central is for the purchase of four DC-9-50s, and is part of the planned acquisition of six aircraft by the end of the year. Under the Loan Guarantee Act, FAA is authorized to extend loan guarantees when local service airlines and other small

certificated carriers are unable to obtain conventional loans on reasonable terms.

ATCS SELECTION STUDY

Here is a "box score" on Education and Public Affairs Inc.'s (EPA) request to some 3,000 controllers for participation in developing improved methods to select new employees for the air traffic controller occupation. EPA advises that by April 13, responses were received to about 51 percent of the requests and that 87 percent of the air traffic control specialists responding thus far agreed to participate. To obtain the broadest representation possible in this effort, EPA mailed a "follow-up" request to those controllers who had not yet stated whether or not they wish to participate. EPA asks that all responses be mailed as quickly as possible, including those from controllers who do not choose to participate.

MOUNTAIN FLYING FLICK

FAA's new film, "Mountain Flying," features spectacular Colorado scenery while putting across helpful tips about flying through the mountains. See this colorful, safety-minded movie showing in the auditorium next week on April 27 and April 28 (Wednesday and Thursday) at 12 noon and 12:30.

BOND YOUR FUTURE

Don't forget about FAA's U.S. Savings Bond drive, which runs through the end of this month. Bonds are one of the best buys for secure savings, and they're just as good as \$2 bills.

April 19, 1976

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HEADQUARTERS PERSONNEL NOTES

UPWARD MOBILITY PROGRAM REMINDER

The deadline for applications for the third year of the FAA Washington Headquarters Upward Mobility Program is April 21. During the program's first two years, 25 FAA employees have been selected and trained in such career fields as budget, property administration, personnel, contracts, air traffic, automated data processing, and legal publications, located in 13 of the 29 offices and services. Each target position has promotion potential to GS-9.

As in the first two programs, all applicants will participate in an assessment center which presents problem-solving situations designed to measure applicants' abilities required to succeed in the target positions. Six candidates participate together in a half-day assessment center session in which they are observed and rated by three specially trained assessors. An evaluation panel will individually interview each candidate who it rates "highly qualified" as a result of the assessment center process. The panel will then make the final selections to the program. Selected candidates will begin training in their new jobs on July 5, 1976.

To qualify for this year's program, you must be an FAA Washington Headquarters employee with one year's experience in FAA as of July 3, 1976 (employees who have recently transferred to Headquarters from an FAA field facility are eligible), and you must be in grades GS-4 through GS-8 or wage grade equivalent.

To apply, submit a current SF-171 to the Training and Career Development Branch, APT-130. Also, have your supervisor complete the Upward Mobility Program Supervisory Evaluation Form, WA 3330-5, and return it directly to APT-130. This form is available through office/service training representatives and in APT-130. Questions about the Upward Mobility Program should be directed to Cathy Bracy or Tim Pile, APT-130, x63320.

PACE

Have you considered the Professional and Administrative Career Examination (PACE) as a possible first step to a more promising career? If you have a bachelor's degree, three years of work experience (including clerical or secretarial), or an equivalent combination of education and experience, PACE offers you the opportunity to compete for a variety of professional Federal positions, GS-5 and GS-7. In a 4 1/2 hour test, the PACE assesses the applicant in five areas: mathematics, reading comprehension, decision making, problem solving, and reasoning skills. The notice of results, mailed four to six weeks after the test is taken, contains separate ratings for six occupational categories. High-ranked college graduates and veterans must take the written test, but they receive credit in addition to their test scores. The next PACE will be administered by the Civil Service Commission May 17 through 21. The cut-off date for postmark of applications is April 28. For further information, contact the Employment Branch, room 512, x63229, or call the nearest Federal Job Information Center.

SELECTING A CANDIDATE

This is the fourth of five articles about the FAA Washington Headquarters Merit Promotion Program. A previous article discussed how a merit promotion panel determines which candidates' names appear on a promotion list. The next step is for a selection to be made. The "selecting official" is the person who has the authority to select an individual to fill a position. In performing this function, the selecting official carefully reviews the qualifications of all candidates referred, whether they are promotional, ingrade/downgrade or those subject to CSC certification. The ingrade/downgrade list, which is optional at the request of the selecting official, contains the names of all the qualified bidders who are already in positions graded the same or higher than the advertised job. The merit promotion panel does not review this list since every qualified bid is placed on it. After reviewing the names on the promotion list and the ingrade/downgrade list, the selecting official chooses the individual who, in his or her opinion, can best perform the duties of the job. In making this determination, the selecting official may review each individual's SF-171 and performance evaluation record, conduct individual interviews and contact references and previous supervisors to acquire pertinent information. In next month's Personnel Notes, we will discuss some of the situations in which the Internal Placement Program rather than the Merit Promotion Program is used to fill vacant positions.

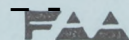
OSHA TRAINING

In issuing Executive Order 11807, President Ford said, "As the Nation's largest employer, the Federal government has a special obligation to set an example for all employers by providing a safe and healthful working environment for its employees." One provision of the order requires adequate employee training in the requirements of the Occupational Safety and Health Act (OSHA). The Training and Career Development Branch, APT-130, has begun this training for FAA Washington Headquarters, the Metropolitan Washington Airport Service, and the European Region with briefings for mid-level managers. These briefings are being given on a scheduled basis for the next couple of months on Tuesday, Wednesday, and Thursday mornings in Room 221B. In-depth training for first-line supervisors and others, whose responsibilities for workplace inspection and administration require extensive knowledge of the OSHA provisions, will be provided at the Management Training School in FY-77. The agency is waiting for guidance from the Federal Advisory Council on Occupational Safety and Health concerning general OSHA training for non-supervisory employees.

SAFETY REPORTING PROGRAM (Continued from page 1)

a NASA data base that will be continually analyzed by computer for trends in safety problems. Reports from the public may be made in any manner, but NASA strongly urges use of its reporting forms which are available at all FAA facilities around the country.

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TOP FS OFFICES NAMED

Winners of the seventh annual Flight Standards Field Office Awards were announced last week by Flight Standards Service Director Richard P. Skully. Cited for outstanding performance in conducting assigned safety programs during 1975 were: the Minneapolis Air Carrier District Office, the Fresno General Aviation District Office, the St. Louis Flight Standards District Office, the Teterboro Engineering and Manufacturing District Office and the Seattle Flight Inspection Field Office. Each winning office will receive a plaque and certificate at award ceremonies to be held in the field in the near future.

MAN-POWERED PLANE FLIES

Aviation history was made last week as the first American man-powered plane left the ground and stayed airborne for a whole five seconds at Quonset Point, R.I., Airport. Joe Zinno, a retired Air Force colonel, powered the FAA-certificated plane for a record 30 feet at a blazing four miles an hour. (The Wright Brothers flew about 120 feet on their first attempt but, after all, they used an internal combustion engine.) Zinno said this flight was only one in a series of test flights and that he landed on purpose after his brief adventure among the ozones. He also said (Continued on page 2)

NAGE WINS AF ELECTION FOR NATIONAL UNIT

The election in a national unit of Airway Facilities employees has been won by the Federal Aviation Science and Technological Association/National Association of Government Employees (FASTA/NAGE), but existing local representation by another union, the American Federation of Government Employees (AFGE), will remain in effect at two locations, according to unofficial election results released last week. The election was conducted by mail ballot for eligible non-supervisory AF employees. The Labor Department is expected to certify the results in a few days. The FASTA/NAGE national bargaining unit consists of about 7,700 employees. Recognition of AFGE will continue at the Albuquerque and Atlanta Airway Facilities Sectors where a total of 67 employees are represented. In addition to these sites, employees at several other locations are not represented by FASTA/NAGE, since labor contracts were in force at the time of the election.

LOOSENING AIRLINE STRAITJACKET

Federal economic regulation of the nation's domestic airlines has benefited neither the airlines nor their customers, Secretary of Transportation William T. Coleman told a Senate subcommittee this month. The DOT chief was testifying on the Ford Administration's proposed Aviation Act of 1975 which would relax economic regulation of the airlines and encourage greater price competition. Coleman said the airlines have been "placed into a straitjacket" with several adverse effects, "most important, higher fares than would otherwise exist." The problems are caused by the regulatory system itself, the Secretary said, not by past or present members of the Civil Aeronautics Board, which sets airline fares and routes.

NO BETTER YEAR

It's a big year for America this year. Bicentennial...Presidential election...50th anniversary of commercial aviation...50th anniversary of the Air Commerce Act...40th anniversary of Federal air traffic control...revival of the \$2 bill... first unmanned spacecraft landings on Mars scheduled, by the U.S. Vikings...first man-powered airplane flight in the U.S. (see page 1)... What better year to show your faith in America and buy U.S. Savings Bonds? Get on the Bondwagon during this last week of FAA's Savings Bond campaign.

MAN-POWERED PLANE

(Continued from page 1)

that he was so excited to be in the air that he may have forgotten to pedal. Regardless, he says he has a controllable, flyable plane and he has a good chance of winning the Kremer prize--almost \$100,000 to be awarded to the first person who flies a man-powered plane in a figure eight around pylons set half a mile apart.

MEDICAL SERVICES AT AIRPORTS

A proposed rule which would require airports serving air carriers to have a detailed medical plan for coping with accidents and other emergencies has been issued by the agency. Under the proposal, operators of these airports would have to spell out in their emergency plans the facilities, agencies and personnel that have agreed to provide the medical and transportation services needed to accommodate the maximum number of persons who might be on board the largest aircraft serving the airport. FAA action comes as a result of the annual inspection which indicated a need to upgrade medical facilities and services at some locations. The proposal was first made public by Administrator McLucas in a speech to an Aviation Medical Seminar in Washington as reported in INTERCOM on March 22.

WHERE ARE WE???

The agency has signed a memo of agreement with the Coast Guard to investigate the role of Loran-C as a radio navigation aid for use by civil aviation. For a number of years the Loran system has been used for navigation by ships in coastal areas and by the military for tactical purposes. Among the goals of the tests to be carried out by the two agencies are: determine general system and user equipment requirements for use of Loran-C as a radio-navigation aid in the National Airspace System; evaluate the use of Loran-C as a supplement to VOR/DME in areas where no VOR/DME is provided; evaluate the use of Loran-C as an alternative to VOR/DME with concurrent coverage in the NAS; and evaluate the use of Loran-C as a replacement alternative to VOR/DME in the NAS.

AIR'S FAIR

The FAA will begin to make current payments for overtime under the Fair Labor Standards Act Amendments of 1974, effective July 4, 1976. Retroactive payments to May 1, 1974, will be made later. The Civil Service Commission has not yet issued final instructions for payments under FLSA in several areas including payments for standby duty and for travel time. Employees--except firefighters--receiving annual premium pay for standby duty will continue to be paid as they have been under Title 5 until Commission regulations for FLSA payments for standby duty are issued. Payments for travel time will also continue to be made in accordance with Title 5 provisions until final Commission regulations are issued. Payments to FAA employees who are entitled to the overtime provisions of the FLSA for overtime work performed in the pay period beginning July 4, 1976, will be reflected in paychecks issued in the latter part of July.

15 PRIMARIES IN MAY

A record 15 Presidential primaries are set to take place in May. The primaries will begin in Texas on May 1, and continue in Alabama, the District of Columbia, Georgia, and Indiana, on May 4; Tennessee, on May 6; Nebraska and West Virginia, on May 11; Maryland and Michigan, on May 18; and Arkansas, Idaho, Kentucky, Nevada, and Oregon, on May 25. The role of Federal employees in these and other partisan elections is still governed by the provisions of the Hatch Act. For further information contact your servicing personnel management division.

FIXING RUNWAYS

Work crews have begun runway resurfacing and improvement work at New York's John F. Kennedy International Airport, and arrival and departure delays could occur there under certain traffic and weather conditions, the agency said last week. The work will affect two of the airport's four runways. Each runway is one of a pair of parallel runway systems at the airport and delays could result during periods of heavy traffic when arriving and departing aircraft normally use both of the runways. Bad weather can further complicate the situation. To cut the possibility of delays to a minimum, the work will be done between 7 a.m. and 3:30 p.m., when traffic at the airport usually is least heavy. Construction is expected to be finished by Sept. 24, 1976. Runways to be affected are 13R-31L and 22R-4L.

AN FAA BOOSTER WRITES

"Today happens to be my graduation day in the Academy Advanced Radar Course, 50003. I'd like to take this opportunity to thank you most kindly for all the efforts you have exerted, together with the wonderful people in your respectable office. I just wanted you to know that what you are doing leaves an impression in my heart which can never be denied or erased..." This kind letter to the Office of International Aviation Affairs was written by Ahmed Abdou Hassanein, one of four Egyptian participants in an FAA Academy training program. After completing further training in the U.S., Mr. Hassanein will return to Cairo Airport where he is chief air traffic control officer.

GIVE BLOOD--GIVE LIFE

The Red Cross Bloodmobile is coming to the FAA building on May 7. A sign-up board for appointments to donate will be placed near the cafeteria shortly. Think of yourself, your family and your fellow employees and make an appointment. If FAA reaches its quota of 500 pints by July 1, all FAA employees and their immediate families will be covered for one year for any blood needs.

747 PTA MEETING

A Pan American 747 at Dulles International Airport was the locale for probably the world's first PTA meeting on a modern jet aircraft. The newly created Randall Aerospace/Marine Science (RAMS) High School in the District of Columbia was the sponsor of this unusual event this month. Parents, faculty, students and friends of the project which uses aviation and marine science as the basis for courses taught in the school, saw firsthand how much learning can take place in a setting that included: the Dulles Airport terminal, a mobile lounge, and the interior of a 747 in preparation for a return flight to London. The RAMS Program receives special aviation education consultant help and guidance from FAA's Office of General Aviation. Charles Dobson of the General Aviation staff is the project officer for this unusual educative program which has the support of the D.C. Public Schools and the U.S. Office of Education. The Office of General Aviation has a 15-minute slide-tape presentation telling the story of the RAMS project for any FAA official who wishes to see this concept adopted in a local school.

 FAA INTERCOM is published weekly for employees by the FAA Office of Information Services.

AWARDS AND REWARDS

The Flight Standards Service presented Quality Increases to Maxwell L. Maslyn, Austin F. Pacher, Richard G. Teixeira, Edward R. Lambert, Paul W. Martin, Arthur W. Elwell, Richard C. Emrich, Raymond E. Ramakis, William J. Sullivan, Ellen C. Washington, Earl D. Borden, William F. Brennan, Theodore C. Mosesso, Margerie Johnson, Sandy DeLucia, Catherine Zizzi, Rebecca M. Taylor, Marie A. Jordan, Lewis David Gelfan, Virginia S. Hoover, William R. Brouse, Joseph H. Flaim, and Special Achievement Awards to Kenneth S. Hunt, Mildred M. King, Martha J. O'Connor, Sue Ellen Anderson, Janis G. Pressley, Anna T. Melhunek, Russell D. Carroll, George B. Havens, Edward D. Eisele, George D. Boswell, Lauren D. Basham, Billie L. Abram, Ray F. Terry, Leroy A. Keith, Judith Marvaso (Air Traffic Service).

MIDDAY MATINEE

"Mountain Flying," FAA's informative and scenic new film, will be shown in the auditorium this Tuesday and Wednesday, April 27 and 28, at 12 noon and 12:30.

WOMEN MOVE INTO TECHNICAL JOBS

Marie Muller of the Office of Systems Engineering Management (OSEM) was given a Special Achievement Award for her contributions as Representative for Women in the Engineering and Development complex. Muller, a Senior Program Analyst in OSEM, was appointed last August to represent the women in the E&D complex, and to provide top management with advice and counsel for improving the representation and utilization of women. As a result, a program was initiated to recruit professional women in the engineering, physical sciences and mathematics disciplines, and to fully utilize current personnel through career progression.



HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

AIS-220

6-18 May 3, 1976

THE SHORTEST DISTANCE . . .

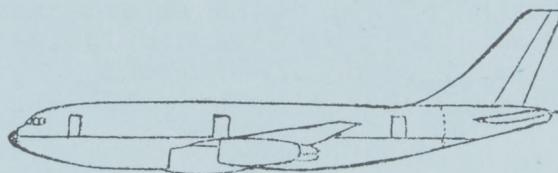
In order to provide more direct flight paths between the U.S. mainland and Hawaii and to save jet fuel, the agency is implementing a new air route system for the 2,500-mile overwater trip. The new system, which will go into effect on a six-month trial basis on May 20, provides six great circle routes between Hawaii and the West Coast instead of the present four routes. Commenting on the new system, the Administrator said, "The change will permit more efficient route and flight level assignments which could cut fuel consumption by up to nine million gallons annually and result in cost savings of as much as \$4 million a year."

LOOKING FOR NOISE

A new report aimed at making general aviation airports better neighbors has been published by the agency. The FAA guide will help operators of these facilities determine how changes in flight operations might affect noise levels in surrounding communities. Entitled "Developing Noise Exposure Contours for General Aviation Airports," the report presents simple procedures for estimating the noise impact of various aircraft flying standard approach and departure courses. With these procedures, airport operators can establish noise exposure contours which identify and define those areas around airports most affected by present and projected flight operations.

ATC GLOSSARY ISSUED

To make sure pilots and controllers speak the same language, FAA has published a new and expanded air traffic control glossary which is available to both pilots and ATC specialists. The glossary of more than 600 terms and phrases is included in Part 1 of the May issue of the Airman's Information Manual (AIM) and has been added to standard handbooks used by controllers and flight service station specialists. In a letter to some 700,000 active U.S. pilots, Administrator McLucas said the glossary "should reduce the potential for misunderstanding between you and the FAA controller." The Administrator added that the glossary "is not a substitute for a good working knowledge of air traffic control procedures...nor is it a substitute for good judgment... Any time you are uncertain of a clearance or other ground instructions, ask for clarification." The glossary was expanded to four times the size of one currently included in Part 1 of the AIM as a result of recommendations made last year by the National Transportation Safety Board and aviation user groups. Pilots may receive a free copy at any of the agency's more than 800 field offices between June and December this year.



BOARD ALERTS PILOTS, CONTROLLERS

The National Transportation Safety Board has urged both pilots and controllers to study the report of an aircraft accident which occurred despite a 39-minute effort by controllers to help the pilot make a safe landing. All seven occupants of the twin-engine plane were killed in the January 1975 crash in mountainous southwestern Virginia. Issued last month, the NTSB accident report emphasized the importance of a pilot's weighing the need to fly against the hazards--weather and mechanical trouble--of the flight, and of a controller's anticipating assistance that pilots may need to avoid an in-flight emergency. Aircraft icing was a major factor in the nighttime crash which happened while controllers were attempting to vector the pilot to a second airport after the pilot was unable to see the first one he was directed to.

SCIENTIFIC REPORTS AVAILABLE

A list of 56 scientific and technical reports available to the public was released last week by the agency. The list covers the period from January through March 1976, and reports cover aircraft safety, airports, air traffic control, communications, environmental quality, navigation and miscellaneous subjects. Copies of individual reports are available to employees by writing to DOT, TAD-443.1, in Washington. Copies of the complete list of reports are available to employees from APA-330, FAA, Washington.

NEW RULE FOR RIGHT READINGS

FAA has proposed a rule that would require transport airplanes equipped with a pitot heating system to add an indicator to warn the pilot when the system is not operating. Air entering the pitot tube activates pressure-operated flight instruments such as airspeed, rate of climb and altitude indicators. If the tube is clogged with ice, these instruments are likely to give erroneous readings. This could contribute to a disaster like the Northwest Airlines accident near Thiells, N.Y. in December 1974 when the pitot tubes were blocked by icing. The FAA proposal would require that the warning indicator alert the flight crew when the system is turned off as well as when the heating element is inoperative. The warning device would also include a red warning light on the instrument panel.

AVIATION IN REVIEW

FAA is gearing up for its Eighth Annual Aviation Review Conference, a three-day conclave in which agency officials and industry members exchange information about the state of aviation affairs. Set for May 24, 25 and 26 in Arlington, Va., the conference will feature Administrator McLucas and Secretary Coleman as speakers, as well as top agency officials in Air Traffic, Flight Standards, Policy, Planning, Environmental Quality and Airports. Among the industry spokesmen will be James T. Pyle, CAA Administrator from 1956 to 1958. The conference may be attended by any interested persons without charge.

AVIATION WEATHER PUBLICATIONS

"Aviation Weather" and "Aviation Weather Services" are the titles of new publications produced jointly by FAA and the National Oceanic and Atmospheric Administration. Formerly contained in a single volume, the publications will be useful to pilots and other aviation personnel. "Aviation Weather" is a general text on the principles of meteorology and application to flight operations. "Aviation Weather Services" describes the services provided by FAA facilities, and discusses interpretation of weather observations and the use of weather charts and includes conversion tables. Limited quantities are available at no charge to FAA employees: write to the Office of Public Affairs, APA-230, Washington. The publications are also available from the Government Printing Office: \$4.50 for "Weather" (AC 006A), and \$1.95 for "Services" (AC 00-45).

WAS ASSISTANT AREA MANAGER

Richard Farrell, 52, a career FAA employee in the Office of Personnel and Training, Program Analysis and Development Branch, died in the George Washington Hospital last Wednesday, April 28, after suffering a heart attack in the office. Mr. Farrell had been Assistant Area Manager of the Cleveland Area and the Personnel Officer of the Eastern Region before coming to Washington. Funeral services were held on May 1. He leaves his wife Olene, a son, Peter, and a daughter, Diane. Friends or former associates wishing to make a contribution in Dick's memory may send checks to Louis Gettman, APT-230. Contributions will be either forwarded to the American Heart Association or used for the education of Dick's son.

ICAO SEEKING APPLICANTS

The International Civil Aviation Organization (ICAO) is seeking applicants for the following jobs: Montreal, PC-10/76 Planning & Evaluation Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by May 25, 1976. PC-11/76 Chief, Finance Branch, P-O, Gross: \$35,000 per annum and Net (free of tax): \$23,850 per annum. PC-14/76 Terminology and Reference Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. For PC-14/76, a complete command of one of the languages of ICAO (English, French, Russian, Spanish) is essential. Ability to write and speak accurately in two of these languages, including English, and a sound working knowledge of one of the other two languages are essential. DAKAR, 2 years - PC-13/76, ICAO Representative, P-5, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Command of English and French is essential. Applications for PC-11/76, 13/76, 14/76 due in AIA-29 by June 2, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

MORE PLANE TALK

About two percent of the nation's general aviation aircraft fleet is de-registered every year, according to a study made for FAA. The study also found that 70 percent of active general aviation aircraft is based at 10 percent of the nation's 13,000 airports, while half of the airports have less than two based aircraft. About 10 percent of the registered fleet of 166,345 (in 1973) is inactive. With generally good weather conditions, about 7 percent of the fleet is in operation on a weekday mid-morning.

YOUR CAREER AND YOUR 171

All employees who need to revise their SF-171s in order to reflect their work experience in a more fruitful way are invited to attend one of the SF-171 workshops sponsored by the Federal Women's Program, Office of Civil Rights. The next session will be held Tuesday, May 11, in room 5AB in the FAA building (FOB-10A).

MIDDAY MATINEE PRESENTS

"The Intrusion Conspiracy" is a film that introduces you to "rip-off artists"—in particular, those who make it a habit to invade office buildings to vandalize the building, steal wallets and personal items, bug telephones, steal secret data, and assault unsuspecting victims. The film should give you a notion of how to avoid their clutches, and if you are victimized, how to deal with the situation properly. It will be shown in the auditorium May 12 and 13 at 12 noon and 12:30.

MORE & MORE, FASTER & FASTER

Priority requests for printing, distribution, photography and graphics are increasing at an alarming rate. These priority requests are not only very expensive to taxpayers, but they create a multitude of administrative and production problems. OST is hard-pressed to satisfy everyone's priority demands. Here is how you can help:

- o Consider time required for production and distribution when setting project schedules.
- o Don't ask for tight schedules just to be on the safe side.
- o Don't ask for more than is absolutely required.
- o Don't demand a higher degree of excellence than is required.
- o Don't demand unusual techniques or services on short deadlines.
- o Please contact the appropriate control point in AMS-130 during

the conceptual stage of a project so that the appropriate plans can be made. If these suggestions are heeded, the chances are much greater that you will get what you want, when and how you want it.

THE FOURTH PLANET

The last Lunchbox Forum of the 1975-76 season will feature the planet Mars and will be held May 12 at 12 noon in the Freer Gallery Auditorium. Herbert Frey, Research Assistant, Geophysics Branch, Goddard Space Flight Center, will probe the geophysical characteristics which Mars shares with both Earth and the moon and how they pertain to a planet's evolutionary process. Lunchbox Forums have been held monthly since September by the National Air and Space Museum of the Smithsonian Institution.

COOL IT

The weather is getting warmer, a pleasant change from winter's icy blasts. Air-conditioning will soon be in use. Everyone can help keep the building—and their fellow employees—cool, while contributing to the National Energy Conservation Program. Follow these three steps to help everyone be more comfortable:

- o Close all blinds on the east and south windows when you go home at night. This will keep out the sun the next morning.
- o Close the west blinds at noon when the sun begins to shine in.
- o Turn off all lights and electrical equipment when not in use. Not only does this save energy, it also cuts off a heat source.

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HEADQUARTERS

Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

AIS-220

76-19 May 10, 1976

NEW RULES FOR MONEY MATTERS

Generally speaking, a Federal employee may have a financial interest in a private enterprise as long as it does not conflict or appear to conflict with his government duties and responsibilities. Until recently, for most employees, ownership of stocks and securities of any single corporation of a current market value of less than \$5,000, and less than one percent of the outstanding stock of the organization concerned, was considered too inconsequential to be a real or apparent conflict of interest. But as of May 1, the Department of Transportation eliminated this exemption for new employees and for new acquisitions of securities by current employees. Employees now on board will have until May 1, 1977, to divest themselves of financial interests formerly allowed by the exemptions where such ownership constitutes a real or apparent conflict of interest. What the amended DOT regulations mean is that henceforth such financial interests, regardless of their size or value, will be subject to the same review in connection with appropriate conflict of interest regulations contained in DOT Regulations, Part 99, Employee Responsibilities and Conduct. These regulations are attached to Order 3750.3A, distributed to all employees. If a real or apparent conflict exists, steps must be taken to remove the conflict. The amended regulations also mean that employees identified in (Continued on page 3)

TOP POSITIONS FILLED

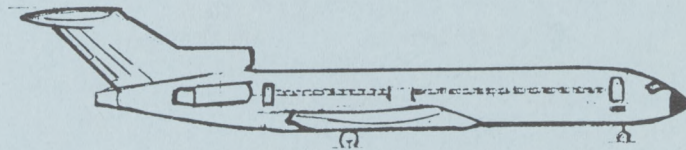
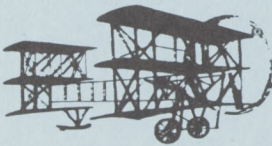
William E. Morgan, Southwest Region Air Traffic Chief, has taken over the job of Eastern Region Director while three other career executives have shifted to new positions in the agency. John Shaw, Chief of the NavAids/Communications Engineering Division in the Airway Facilities Service and Leon Daugherty, Superintendent of the FAA Academy, have been named deputy regional directors while Duane Freer, Eastern Region Director, is moving to Washington Headquarters to become Director of the Office of Aviation Policy. Among the top positions held by Morgan before moving to Fort Worth was Deputy Director of the Air Traffic Service at Headquarters. He began his FAA career as an air traffic controller in the Fort Worth ARTCC. Before becoming chief of the NavAids/Communications Engineering Division, Shaw, who steps into the deputy job in the Central Region, was Chief of the Maintenance Engineering Division. Daugherty's appointment to Deputy Director of the Great Lakes Region follows a five year assignment as Superintendent of the FAA Academy. Duane Freer was Deputy Director of the Southern Region before being appointed Eastern Regional Director.

CHICAGO DETECTIVE STORY

At Chicago's O'Hare International Airport, FAA is playing the role of sleuth, trying to track down invisible threats to landing and departing airplanes. A computer-based system is being used to predict the presence of wake vortices, those potentially deadly spirals of turbulent air generated by large aircraft. Readings will be displayed in the control tower. The tests, conducted in cooperation with the Transportation Systems Center, will continue for several months. In addition, tests will begin at O'Hare next month of a wind shear detection system. Wind shear-- also a potential hazard to aircraft-- is an abrupt change in wind direction or velocity, generally associated with thunderstorms.

STRIKING THE COLORS

FAA has withdrawn a proposed rule which would have required color coding of the area around aircraft fuel tank filler openings and fuel nozzles to show the type of fuel that should be used. The agency cited possible confusion resulting from a different color code used to identify fuel octane levels. Most of the 400 comments on the proposal also objected strongly on aesthetic grounds. Another objection involved possible fuel contamination from paint chipped off fuel nozzles. FAA said final responsibility for proper fueling of general aviation aircraft should rest with the pilot in command as part of normal pre-flight inspection.



FOREIGN AIRLINES: TIGHTER SECURITY

Airport operators would be required to post law enforcement officers at all passenger screening points operated by foreign airlines in the U.S. under a new rule proposed by FAA. Currently, airport operators are required to provide officers only when requested by a foreign airline. The proposed rule is another step in FAA's efforts to make security requirements for foreign airlines comparable to those for U.S. airlines. FAA will consider comments on the proposal received up to June 14, 1976.

TWO FILMS TAKE AWARDS

In this Bicentennial year of celebrations, FAA has added its own tribute, "In Celebration of Flight," a 28-minute motion picture which rejoices in human flight of every kind for every purpose. The film recently won a Golden Eagle Award, the highest honor from the Council on International Non-Theatrical Events (CINE). This means the film will represent the U.S. in all major international film festivals in the coming year. Another FAA movie, "Stalling For Safety," has won the second place Silver Screen Award in the U.S. Industrial Film Festival. This picture gives viewers a pilot's eye view of stall/spin and recovery while explaining the aerodynamic forces at work. The films are available from the FAA film lending library at the Aeronautical Center.

SEE NEXT WEEK'S INTERCOM FOR THE AGENCY'S FLYING 50TH.

'FAA WORLD' MAY PREVIEW

People keep trying to get off the ground any way they can. "If God Had Wanted Man To Fly..." they wouldn't have to build some of the strange craft FAA has to certify. . . May 20 is the fiftieth anniversary of the Air Commerce Act; read about the "8 Months That Changed Aviation" . . . "Career Education Attracts Tomorrow's Professionals" is about the expansion of aerospace orientation in the high schools . . . "He Talks to a Computer" at NAFEC and, one day, controllers may, too . . . A second-generation FAAer finds "His Father's Footsteps Fit Well" . . . You'll also find Federal Notebook, Faces and Places, Small World and Direct Line.

MONEY MATTERS (Continued from page 1)

Appendix C of DOT Regulations, Part 99, who are required to submit Confidential Statements of Employment and Financial Interests, must now list such financial interests regardless of size or value.

For more information on the amended DOT Regulations, contact the labor relations branch in your servicing personnel management division.

REMINDER—The annual Supplemental Statement which is required from each employee who submits a Confidential Statement of Employment and Financial Interests is due by July 31.

THE RUSSIANS ARE COMING

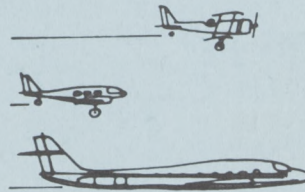
In order to exchange information on techniques, facilities and equipment as well as education and training, a group of Russian Ministry of Civil Aviation representatives will arrive in Washington on May 11. To be hosted by Dr. Mervin K. Strickler of the Office of General Aviation, the group will visit Ohio State University's Department of Aviation and American Airlines' Cabin Attendant Training Facilities in Fort Worth, Texas, before returning to Washington Headquarters for two days of talks.

GETTING GOVERNMENT UNDER CONTROL

Policies to prevent Department of Transportation regulations from imposing unnecessary costs on industry, consumers and government have been initiated by Secretary Coleman. The new policies respond to President Ford's concern that government regulation is too burdensome and costly. Effective the first of this month, the policies call for Administrators of DOT agencies to: calculate costs to the public and government of new regulations and to publish the costs with proposed rules; notify the Secretary of the need for and anticipated consequences of costly and controversial new rules 30 days in advance of proposal; establish systematic review of existing regulations to assure continued need and effectiveness.

ACCOLADE TO MAINTENANCE MAN

"For his tireless efforts, faithful devotion, vision and determination," Edwin Morey of the Flight Standards Service recently received a special award from the Aviation Technician Education Council (ATEC). Morey, who is assistant chief of the General Aviation Division, received the award in recognition of his work to improve the techniques and standards for aircraft maintenance airmen, resulting in better quality education given by maintenance schools.



TALKS ON WOMEN'S ISSUES

Dr. Mary M. Fuller, special consultant to the Administrator on issues affecting women at work, will speak at several sessions for employees this month. She will address economic, political, historical and social issues, involving: reasons for the increasing gap in average salaries between men and women over the last 15 years; the need for the Federal Women's Program and why technology contributes to that need; and "old fashioned good manners" and women's dual roles in the family and at work. Information sheets will be handed out, and a question and answer period will follow. Employees who attend are urged to write out their questions on 3x5 cards (available at the meetings).

Schedule and locations:

Wed., May 26, 2-4 p.m.
conference room 9ABC

Thurs., May 27, 9:30-11:30 am. & 2-4 p.m.
conference room 5ABC;
Auditorium, 12-1 p.m.

Fri., May 28, 9:30-11:30 a.m. & 2-4 p.m.
conference room 5ABC

VICTORIAN AGE LIVES AGAIN

We hope many employees have taken a peek in the lobby of the Smithsonian's new National Air and Space Museum across the street from FAA. The huge new building, opening on July 1, houses a fabulous collection of planes, rockets and satellites, many of them transferred from the picturesque red brick Arts and Industries Building next to the Hirshhorn Museum. And what of the Arts and Industries Building? Well, it reopens on May 10 with a recreation of America's late 19th Century milieu. Inside is a display called "1876: A Centennial Exhibition." The exhibition, comprised of over 25,000 objects, includes many of the actual items shown at the Philadelphia Exposition

of 1876. Flags, gilded eagles, overhead bunting, masses of exotic plants, huge machines, ship models, totem poles, ceramics, agricultural products, soap sculpture and an orchestration playing century-old tunes are to be found in the building, which has been restored to appear as it did at the close of 1800s. Come see!

RD MAN RETIRES

William B. Hawthorne, chief of the Spectrum Management Staff (ARD-60) and representative to the Office of Telecommunications Policy in the Executive Office of the President since the FAA's inception, retired in April after 35 years of government service. Hawthorne was given the Distinguished Career Service Award.

AWARDS AND REWARDS

The Airports Service presented Quality Increases to Paul A. Galis, Linda D. Charles and Carleton H. Steins. The Air Traffic Service presented Quality Increases to Edith Porter, John E. Berta, Alberta K. Sajko, Janice M. Vitko, James F. Bell, John G. Richardson, Cyril Femrite and William H. Andrews; and Special Achievement awards to Tina McClure, David Hurley and Joseph Scarlata. The Airway Facilities Service presented Quality Increases to Dorothy Long, Stanley Rivers, Herman Tharrington, John Saledas, and Johnnie Stockton; and Special Achievement Awards to Clyde Trusch, Janice Gibson, and Brenda Jenkins.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

ACIS-770

76-20 May 17, 1976

FAA CELEBRATES 50TH ANNIVERSARY THIS WEEK

WHAT WERE WE?

Once and for all let's get our name straight. When talking or writing about FAA history, inevitably we drag in the phrase "FAA and predecessor agencies." O.K., let's take a look at exactly what they were. From 1926 (the beginning) until 1933 we were known as the Aeronautics Branch of the Department of Commerce. In '33 our name was changed to the Bureau of Air Commerce, still in the Commerce Dept. In 1938 we became the CAA for the first time. For two years this was an independent body: the Civil Aeronautics Authority. But in 1940--still CAA--we became part of the Department of Commerce again; this time as the Civil Aeronautics Administration. We first went "Federal" in 1958 when we became the independent Federal Aviation Agency. But in 1967 we became the Federal Aviation Administration, part of the newly established Department of Transportation.

The Federal Aviation Administration had its beginnings 50 years ago, when President Calvin Coolidge signed the Air Commerce Act on May 20, 1926, establishing for the first time the Federal government's responsibility to regulate and foster civil aviation. To carry out these new responsibilities, the Aeronautics Branch was created in the Department of Commerce. It was authorized to designate and establish airways, operate and maintain aids to air navigation, arrange for research and development to improve such aids, license pilots, issue airworthiness certificates for aircraft and investigate accidents. The new legislation was widely hailed in the national press. A writer for the magazine U.S. Air Service, for example, called it "The first great step for genuine advancement of commercial aeronautics in America." And these predictions proved out in practice. This year the scheduled airlines will carry well over 200 million people--the equivalent of the entire U.S. population. And the general aviation fleet of more than 160,000 aircraft will transport 100 million more and perform a wide range of vital services. Some 20,000 military aircraft also will be using our common airspace system. The entire nation is indebted to those who glimpsed the potential of aviation in 1926 and acted so decisively to provide legislation that enabled this nation to achieve worldwide aeronautical supremacy.



OBJECTIONS FILED IN AF ELECTIONS

The American Federation of Government Employees (AFGE) has filed objections to the recent Airway Facilities employee representation elections in the Eastern Region and in the Albuquerque AF Sector. Certification of the results of the nationwide AF employee unit elections will be delayed until the Department of Labor investigates and acts upon these objections. Unofficial results of the elections conducted for non-supervisory employees by mail ballot during March and April show FASTA/NAGE winning in all but two units: the Atlanta and Albuquerque AF Sectors.

MECHANIC AWARD WINNERS

A mechanic-owner of an aircraft sales and service business and an American Airlines aviation mechanic have been selected as the national winners of the 13th Annual Aviation Mechanic Safety Awards Program, the Administrator announced last week. William A. Enk, owner and operator of Enk Aviation, Blue Springs, Mo., was named winner in the general aviation category. LaVerne L. Gondles, an aviation mechanic at the American Airlines Maintenance and Engineering Center, Tulsa, Okla., won in the air carrier competition. Enk was selected for his design and development of a low toxicity fire extinguisher system for use in the cabin, fuselage and power plants of general aviation aircraft. Gondles was cited for his consistently high level of professionalism and excellence, and for some 30 suggestions for improved work methods and equipment modifications which have been adopted throughout the American Airlines system, as well as by other airlines. The two winners will receive their awards at Headquarters June 22.

McLUCAS ADDRESSES CONTROLLERS

Administrator McLucas told the PATCO convention last week that human error will continue to plague aviation and must be taken into account in system design. Speaking in San Diego, he said, "I only wish we could design a 'zero defect' air traffic control system, but this is not possible at our present state of the art." Pursuing this point, the Administrator added "The first time a particular kind of accident occurs, it may be no one's fault. The second time, it must be considered a system failure, and steps must be taken to design such accidents out of the system. I believe this approach will lead to better safety all around. But whether we are designing a new degree of safety into the system or merely trying to operate the existing system in optimal fashion, we know that the ultimate safety of any system depends upon the performance and integrity of our people. The importance of all of us knowing our jobs in minute detail and performing them flawlessly cannot be overstressed." Dr. McLucas also said he thought the Concorde SST could be safely accommodated in the ATC system, noting that the military has been conducting supersonic flights for two decades without any particular problems.

TOP FLIGHT INSTRUCTOR

Gregory G. Gorak of Kenosha, Wisconsin, has been named the national winner of the 1975 Flight Instructor of the Year Award co-sponsored by FAA and the Air Safety Foundation of the Aircraft Owners and Pilots Association (AOPA). Gorak, who is assistant chief flight instructor for Gateway Technical Institute of Kenosha, was selected as the national winner because of his record for producing successful, safety-minded applicants for pilot certification and for his initiative in developing effective training methods and training aids.

'AVIATION WEATHER' TO BE GROUNDED

"Aviation Weather," the nation's only official televised FAA weather briefing, has scheduled its final broadcast for June 25. The program will end when the current underwriter's grant runs out. Since January 1974,

"Aviation Weather" has been broadcast twice a week as a service to the country's general aviation pilots.

The project has been funded by the Air Safety Foundation of the Aircraft Owners and Pilots Association, which has offered a grant of \$25,000 for the next 12 months against program production costs of \$183,000. That means an outside underwriter must come up with an additional \$158,000 to keep the program airborne. The program is produced by the Maryland Center for Public Broadcasting near Baltimore, and is picked up by 215 stations of the Public Broadcasting service in 46 states.

AF CAREERS MAPPED OUT

The Airway Facilities Career Planning Program, Order 3410.12, has been signed by the Administrator. The order, jointly developed by the Airway Facilities Service and the Office of Personnel and Training, will serve as a guide by which employees can systematically plan their career development within AF. Major features include:

- o Consolidation of AF career planning information in a single document;
- o Description of career progression patterns of AF occupational groups;
- o Expansion of the personnel certification program to include electronics installation technicians (EIT), crew chiefs and supervisors;
- o Encouragement of career specialization for electronics technicians;
- o Description of combinations of experience considered desirable for technical management positions;
- o Description of career interface between Airway Facilities and other organizations in related career fields.

HEADQUARTERS PERSONNEL NOTES

CAREER COUNSELING SET

The Office of Personnel and Training will soon initiate a 60-day test of a career counseling program. The program is designed to assist interested employees in planning their career fields. Ten qualified counselors will be designated and made available to employees in the various Offices and Services. After the test period, the program will be evaluated and a determination made as to its effectiveness. Posters and announcements identifying the ten counselors and the beginning date of the program will be circulated shortly.

MANAGEMENT TRAINING OPPORTUNITIES

Based on the large response—76 applications—and the positive reactions of last year's participants, the Personnel Management Operations Division, APT-100, will continue the Management Training Opportunities (MTO) Program for another year. The MTO Program is designed to provide management training to high-potential employees who occupy non-supervisory positions in grade GS-11, 12, and 13. Watch for the formal announcement of the program this summer.

INTERNAL PLACEMENT PROGRAMS

In the past few issues of Personnel Notes, we have discussed various provisions of the Merit Promotion Program and the benefits to you as either an employee or supervisor. MPP is only one method which selecting officials may use to fill vacant positions. The other methods are (1) recruitment from outside government, (2) recruitment from other government agencies, and (3) internal placement. For recruitment outside government, a list or "register" of names and applications is obtained from the Civil Service Commission. Persons from other Federal agencies may compete for FAA jobs through the FAA Merit Promotion Program or be reassigned under internal placement procedures. Internal placement actually involves several programs. Under the voluntary reassignment or voluntary downgrade procedures, you may bid (i.e., submit an SF-171 and current performance rating) on any job at or below your grade level for which you believe you qualify. The Reduction-in-Force (RIF), Return and Restoration Rights (RRR) programs and such actions as reemployment, details, administrative relocations, and demotions are also forms of internal placement. All of these staffing procedures are very important tools for the FAA and individual selecting officials and employees. They enable the agency to ensure maximum utilization of employees already in FAA by placing them where their services may be used most effectively. They also provide alternative means for employees to pursue their chosen careers.

YOUR BENEFICIARIES

Is your list of beneficiaries accurate and up-to-date? Beneficiaries are persons named by you to receive money from your government life insurance policy, the Civil Service retirement fund and any unpaid compensation due you in the event of your death. Beneficiaries can also be firms, corporations, or other legal entities. An accurate designation of beneficiaries is very important because it can prevent costly, time-consuming and sometimes tragic legal delays. A designation of beneficiaries can become out-of-date in several ways: A designation of beneficiaries for life insurance or unpaid compensation is cancelled at once if you transfer between Federal agencies. It must be renewed in your new agency. Changes in family status without a corresponding change in designation may result in a settlement to an heir other than the one you may desire. If you have named a beneficiary for your retirement fund other than your spouse, that beneficiary may become ineligible under certain circumstances. Remember also that not all designations are acceptable, e.g. "payment of just debts," "to John if he uses the money for educational purposes," "to Susie when she reaches age 21." In such cases you should designate your estate and stipulate in a will the conditions or restrictions the executor is to follow in handling the benefits. Contact the Labor Relations Branch, APT-140, x68916 (8-426-8916) for additional information.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

AIS-220

76-21 May 24, 1976

ENGINE SAFETY MEASURE PROPOSED

FAA has issued a proposed Airworthiness Directive which would require modification of the General Electric CF6-50 engines used on DC-10 aircraft to enhance their capability to withstand bird ingestion. There have been several instances of excessive pressure and explosion in the CF6-50 engine, evidently caused by bird ingestion, including the non-fatal Overseas National Airways accident at New York's JFK Airport last November. The proposed Airworthiness Directive would require replacement of the epoxy material in the shrouds with aluminum honeycomb by June 1, 1977. Comments on the proposal submitted to FAA on or before July 31 will be considered before final action is taken on the proposal.

STORM HAMMERS GUAM

Typhoon Pamela ripped into Guam with winds up to 170 mph last Friday, blowing away equipment and knocking out the island's air traffic control facility, but apparently causing no injuries to FAA personnel or serious structural damage to employee housing. Initial reports of damage were made only from inside the buildings --no one dared go out in the screaming winds. The Honolulu ARTCC took over air traffic functions from the Guam center/approach control (CERAP) shortly after midnight.

CONCORDE SET TO LAND

A Federal Appeals Court in Washington last week upheld Transportation Secretary Coleman's decision permitting U.S. flights by the supersonic Concorde on a trial basis. The three-judge panel said the Secretary's action "is not arbitrary or capricious or otherwise in violation of the law." The ruling apparently cleared the way for this week's inaugural Concorde flights to Dulles International Airport by Air France and British Airways although legal obstacles to Concorde operations at New York's JFK Airport still remain. Flights from Paris and London were expected to arrive at Dulles within minutes of each other on May 24 with return flights slated for the following day. FAA Administrator McLucas said the Concorde will be subject to the closest environmental scrutiny in aviation history. He explained that FAA will "monitor every Concorde flight and keep detailed records of noise, vibration and engine emission levels to assist in making a fair and impartial decision on whether to let the Concorde continue service to the U.S. (Continued on page 2)

SICK IS SICK, NOT TIRED

The Civil Service Commission recently re-emphasized the requirements for using sick leave. CSC pointed out two separate but similar cases in which the Federal Labor Relations Council and the Comptroller General disapproved sick leave for air traffic controllers who were unable to work due to fatigue from staying up late to care for sick family members. The decisions were based on CSC opinion that sick leave regulations must be strictly interpreted. The regulations state that sick leave can be used when an employee is incapacitated by sickness, injury or pregnancy and confinement, or is caring for an immediate family member who has a contagious disease. If these conditions are not met, annual leave can be used, but not sick leave.

THREE NEW TOWERS

A \$1.2 million contract for the production, delivery and erection of three prefabricated airport traffic control towers was awarded last week to Hunt Building Corp. of El Paso, Texas. The new towers will be built at Philip Billard Municipal Airport, Topeka, Kansas; Caldwell-Wright Airport, Fairfield, N.J.; and Page Field, Fort Myers, Fla. Tower sections will be fabricated at the factory and transported to the sites where they will be lifted into place by a crane. The hexagonal shaped cabs provide controllers with approximately 230 square feet of space. Additional space for offices, storage, training and equipment is available in the floors below the cab.

CSC OFFERS COURSES

The Civil Service Commission has opened a new National Independent Study Center in Denver which will offer a variety of correspondence courses for Federal civilian employees throughout the nation. Each unit of instruction in a given course normally can be completed within one or two hours, and each unit contains its own test to measure learning. Tests will be scored promptly by the Center and will be returned to the student. Courses will be offered in management, labor relations, automatic data processing and communications and office skills. To enroll in courses offered by the Center, employees must be nominated by their employing departments or agencies.

CONCORDE TO LAND

(Continued from page 1) after the trial period is completed." FAA was given responsibility for monitoring the flights by Secretary Coleman as part of his decision authorizing limited Concorde flights to Washington and New York for a trial period up to 16 months. Although the supersonic service provided by Air France and British Airways is scheduled to start at Dulles this week, no date has been set for flights to JFK Airport. The agency's monthly reports on the environmental effects of the plane will be made available to the public.

HAPPY LANDING AT MEADOWS FIELD

Everything seemed to be normal as the student pilot approached Meadows Field airport in Bakersfield, Calif. Suddenly, panic stricken, the pilot radioed she was out of gas. Tower controller Louis Ellero immediately cleared her to land on any runway. Seeing the plane (which apparently had a few drops of fuel left) overshoot the final approach, Ellero calmly but firmly advised the pilot to go around and maintain airspeed. Minutes later, plane and pilot were safely on the runway. During April, 263 flight assists were reported--114 by towers, 114 by flight service stations and 35 by enroute centers. A total of 438 people were reported on board the aircraft involved.

PRESIDENTIAL PRIMARY WRAP-UP

The final six Presidential primaries will be held in June. Primaries will take place in Montana, Rhode Island, and South Dakota on June 1; and in California, New Jersey, and Ohio on June 8. Remember, the activities of Federal employees in these and other partisan elections are governed by the Hatch Act. For more information, contact your servicing personnel management division.

SHHHH

The terms, TOP SECRET, SECRET and CONFIDENTIAL, can be used only for classified National Security information, and cannot be used for any other type of information or as part of any other protective caveat. "For Official Use Only" is to be used for sensitive unclassified information, and is the only restrictive administrative caveat authorized for use within the FAA.

SUPERVISORS, WOMEN AND WORK

Here is some good advice for male supervisors of working women, courtesy of Federally Employed Women, Inc. (FEW), Washington, D.C. Don't assume that women:
Don't want careers
Aren't interested in certain fields
Won't accept travel assignments
Can't take valid criticism
Do:
Treat women as adults
Assign tasks on the basis of ability, not traditional roles
Make the same developmental opportunities available to men and women
Expect the same productivity, responsibility and participation of men and women
Ask women's opinion before making a decision.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years - PC-15/76, Technical Officer, Joint Financing, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by May 18, 1976. IRAN, 2 years - TA-76/38 Logistics Officer, Level 4, Step 1, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by June 21, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

EMERGENCY TELEPHONE NUMBERS

Most telephones have a red and white label listing the telephone number to be called in the event of an emergency. The number listed, IDS CODE 13-25555, has been changed to x54350. New labels are being made, but until they are available, please change the number on the label currently affixed to your telephone. Other numbers which will appear on the new label are the Police Desk in the lobby x59576, and the Security Officer, x63931.

CIVIL RIGHTS AWARDS

Leon C. Watkins, Director of Civil Rights, and Leaford C. Williams, Head of Minority Business Programs in the Office of Civil Rights, were presented Outstanding Service Awards by the National Association of Black Manufacturers at its recent 6th Annual Convention at Hyannis, Massachusetts. The awards are in recognition of special efforts in assisting minority businessmen to gain entrance into the mainstream of FAA's Minority Business Enterprise Program.

BLOOD STILL NEEDED

The FAA Clinic extends thanks to all employees who gave blood during the recent visit of the Red Cross Bloodmobile to Headquarters. However, FAA Headquarters is still short of its donation quota which qualifies all Washington employees and their immediate families for free blood in the event of need. The quota must be met by July 1. Donations can be made each Thursday by reporting to the FOB-10A lobby at 9:30 a.m. and taking a free shuttle bus to Red Cross facilities downtown.

WOMEN'S PROGRAM MEETING

An open meeting concerning the Women's Program Committee membership and future activities will be held on Tuesday, May 25, in conference room 9ABC at 11:15 a.m. All employees interested in Delegate or At-Large memberships are encouraged to attend.

MIDDAY MATINEE 'START UP'

Like bears, airplanes sometimes go into "hibernation." A new FAA film, "Start Up," shows what safety checks pilots should make to get their flying machines--and themselves--in shape after a long stay on the ground--over the winter, for example. The film will be shown in the FAA third floor auditorium this Tuesday and Wednesday, May 25 and 26 at 12 noon and 12:30 p.m.

AWARDS AND REWARDS

The Office of Personnel and Training presented Special Achievement Awards to Lawrence Covington, Marie Phillips and Dean Lang. Airports Service presented Quality Increase to Gwendolyn S. Law.

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76-22 June 1, 1976

CONCORDE DEBUTS IN USA

The Concorde SST made history last Monday as it flew into Dulles International Airport after carrying the first paying passengers to America at supersonic speed. Two aircraft--British Airways and Air France--arrived within minutes of each other after flights from London and Paris in just under four hours at twice the speed of sound. The flights were greeted by Washington VIPs, hundreds of newsmen and thousands of sightseers who crammed into every available observation space at the airport and backed up traffic on the airport access road for more than five miles. FAA and other government officials also were on hand to take noise readings. Results showed that both Concordees were less noisy on arrival than a 707 that landed in the same general time period. On takeoff the next day, the Air France aircraft was considerably noisier than a 707, although it was disclosed later that the aircraft was using afterburners as it passed over the monitoring site, thus increasing the readings. Noise readings from the British takeoff were not immediately available because the pilot changed runways at the last moment, and portable monitoring equipment was not repositioned in time to get a valid reading. Use of an unmonitored runway will not be permitted on future flights. Concorde will (Continued on page 3)

NASA TAKES OFF WITH AVIATION SAFETY REPORTS

Encouraging results are reported by the National Aeronautics and Space Administration after its first month in charge of the revised Aviation Safety Reporting Program. Since assuming responsibility for the reporting program on April 15, NASA has received 407 reports, which exceeds the monthly peak of 247 received by FAA when it was running the program during the preceding year. Of the reports, 67% were from pilots, 29% from air traffic controllers and 4% from others. Types of incidents reported were: air traffic control and aircraft separation, 55%; airports and facilities, 10%; and other, 15%. NASA says it is extremely gratified with the high quality of the reports, which are said to be prepared with considerable thought and diligence. NASA operates the program under a system that protects the anonymity of persons who file reports or are involved in reported incidents and alerts FAA to any safety problems requiring corrective action.

NEW X-RAY UNIT

A new type of X-ray that does not require monitoring by humans and doggedly sticks to the job when humans might get tired or distracted was tested by the agency recently at the Allegheny Airlines terminal at Greater Pittsburgh International Airport. The device, which was developed by the Westinghouse Electric Corporation under an FAA contract, is intended to screen checked luggage automatically for explosives and sound an alarm when a bomb is suspected. It works on the principle that explosives absorb more X-ray energy than the material usually found in a suitcase and that sensors can detect this higher absorption. Whereas conventional X-ray systems display a picture of the contents of a piece of luggage and must be watched by an alert attendant, this system rings a bell and flashes a light when it detects something suspicious.

EXCHANGING IDEAS

Speaking to the 8th Annual Aviation Review Conference in Washington last week, Administrator McLucas characterized the Review as an example of "open government" practiced by FAA. He said, "We are bringing together a group of people who have a lot to do with the National Aviation System and who can help us sort out and solve some of the principal issues facing our industry. We are looking forward to a good exchange of viewpoints on aviation matters." He ended his welcoming speech by calling on the participants to "pool our best thinking to develop solutions to our problems that will benefit all of us."

PROBE REFUTES INTERCEPT CHARGES

A Congressional committee investigating charges that military planes operating off the southeast U.S. coast have used civilian aircraft as practice targets found these charges were undocumented and misleading. Previous FAA investigations of the allegations by controllers made on the CBS "60 Minutes" TV program last December also concluded the charges were without foundation. The House Government Operations Subcommittee report did suggest that military planes "spilling out" of offshore warning or practice areas could be misinterpreted as mock intercepts by FAA radar controllers. The report also warned that danger of midair collisions between civilian and military planes exists where offshore warning areas are extensively used for combat practice. The lawmakers recommended that improved radar be installed in Fleet Area Control and Surveillance Facilities and that instantaneous communication be set up between FAA enroute centers and FACSFACs.

FAA LINKED TO RTCA

FAA has become "keeper of the plaque" for the Radio Technical Commission for Aeronautics. In a brief ceremony last week, RTCA gave the agency a plaque symbolizing the \$1,000 William E. Jackson award, first presented last year, which will be given annually by RTCA to an outstanding student studying aviation electronics or telecommunication systems. William E. Jackson, who died in 1972, was a long-time CAA/FAA employee who pioneered airways, air traffic control and aviation communication systems. The plaque also signifies the recent designation of FAA as official sponsoring agency of RTCA.

ITALIAN EARTHQUAKE RELIEF

The State Department has urged U.S. citizens not to collect goods for shipment to Italy for relief of the earthquake-torn areas. Instead, cash donations may be made to various charity agencies. The Italian government has not asked for shipment of goods. Collection of unsolicited food, clothing, etc. only creates difficult logistics problems. Cash donations may be made to the American National Red Cross, Catholic Relief Services, The Salvation Army, the Save the Children Foundation and Italian Charities of America. Donations should be designated "For Italy Earthquake Relief."

SOMEBODY ALMOST LIKES US

A recent article in the trade newspaper, *Western Flyer*, offers best wishes to FAA on its 50th anniversary--sort of. After writing that "the organization does have a few problems," the author goes on to say, "But what the heck, FAA, you're 50 years old and I congratulate you. You make life miserable for us sometimes, but you may also be the reason a lot of us are still flying. If pilot proficiency were not required and aircraft maintenance standards so vigorously maintained, we might still be getting a lot of forced landing experience...." Thanks, *Western Flyer*--we think.

CONCORDE DEBUTS

(Continued from page 1) fly to the U.S. for a trial period of up to 16 months, and data gathered during this time will be used by the Secretary of Transportation in deciding whether permanent service will be allowed. Permission has been granted by the Secretary for trial flights to both Dulles and JFK Airport in New York, but flights to JFK are still blocked by the airport operator. (See pictures on page 4.)

BAGGAGE CHECKS GO SMOOTHLY

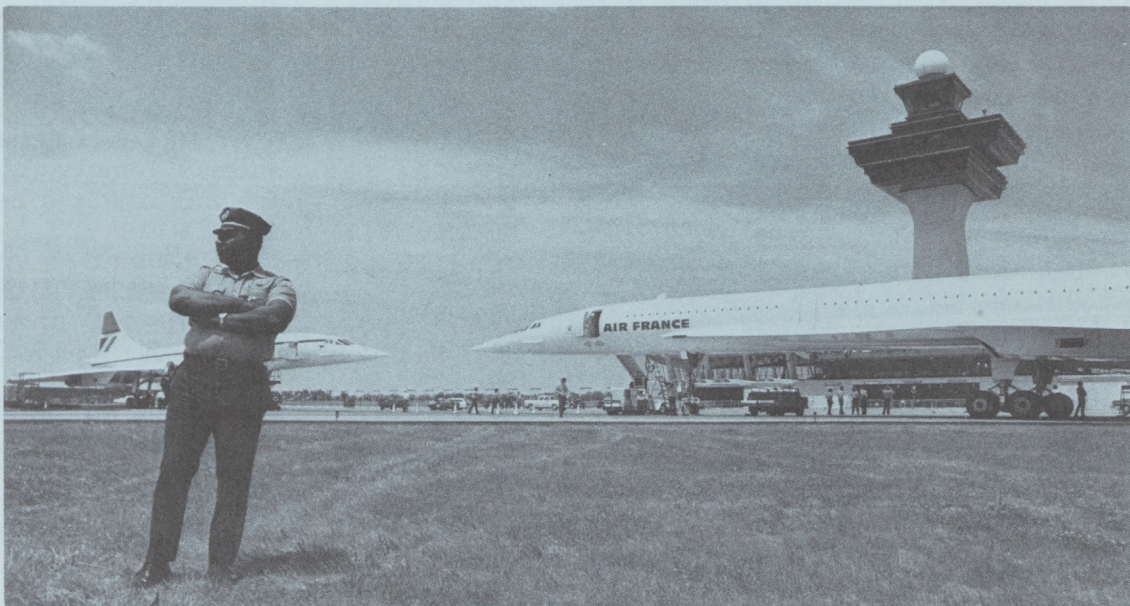
A month's experience with the agency's regulation requiring the screening of checked luggage has shown that it is causing no measurable delays or significant inconvenience to airline passengers. Public acceptance of the new regulation indicates that the vast majority of airline travelers recognize the need for the program and support it. The new rule, which requires the use of scientific guidelines to screen checked luggage for explosives, went into effect at all airline airports on April 15. It was adopted to fight the world-wide rise in bombing incidents such as the one at LaGuardia airport last Dec. 29 in which 11 persons died. Although no explosives have been discovered so far, a number of incidents involving other criminal activities--such as carrying marijuana or undeclared firearms in checked baggage--have been uncovered. These discoveries are viewed as confirmation of the basic validity of the guidelines.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). BUENOS AIRES, ARGENTINA - TA-76/37 Civil Aviation Security Adviser/Instructor, duration - 6 months, Level V, Step 1, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Language requirement: command of Spanish. Applications due in AIA-29 by June 22, 1976. MONTREAL, 2 years - PC-16/76 Aviation Medical Officer, p-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by June 25, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to re-storation rights.



CONCORDE HAS
ITS DAY AT DULLES



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-23 June 7, 1976

THUNDERSTORMS MONITORED

A five-month test of a new procedure for alerting pilots to thunderstorm activity within 30 miles of airports began last week at five of the nation's busiest airports. The test, organized by FAA and the National Weather Service, is being conducted at three New York area airports, La Guardia, JFK and Newark, as well as at Washington National and Philadelphia International airports. Radar observers at National Weather Service stations will notify the meteorologist at the agency's Central Flow Control facility in Washington when they spot a strong thunderstorm within 30 miles of one of the test airports. The FAA meteorologist will then pass along information on the storm's location, intensity, height and movement to the appropriate air traffic control facility for relay to pilots in the affected area. ATC facilities participating directly in the test program are the New York and Washington enroute centers, the New York Common IFR Room, which handles instrument approaches and departures at the three New York airports, and the control towers at the five test airports. Test results will be evaluated by FAA and the National Oceanic and Atmospheric Administration (NOAA). Comments from pilots operating at test airports are being solicited.

TOP ATC FACILITIES NAMED

The Atlanta Air Route Traffic Control Center, the Miramar, Calif., Radar Air Traffic Control Facility and the Minot, N.D., Flight Service Station have been named air traffic facilities of the year for 1975. Controllers at Atlanta vastly improved flow control and the general efficiency of the center by testing and initiating an ambitious Delay Reduction Plan during the year. The effort resulted in reducing the number of operational sectors from 47 to 40 and in reducing arrival delays in the Atlanta area by 58 percent. While all this was going on, system errors at the center were reduced by 30 percent. During the year, the Miramar RATCF reached the 300,000 operations mark and was classified a level IV facility. The radar facility controls all types of military and civilian aircraft arrivals and departures for eight civilian and four military airports, as well as for Tijuana Airport across the border in Mexico. Besides handling the unprecedented volume of traffic during the year, controllers at Miramar were involved in 34 flight assists. For the second year in a row, flight services provided by the Minot FSS increased significantly. In 1975, there was a 16% jump over 1974. The station provided flight services for 150,462 aircraft (Continued on page 3)

AND THEN THERE WERE 20

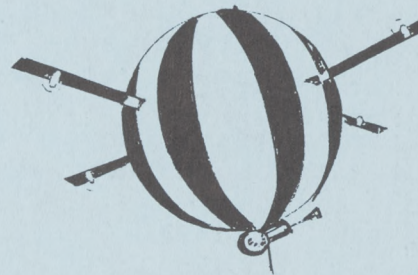
After 34 years of vigilance over the Big Sky of Montana and surrounding states, the Great Falls enroute center pulled the plug on its systems and closed down June 6. Giving up its last two sectors to the Minneapolis center, Great Falls leaves the field of enroute air traffic control to 20 automated centers in the conterminous 48 states. Ironically, Great Falls pioneered the use of radar data tags--alphanumeric--now used by the 20 centers, but the Great Falls computer system was not compatible with the newer systems in those centers. The 73 employees of the decommissioned center either transferred, retired or remained at other agency facilities in Great Falls.

LAWMAKERS AGREE ON ADAP BILL

A House/Senate conference committee has agreed to a five-year Airport/Airway bill totaling \$5.6 billion. The bill, which must still be voted on by both houses, provides annual funds from \$500 million to \$610 million for both air carrier and general aviation airport development in FY 1976-80. Also funded are FAA Facilities and Equipment, ranging from \$312.5 million in FY 1976 to \$250 million in FY 1980. Research and Development amounts range from \$109.35 million to \$50 million. The bill prohibits FAA from closing down flight service stations, except within the area of a single enroute center chosen as a demonstration site for consolidating up to five FSSs. Eliminated from the conference bill was earlier language which would have restricted operation of civil supersonic aircraft at airports requesting development funds. Setting a precedent, the bill provides funds for passenger facilities at air carrier airports in addition to "airside" facilities used by aircraft.

SHIPS OF THE SKY

Over at NASA (National Aeronautics and Space Administration), where the rocket has been king for decades they are cranking up plans for lighter-than-air-craft. The airships, or inflated balloon, which flew more than a century before the airplane, may be used to lift heavy loads in the modern world. NASA is investigating a short-haul, people carrying, blimp-like airship. It would be about 200 feet long and carry 80 passengers at about 175 miles an hour. Presumably, it would be quiet and economical. The other major concept under study is a vehicle to transport large, heavy payloads over comparatively short distances. This hybrid airship combines features of large dirigibles and helicopter-type rotorcraft to increase lifting capacity --possibly up to 250 tons. We'll see....



CONTROLLER LAWSUIT QUASHED

Controllers' bid to shorten their workweek and change hiring practices at Chicago's O'Hare Tower was blocked recently when a U.S. District Court granted the government's motion to dismiss a law suit brought by the controllers. The controllers, alleging their working conditions were unsafe, had asked the District Court for the Northern District of Illinois for a shorter workweek and the change in hiring practices and also for the installation of certain new equipment in the facility. In dismissing the suit, the judge stated that the plaintiffs had failed to exhaust available administrative remedies.

TOP ATC (Continued from page 1)
 operations. This works out to over 18,000 flight services per specialist. And it all paid off too: 30 percent of the people at the station received promotions during the year.

EXPERT ADVICE

A new Technical Advisory Committee, which will provide independent expert advice on the agency's technical efforts related to the National Airspace System and other major programs, holds its first meeting on June 7 in Washington, D.C. The top level committee is composed of 15 experts drawn from industry, universities and Federal and state agencies. Its chairman is Robert G. Bewey, Vice President and Provost of Rensselaer Polytechnic Institute, Troy, N.Y.; the executive director is Thomas M. Johnson, Chief, Technical Programs Division, FAA Office of Systems Engineering Management. Formation of the committee was recommended by the report of the Secretary of Transportation's Task Force on the FAA Safety Mission in April 1975. Among other things, the committee will be on the look-out for areas of duplication in research conducted by FAA and by other government agencies, industry or universities.

TAKE OFF WITH CARE

"Accident statistics of recent years indicate that adequate preflight preparation is lacking," said the National Transportation Safety Board in a report issued recently. NTSB appealed to general aviation pilots to "accept a personal challenge" to reverse an upward trend in takeoff accidents. The Board also made several recommendations to FAA regarding emphasis on preflight planning during pilot training.

In 1973 and '74, the Board said, takeoff accidents accounted for growing percentages of all fatal general aviation accidents compared to the preceding five years. The Board urged pilots to improve knowledge of their aircraft and factors affecting it on takeoff, such as wind, runway, weight and balance, density altitude and ice and frost.

PREVIEW OF JUNE 'FAA WORLD'

The new National Air and Space Museum, "Where Eagles Still Fly," opens next month, and WORLD gives you a look at its exciting slice of history... "After Disaster Strikes-- FAA Gets It All Together Again" recounts this year's emergency readiness exercise... The Great Falls "Center Hands Off Big Sky Country" is the story of the closing of the ARTCC where alphanumericics began... What's it like for technicians at remote sites? "On Top of Old Brushy...and other LRR Sites" gives a mini-picture...the June issue also carries Federal Notebook, Direct Line, Faces and Places and Small World.

ICAO SEEKING APPLICANTS

MONTREAL-Director, Legal Bureau, PC-7/76, 3 years. Salary range-D Step II, Gross: U.S. \$43,270-45,690 per annum and Net (free of tax): U.S. \$28,235-29,445 per annum. Qualifications required: Advanced university degree in law or high professional legal qualifications. Extensive, high level experience, in a government or international organization, in: (a) giving legal opinions on a wide variety of subjects; (b) legal drafting; (c) judicial procedure and practice; (d) (d) practical problems of international law including air law. Applications due in AIA-29 by July 13, 1976. Federal employees accepting ICAO assignments are entitled to restoration rights. Additional information about duties, salary, qualifications and benefits is available at your manpower office.

CIVIL RIGHTS GAINS EEO SPECIALIST

Audrey L. Simmons has joined the Office of Civil Rights as equal employment opportunity specialist in charge of affirmative action planning and implementation. She will work with the various offices and services in improving hiring and promotion opportunities for minority group members. Previously, she was employed by the Social Security Administration in Baltimore where she worked on the Special Staff for Equal Opportunity. Her experience includes investigation of discrimination complaints, EEO counseling, and service with the Federal Women's Program and Spanish Speaking Program.

URGENT--BLOOD DONORS NEEDED

The Systems Research and Development Service has issued an emergency plea for blood donations from former colleagues and associates of long-time agency employee Harvey R. Wendorf (AAF and ARD) who retired recently after 35 years with FAA/CAA. He is scheduled to undergo open heart surgery shortly following preliminary tests. Donors are asked to give blood to the American Red Cross, which will also credit the donation to the FAA quota for the current fiscal year. When donating, give Wendorf's name, address (3138 Barbara Lane, Fairfax, Virginia 22030) and name of the hospital (Johns Hopkins, Baltimore). Wendorf formerly served as Assistant Director, Facilities Installation Service.

FA CLUB GOLF

The Federal Aviation Club is sponsoring a golf tournament on June 15 at the Brettonwood Golf Course in Seneca, Md. Details on the tournament are available in the FA Club off the lobby in the FAA building.

THIS IS CONFIDENTIAL

It's time again to get ready to submit the annual supplemental statement, which is required from all employees who submit a Confidential Statement of Employment and Financial Interests. Supplemental statements, due by July 31, update the confidential one, which is designed to identify problems and potential problems involving conflicts of interest. Paragraphs 4 and 8 of FAA Order 3750.3A contain more information on these statements, as well as on the yearly requirement for supervisors to call employees' attention to standards of conduct while serving the agency. Also, watch for Notice 3750.3 for information on recent changes to DOT Regulations, Part 99, "Employee Responsibilities and Conduct." Now being printed, the Notice will soon be distributed to all employees.

MIDDAY MATINEE

"Overwater Flying" is a 23-minute film aimed at general aviation pilots planning to fly overwater in light aircraft. It covers such points as emergency survival gear, optical illusions over water, minimum navigation and radio equipment, proper ditching procedures, water survival techniques, and other pertinent matters. It will be shown in the FAA third floor auditorium at 12 noon and 12:30 p.m. on June 16 and 17.



HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-24 June 14, 1976

AIS-220

LANDING THREE AT A TIME

Controllers are cutting holding delays at Chicago's O'Hare Airport these days by landing planes three at a time on three separate runways when weather conditions permit and traffic warrants. The triple approach and landing procedure is used for brief periods--usually not more than 45 minutes--to reduce peak traffic loads. During these peaks, one controller is assigned to each runway to direct landing operations on that particular strip of concrete. The tower reports that using the three approach runways "can empty the system in record time and prevent delays." Minimum weather conditions for the three approach runway operations is an 1800 foot ceiling and at least five miles visibility.

FOR GREAT CONTRIBUTIONS

For the great contributions he has made to our country and to the U.S. Air Force, Administrator McLucas will be presented the Maxwell A. Kriendler Memorial Award on June 16. McLucas, who was the Secretary of the Air Force before coming to FAA, will receive the award from the Iron Gate Chapter of the Air Force Association at a luncheon in New York. The award is given annually to individuals selected for their contributions to this country in the field of aerospace. Last year's winner was Senator Barry Goldwater.

FAA TO OFFER BETTER ENROUTE WEATHER INFO

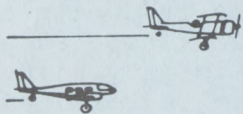
FAA has expanded the Enroute Flight Advisory Service (EFAS) to eight additional flight service stations in the eastern U.S. A specially trained FSS specialist will staff the EFAS position at each facility to provide enroute pilots with the latest available weather information from a variety of sources such as weather radar (where available), weather maps, teletype reports and pilot advisories. The eight FSSs are: Buffalo, N.Y.; Teterboro, N.J.; Pittsburgh, Pa.; Washington, D.C.; Charleston, W. Va.; Raleigh, N.C.; Charleston, S.C.; and Miami, Fla. The service will be added at 11 more FSSs this year and will be available from 44 FSSs across the country in 1977. The agency began EFAS at four West Coast FSSs in 1972. EFAS specialists take a month-long course at the Aeronautical Center in Oklahoma City and are certified for their specialized duties by the National Weather Service. A single radio frequency, 122.0 Mhz, is reserved for all two-way EFAS communications at each FSS which provides the service. Based on experience from EFAS operations in California, Oregon and Washington, the Aircraft Owners and Pilots Association said, "it appears that...EFAS is influential in the prevention of total and fatal accidents, both weather-related and non-weather-related."

COURT SAYS PILOTS RESPONSIBLE

Ruling in favor of FAA in a case arising from a fatal airplane crash allegedly caused by wake turbulence, a Federal District Court in California said wake turbulence is a "collision hazard" and noted that FAA regulations prohibit pilots from flying their planes so close to another aircraft as to create a collision hazard. The court also found that "responsibility for avoiding wake turbulence in VFR weather rests with the pilot and that enough information is available for pilots to be aware of the wake turbulence phenomena and techniques of avoiding it." Plaintiffs in the case charged that the FAA flight service station at the crash site had various duties to prevent a wake turbulence encounter. The pilot, sole occupant of the single-engine plane, died in the 1970 crash at Sidney, Neb.

ENGINES NOT FOR THE BIRDS

A study of possible ways to make small turbojet engines more resistant to bird ingestion will be made for the agency by AVCO Lycoming Division, Stratford, Conn., under a one-year \$95,500 contract. The company will review advances in technology and recommend the use of promising methods to improve the design of engines in the 2,000 to 5,000 lb. thrust category. The final report also will include cost/benefit and structural analyses and an estimate of additional weight of new engine designs.



AFTERMATH ON GUAM

The FAA community on Guam is swiftly recovering from the devastating effects of typhoon Pamela which howled over the island with winds up to 190 mph on May 21. Fortunately, no employees were injured. Thirty-six hours after the storm, the Guam CERAP (center/approach control) was back in service after suffering a total blackout during the storm. The FAA Depot in Oklahoma City helped out by shipping replacements for destroyed antennas and other gear. The Air Force and Coast Guard pitched in by airlifting equipment and supplies to the remote island, which lies in the Pacific 1,500 miles from Manila and 3,330 miles from Honolulu.

FAA GREETES IMAGE

Over 5,000 members of the U.S. Spanish-speaking community attended the recent Dallas, Tex., convention of IMAGE, a national organization serving Hispanics in this country. Conference members heard a talk by FAA's Spanish-speaking Coordinator, Luis Gonzalez, on how to write proposals to receive government grants for projects in transportation and aviation. The conference also dealt with employment problems facing the U.S. Spanish-speaking community.

AIRPORT INSPECTION SERVICES

Advisory Circular 150/5360-4, Guidelines for Federal Inspection Services Facilities at International Airports of Entry and at Landing Rights Airports, was approved by the Director, Airports Service, on May 20, 1976. This advisory circular announces the availability of more current information on the requirements for Federal inspection services at airports of entry and at landing rights airports.

FAIR'S FAIR

The Civil Service Commission has adopted a complaint system for Federal employees covered by the Fair Labor Standards Act. The law has long governed minimum wages, overtime pay and equal pay in private industry and was amended to cover most Federal employees as of May 1, 1974. The new procedures allow Federal employees to file complaints of violations directly with CSC--at regional CSC offices by field employees or with Washington CSC headquarters by employees working in the metropolitan area. CSC encourages resolution of complaints at the work site, but this is not required before a complaint is filed with the Commission. When violations are found, CSC will require corrective action, which may include retroactive pay.

SOMETHING NEW UNDER THE SUN

Solar energy might be used as a power source at remote FAA facilities. At least the idea is being seriously considered at NAFEC. In the first phase of the in-house study, the cost of various kinds of power for inaccessible facilities will be determined. Then facilities in which solar power or other new power sources might be used will be identified. Following this, guidelines to identify facilities in which esoteric power sources might be used effectively will be established. Initially, project personnel will conduct a survey of literature on solar energy and will consult with various government agencies and private industries working in the area.



FSS TRAINING CONFERENCE

System improvement through employee development was the theme of the first Flight Service Training Conference held recently. Each region sent participants to Oklahoma City to explore proficiency training requirements and review proposed changes to the current Flight Service Training Program at the FAA Academy. The conference, which was exploratory in nature, was conducted by the Air Traffic Service and the Office of Personnel and Training with the cooperation of the FAA Academy.

PLAN AHEAD

A conference on "Aircraft Wake Vortices" is being organized for next spring, March 15-17, 1977, at DOT's Transportation Systems Center. Tentative plans call for sessions on sensors, vortex formation, vortex behavior/transport, decay, airport systems, and techniques for the early demise of vortices. Questions and abstracts of papers to be presented should be referred to: Dr. James N. Hallock, Code 412, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142.

POPULAR COURSE

A two-week course on aviation environmental assessments offered recently at the FAA Academy is being held over by popular demand. The course, which gives an overview of all aviation environmental problems and includes practical experience in writing and processing environmental assessment and impact reports, was given for the second time last week. In answer to the continuing demand, four additional sessions are planned and are already fully subscribed.

CONGRATULATIONS

The Treasury Minuteman Flag (a silhouette of a Concord Minuteman Statue surrounded by a circle of six white stars on a blue background) currently being displayed at headquarters was presented to FAA for achieving more than 75% participation in the 1976 Savings Bond Campaign. FAA's final participation was 78.7%. With our help, the Department of Transportation will keep its number 2 position within the Executive Departments (Treasury is number 1). The success of the campaign was a direct result of the enthusiastic support given by you. Let's keep up the demonstration of our faith in this country by continuing to "Take Stock in America."

HANDICAPPED EMPLOYEE COMMITTEE

An FAA-Wide Handicapped Employee Advisory Committee is being formed to solicit views of handicapped employees regarding the Handicapped Program. The committee will consist of three to five interested employees. One member of the committee will be nominated to the DOT-Wide Handicapped Employee Advisory Committee. Those interested in becoming a member of the FAA committee, contact Suzanne Stevens, EEO Staff, FTS 8-426-3437, by June 18.

AWARDS AND REWARDS

The Air Traffic Service presented a Quality Increase to Marian Bellis; and Special Achievement awards to Glen Bales and Don Guempel. The Flight Standards Service presented Quality Increases to Sally S. Ryberg, Bruce R. Romick, Edward B. Schilke and Jan L. Halbert; and Special Achievement Awards to Thomas H. Brown, Leslie Merritt and Gerald E. Gibson. The Airports Service presented a Quality Increase to Harold Smetana.

BECOME AN ENGINEER

An after-hours study program is being considered for Washington Headquarters employees who aspire to be engineers. The proposed course is designed to prepare applicants for the Engineer-in-Training (EIT) examination, which is administered periodically by the State Board of Professional Engineering Examiners (Maryland, Virginia, District of Columbia). The course is 48 weeks long and will offer instruction in the following subject areas: calculus, physics, chemistry, fluid mechanics, statics, dynamics, nucleonics, thermodynamics, electrical theory, electronics, material science and economic analysis. For further information regarding application procedures, fees and other details, call Sid Robinson, x68573 or Kay Bell, x63108.

KEEP YOUR SF-171 SHARP

Your SF-171 is a basic career-building tool. Keep it sharp. The way to do this is to focus clearly on your target job by describing your experience in terms of the key elements in the position for which you are applying. For assistance in writing a better SF-171, employees are invited to attend one of the regular 30-minute workshops sponsored by the Office of Civil Rights. Useful material on SF-171s, career development for secretaries, resumes for senior level women, grade ranges of major occupational series and basic information about the Federal Women's Program is available at each session. The next workshop will be held June 30 from 12 noon to 12:30, room 5BC in the FAA building (FOB-10A).

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NIGHT FLIGHT GIVES FRIGHT

The pilot wasn't lost—not in the usual sense. But he was disoriented and near panic after flying his aircraft with three passengers on board into a cloud build-up in the dark of night, losing all visual references. Moreover, he didn't know how to fly on instruments and he repeatedly lost control of the aircraft. Controllers Paul R. Moore and Freddie E. Delbridge of the Roanoke, Va., tower could hear the panic in the pilot's voice when he radioed, "I am going around in circles. . . I am in a wicked spin." They realized they first had to calm the pilot and then vector him into an area of improved weather. And that's just what they did: 47 minutes after the first distress call, the plane landed without incident at Roanoke Airport. During the month of May a total of 341 flight assists were reported—158 by flight service stations, 135 by towers and 48 by enroute centers. There were a total of 501 people reported on board the aircraft involved. The primary causes for the assists included 209 lost pilots, 35 planes low on fuel, 58 involved with adverse weather and 77 with some type of equipment malfunction.

ADMINISTRATOR McLUCAS FORESEES U. S. SST

"The next successful SST is likely to be American or the result of a cooperative American-European effort," Administrator McLucas told the prestigious Iron Gate Chapter of the Air Force Association in New York last week. Dr. McLucas said the U.S. should give very careful consideration to a joint effort with European countries "to advance the prospects and design of a next generation SST," and noted that such an approach would be one answer to the imposing capital requirements of funding new projects. "Frankly," he added, "I believe that a properly paced, well thought out program would receive favorable consideration by both the private and public sectors in this country." Throughout his speech, Dr. McLucas stressed the need for revitalizing the nation's aerospace industry and urged better overall coordination of air and space transportation matters. "Whether such responsibility can be placed in one individual and just where that person should sit—in the Executive Office, in a special advisory council office or in the DOT—are problems for further study and Congressional consideration," the Administrator added. "But I believe such an official could assist considerably in helping clarify our goals and objectives related to maintaining our preeminence in aviation."

SHIP AHOY

The agency acted last week to keep sightseeing aircraft from creating a possibly hazardous situation by converging over New York Harbor during Operation Sail and the International Naval Review on July 3 and 4. FAA adopted a special regulation which prohibits unauthorized flights over areas where ships participating in the Bicentennial events will assemble on July 3 and over the parade route on July 4. Only a limited number of aircraft will be authorized to operate in the affected areas with preference given to news media aircraft and those providing essential public services such as police and ambulance services. In the two associated events, 250 sailing vessels and 56 large naval vessels from more than 20 countries will assemble in the Lower and Sandy Hook bays of New York Harbor on July 3. The sailing ships are scheduled to parade through the Upper Bay and Hudson River on July 4.

**PRESIDENT LAUDS McLUCAS**

President Ford sent Administrator McLucas a telegram last week, congratulating the FAA chief for receiving the annual award of the Iron Gate Chapter of the Air Force Association (see last week's INTERCOM). The President said, "My warmest congratulations to you on this well-deserved tribute...and the enduring admiration of a President who values both your wisdom and your ability to get things done."

MATCHLESS SAFETY

Carrying loose book matches in luggage is dangerous, the agency has warned air travelers. This practice not only can start fires, but also may result in a fat fine for the guilty passenger for carrying hazardous material aboard the aircraft. According to the agency, the fires start when the cover of one match book is open and vibration or movement brings the match heads into contact with the striking strip of another book. The agency said that in the last two months it has received two reports of matches starting fires in luggage. In one incident the passenger was carrying 90 books of matches in his luggage.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years - PC-17/76 Language Officer (Interpreter/Translator), P-4 Gross: U.S. \$24,220 per annum and Net (free of tax): U.S. \$17,532 per annum. Language requirement: Russian must be native tongue or the language used for education; demonstrated ability to interpret into Russian from English and from French or Spanish; ability to write Russian translations with a thorough knowledge of syntax and stylistics. MEXICO, 2 years - PC-18/76 Deputy Representative, P-4, Gross: U.S. \$24,220 per annum and Net (free of tax): U.S. \$17,532 per annum. Language requirement: Command of Spanish is essential, and working knowledge of French desirable. Applications due in AIA-29 by August 2, 1976. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

THE BIG COMPUTER SHUFFLE

Controllers at the Jacksonville enroute center had to do without their alphanumeric radar displays for 42 hours this month, but it was all for a good cause. The center's IBM 9020A computer system--which consists of many separate cabinets stuffed with intricate wiring--was moved to the basement of the computer room to make way for delivery this November of the faster, more powerful IBM 9020D computer that will process radar and flight data from the increasing volume of air traffic in the center's area. A team of technicians from the center, as well as from all regions, NAFEC and Headquarters, handled the carefully orchestrated move, which involved labeling and disconnecting hundreds of electrical cables, moving the computer cabinets and reconnecting the cables. The new 9020D computer, which was purchased as an option on an existing contract, is expected to go into operation in June 1977. After the "D" is working, the 9020A will be moved again, into a building adjacent to the center, and in the summer of 1978 will become the brain for automated central flow control of nationwide air traffic--a function performed today without benefit of a master computer. The 9020A will be linked by communication lines to the Central Flow Control facility at Washington Headquarters. Airline schedules, actual departure times and flight plan changes will be fed into the 9020A computer, which will relay information on the national air traffic picture to data display terminals in Washington. Control specialists at Headquarters will use the information to anticipate traffic congestion and minimize delays through telephone consultation with enroute centers

and busy terminals. The second crucial element of central flow control--weather information--will continue to be supplied by the agency's Weather Message Switching Center in Kansas City.

AIR TRAFFIC & AIRMEN ROUND-UP

FAA statistics on air traffic activity in calendar year 1975 show: aircraft handled by enroute centers up from 1974 by 2% to 23.61 million; aircraft operations logged by FAA control towers up 4% to 57.68 million; and flight service logged by flight service stations up 1.2% to 57.53 million. FAA statistics on civil airmen for calendar year 1975 show a decrease in total active pilots from the year before: 728,187 compared to 733,728 in 1974. Private pilots constitute 42% of the 1975 count: 305,863. Pilots with commercial ratings represent 26% or 189,342; airline transport rated pilots account for 6% or 42,592; and student pilots represent 24% or 176,978.

NOT A PETTY MATTER

Here's a humane reminder for the hot summer months. Don't leave your pet locked up in the car--even for a short time, even in the shade. Temperature inside the car can quickly rise as high as 160 degrees F, resulting in brain damage or death to the animal. Be kind!

REUNION IN WINDY CITY

All Chicago Midway Airport employees prior to Jan. 1, 1962, are welcome to a gala reunion planned for spring 1977. Invited are all types of agency employees (AT, AF, FS) as well as airport and airline employees. Indicate your preference for date and place of the reunion by contacting Dan Comerford (Meigs tower chief), 10228 Hibiscus Dr., Orland Park, Ill. 60462.

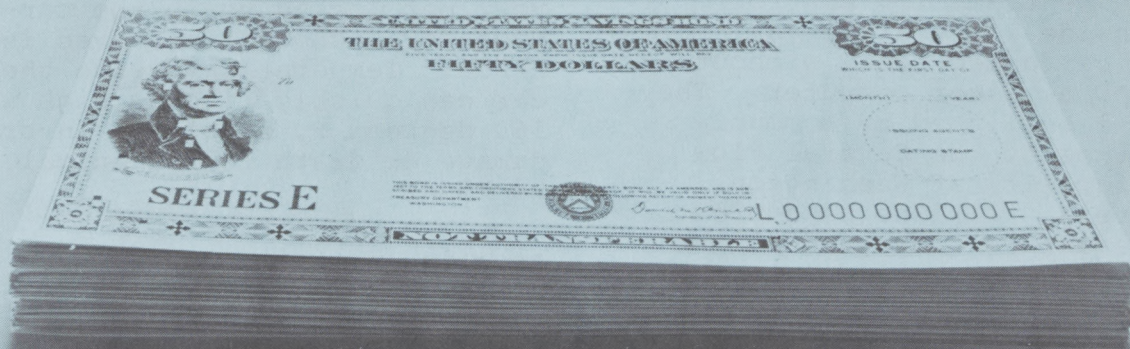
BOWLED 'EM OVER

The FAA Headquarters bowling squad scored big in a recent tournament with the NAFEC team in Atlantic City. The Headquarters gang came in first in all events. Teams and members: "Full-House"--Fred Bauer, Les Evans, Dan Kucerak, Clyde Miller and Herman Branson; "Pin Teasers"--Jean Hetsko, Ruth Coyle, Charlotte Boeck, Peggy Pyles and Laura Krupa; Doubles-- Jim McCloud and Joe Christian; Pat Lube and Fay Miller; Singles--Ed Beverly; Judy Pszczolkowski.

AD ASTRA LOOKS SKYWARD

There's a new monument pointing to the sky on the Mall. Guarding the Mall entrance of the soon-to-open National Air and Space Museum, the 100-foot-high sculpture is made of gold-tinted, polished stainless steel. Erected last week in two sections, the glistening monument was put up just in time for the July 1 opening of the new museum. Entitled "Ad Astra," the unique work was done by sculpturer Richard Lippold. For additional info about the fabulous new museum, see the June issue of FAA World.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

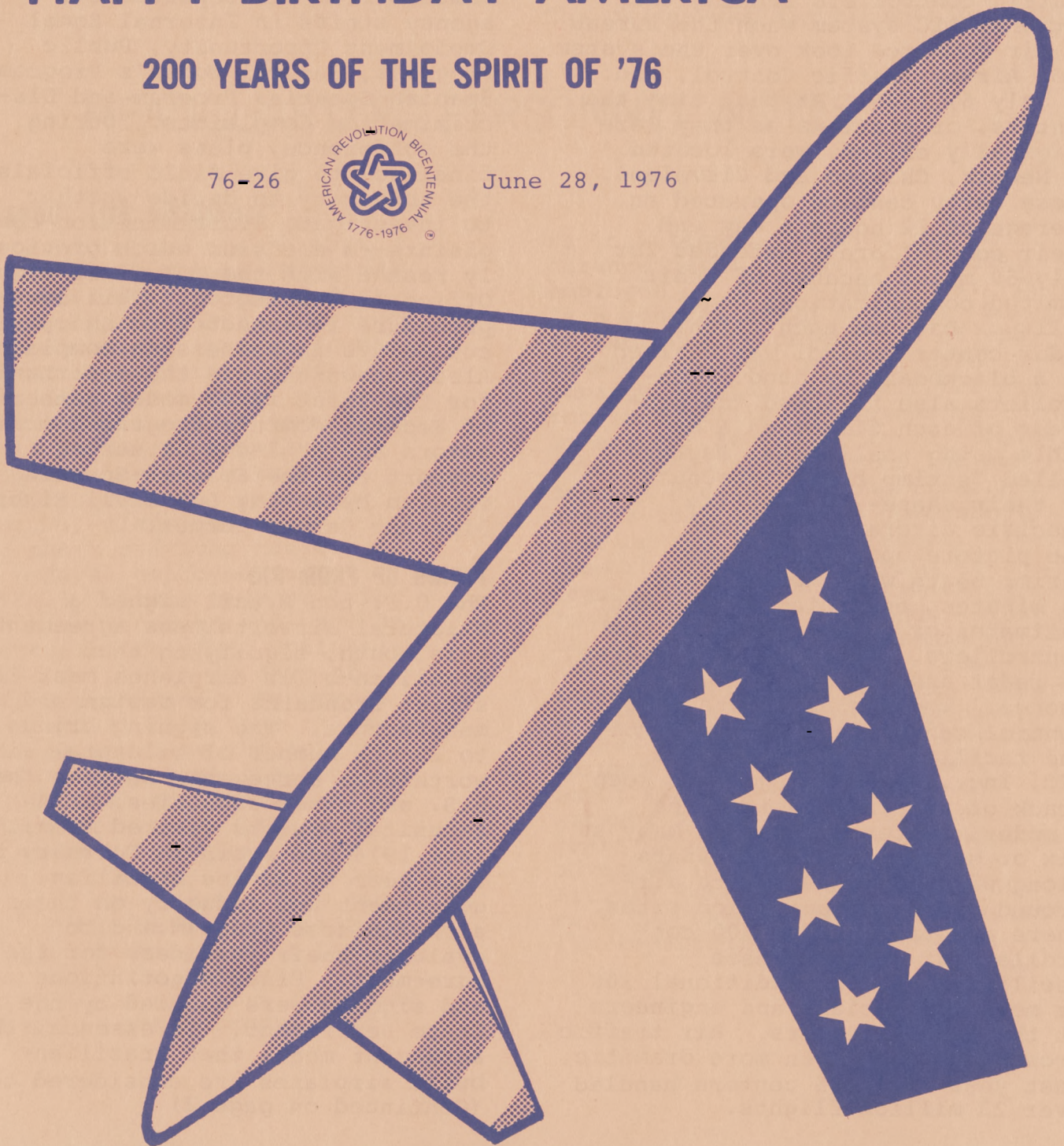
HAPPY BIRTHDAY AMERICA

200 YEARS OF THE SPIRIT OF '76

76-26



June 28, 1976



IN CELEBRATION

Next weekend we will celebrate the Nation's 200th birthday. But that's not the only event we are celebrating this special year. Earlier this year we commemorated the 50th anniversaries of FAA and Commercial Aviation, and this week we are also observing 40 years of Air Traffic Control. There were 15 active air traffic controllers running the national ATC system when the Bureau of Air Commerce took over the system from Airway Traffic Control, Inc., on July 6, 1936. At that time the centers, or stations as they were originally called, were located at Newark, Chicago and Cleveland. These early centers operated an average of 12 hours a day and their control areas extended for only 50 miles because of their limited communications capability. Data on each flight under center control was chalked on a blackboard by hand. Controllers also followed the progress of each flight on a map table using small metal markers called "shrimp boats"--because of their shape--to identify specific aircraft. To keep the picture up to date, the shrimp boats were moved every 15 minutes, according to the best estimates or guesstimates of the controllers. There was, of course, no radar and, in fact, few telephones. Today's air route traffic control center is a far cry from the facilities inherited from ATC, Inc., 40 years ago. To keep track of aircraft in its area a modern center may use as many as six or seven long range radars along with 10 to 20 remote air-ground radio communication sites. There are from 300 to 700 controllers at each of these facilities, and an additional 100 or more technicians and engineers at the larger centers. Air traffic growth has been even more dramatic. Last year FAA's 25 centers handled over 23 million flights.

DOT-WIDE CIVIL RIGHTS PARLEY HELD

In the most broad-based gathering ever held, the Department of Transportation sponsored a National Civil Rights Conference in Washington this month. Featured speakers were Mayor Maurice Ferre of Miami and Mayor Maynard Jackson of Atlanta. Attending the conference were Washington and field members from all Departmental agency staffs in Internal Equal Employment Opportunity, Public Programs, Federal Women's Program, Spanish-Speaking Program and Discrimination Complaints. During the conference, plans were finalized to give field officials the authority to decide whether to investigate discrimination complaints--a decision which previously rested with the DOT Civil Rights Office in Washington. This new procedure is expected to sharply cut delays in processing complaints. Also noteworthy was the opportunity for the first inter-modal gathering of Federal Women's Program Coordinators and a pledge of strong support for the Spanish-Speaking Program by acting DOT Civil Rights Director Carmen Turner.

FLYING UP FROM RIO

The U.S. and Brazil signed a bilateral airworthiness agreement this month, signifying that Brazilian-built airplanes meet FAA's strict standards for design and manufacture. The signing brings to 22 the number of bilateral airworthiness agreements between the U.S. and other countries. FAA technical experts visited Brazil in late 1974 and again in February of this year to advise Brazilian government and industry on their airworthiness program and to evaluate their readiness for the agreement. Final negotiations and signing were handled by the State Department. In essence, the agreement means that Brazilian-built airplanes are considered to (Continued on page 3)

10 (Continued from page 2)
 be type-certificated by FAA, thus simplifying export of planes to the U.S. The agreement also is expected to increase Brazil's prestige in world markets, thereby improving sales to other countries. Brazil's largest airplane is a twin-engine propeller-driven 12 to 15 passenger transport.

FAIR LABOR PROVISIONS

All supervisors should thoroughly review the provisions of the Fair Labor Standards Act related to assignment of overtime work, compensatory time and premium pay increments. The provisions are described in Change 11 to FAA Order 3550.10, Pay Administration (General), which transmits Appendix 10 of the order. The change was distributed June 18.

HEADQUARTERS PERSONNEL NOTES

ALL ABOUT LIFE INSURANCE

This article and one in next month's Headquarters Personnel Notes will discuss the Federal Employee's Group Life Insurance Program. Participation in the program is voluntary, and an employee's decision to elect or waive life insurance coverage should be based on evaluation of his or her own situation, including existing insurance programs, plans and needs, both short and long range. All new Federal employees automatically obtain regular life insurance coverage and have an opportunity to elect optional insurance within 30 days of their appointment. Employees may elect at this time or at any time to waive the optional insurance, or both the regular and optional insurance. After waiving insurance, employees may elect to participate or increase coverage only after one year has elapsed from the date of the waiver; however, a physical examination is then required. The Federal Employee's Group Life Insurance Program is not designed, nor

is it intended, to meet the insurance needs of each individual employee or of all employees. It is a general group program. One of the primary objectives of the Federal Employee's Group Life Insurance Program is to attract and retain qualified employees in government service. It is, therefore, based primarily on the concept of providing group insurance over a full career in government service and into retirement. In keeping with this concept, the regular insurance program is funded by "level" premiums. That is, premiums do not increase as the employee gets older. The level premiums in the early years of employment (younger employees) exceed the actual cost of the insurance protection. They are lower than the cost of the insurance protection in the later years of employment as the employee advances in age. Next month's article will more thoroughly discuss the level premium concept and its importance to employees.

5% LIMIT ON OCTOBER PAY RAISE

The House and Senate recently agreed to the 5% limit on Federal salary increases this October, as proposed by President Ford. The vote first by the Senate, then by the House, was taken under new Congressional budgetary procedures. The average GS salary increase under the Administration's proposal is 4.7 percent with a minimum of 3 percent. The Office of Management and Budget (OMB) says the 5% limit on salary increases is derived from the pay panel appointed by the President and headed by the Vice President. OMB also recommends that Federal blue-collar workers receive an average increase of 3.4 percent this year.

SAVE YOUR SICK LEAVE

The average government employee could not afford to buy sickness and accident insurance that would pay his or her full salary for a year-and-a-half at, say, age 50. But that is exactly what sick leave can offer if conserved for use in a real emergency. The legitimate use of sick leave--earned at the rate of 13 days a year under the Annual and Sick Leave Act of 1951--is wise and is encouraged; however, as one gets older, extended illness is more likely to strike. An employee fortunate enough to avoid use of sick leave could accumulate maximum benefits as follows:

10 years -- 130 days or 1040 hours
 15 years -- 195 days or 1500 hours
 20 years -- 200 days or 2080 hours
 25 years -- 325 days or 2600 hours
 30 years -- 390 days or 3120 hours

At time of retirement, such accumulated sick leave gives additional time-in-service credit and adds to one's annuity.

IF INJURED AT WORK

For several reasons, it is important that any job-related injury, no matter how minor, be reported immediately to your supervisor. Injury also means "any illness or disease that is caused or aggravated by the employment as well as damage to medical braces, artificial limbs and other prosthetic devices." Every injury must be appropriately documented on Form CA-1, CA-2, or CA-16; detailed instructions and information about benefits are contained on these forms. A "receipt" of Notice of Injury is attached to each Form CA-1 and Form CA-2. Your supervisor should complete this receipt and return it to you for your personal records. Contact the Labor Relations Branch, APT-140, (202) 426-8916 for further information.

NEW EMPLOYMENT BRANCH CHIEF

Richard Cullen was recently selected as Chief, Employment Branch, APT-150. He succeeds Keith Burt who is now Deputy Chief, Personnel Management Operations Division.

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