



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

AIS-320

76-27 July 6, 1976

AWARDS FOR SAFETY WORK

Three top officials of the Flight Standards Service were honored with Superior Achievement Awards by Administrator McLucas recently. They were Joseph Ferrarese, Deputy Director; James Purcell, Chief, Engineering and Manufacturing Division (now Chief, Flight Standards Division, Southern Region); and James Vines, Chief, Aircraft Programs Division. All were praised for their leadership and effectiveness in carrying out the Flight Standards safety mission. ...On another front, McLucas presented a Group Special Achievement Award to members of the FAA/Defense Department Task Force which, beginning in July 1975, reviewed hundreds of safety recommendations and suggestions concerning the air traffic control system and followed up each one for final action. Cash awards went to the FAA members of the task force: Frank Cunningham (chairman), Hugh Hartley, Wesley Hamilton and Ron Maunder, all with the Air Traffic Service; and Billie Abram and Frank Stanne, Flight Standards Service. Receiving Letters of Commendation and recommended for the Legion of Merit Award were DOD members Lt. Col. Allan R. Tobiason and Lt. Col. Glenn Leister. A major accomplishment of the task force was the writing and issuing of a Pilot/Controller Glossary of 600 terms which is being made available to both groups in an effort to prevent misunderstandings during all-important ATC communications.

FLIGHT SERVICE STATION PLAN MAKES THE ROUNDS

FAA's highly detailed master plan for modernizing flight service stations was sent to all regional offices and FSSs last week. At the same time, Headquarters officials briefed union and industry officials on the proposed plan. Entitled "Flight Service System--Master Plan for the Modernization Program," the document is not yet actually in force, but has been "approved for review" by Administrator McLucas. Attending the briefings in Washington were representatives of the National Association of Air Traffic Specialists (NAATS), which represents FSS specialists nationally, and the General Aviation Council, an umbrella organization for several general aviation trade groups. The briefings focused on "baseline" FSS automation and "near term" improvements. Baseline refers to the establishment of a network of 20 "hub" (large) FSSs using computers for data storage and display similar to the automated Aviation Weather and Notice to Airmen System (AWANS) being tested at the Atlanta Flight Service Station. Near term improvements include quick-response data display devices at some FSSs, but not large-scale automation. Note: the airport/airway development bill recently sent to the White House (see page 2) would preclude the permanent closing or operating by remote control (Continued on page 3)

FOXHOLE IN THE SKY

A new Airborne Command Post that could function as a flying White House in a national emergency is currently undergoing evaluation by FAA flight test personnel in Seattle. The command post has been fitted into a souped-up Boeing 747, which is crammed full of sophisticated communication and electronic equipment, and FAA has been testing the aircraft to make sure it meets the same demanding safety standards as those prescribed for commercial jets. Among other things, airborne refueling systems and flight characteristics under various engine-out configurations are being tested on the big four-engine jet, which has been designated the E-4B.

Northwest Region test pilot Earl Chester explains that more powerful engines have been fitted to the plane principally to meet the additional power requirements of the electronic and communications systems. The new electrical system is actually five times as powerful as that used on board the standard 747. The E-4B is for use by the government to command and control U.S. forces in event of a national emergency.

IS THERE A DOCTOR IN THE AIR?

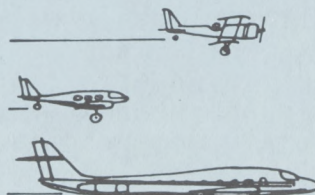
It seems that FAA-designated Aviation Medical Examiners contribute to flight safety in more ways than one. Dr. Donald Vance, an AME, was flying to an aviation medical seminar in Palm Springs, Calif., recently when he overheard a radio distress call to the Palm Springs tower from a lost private pilot. Apparently unable to contact the tower because of surrounding mountains, the pilot sounded panicky and was preparing to crash land in the desert when his fuel ran out. Vance got on the radio, calmed down the pilot and directed him to a small field at Daggett, Calif., where the pilot landed safely with his fuel tanks registering "empty". A fine job of following up on a pilot's health and welfare, Dr. Vance.

LOOK OUT

Noting a steady rise in serious accidents involving people struck by propellers and helicopter rotors, the National Transportation Safety Board has recommended warning measures to be taken by FAA. The Board said the majority of accident victims are passengers and spectators near the aircraft. Accordingly, the Board recommended that FAA reemphasize to pilots the need to shut down engines when passengers are getting on or off planes and require that warning signs be posted inside airplanes or near the doors regarding the hazard of propellers. Also recommended was use of black and white paint markings on propeller and rotor tips to increase visibility of the spinning blades.

BUDGET BUSINESS PROCEEDS

Congress has sent to the White House a new 5-year airport/airway development bill totaling \$5.6 billion. The bill authorizes funding through FY 1980 for airport construction as well as for FAA facilities and equipment, research and development and a portion of operations. In other action, both houses have passed the DOT FY 77 appropriations bill. The House provides \$2.334 billion for FAA; the Senate provides \$2.369. The budget bill now goes to a conference committee to iron out these and other differences. The House defeated three amendments to the budget bill which would have prohibited SST flights to the U.S. if the planes did not comply with current noise standards for subsonic jet transports.



INTERNATIONAL NOTAMS

As the first step in the total consolidation of U.S. International NOTAM (Notice to Airmen) operations, the National Flight Data Center has assumed responsibility for all International NOTAM functions performed by the San Francisco International Aeronautical Telecommunications Station (IATCS). Over the next year International NOTAM operations will be phased out of offices at Anchorage, Honolulu, Miami, New York and San Juan. At that time all International NOTAMS will be processed and distributed by the central NOTAM office at Headquarters. Currently, International NOTAMS are received from approximately 140 foreign countries.

LONG-TERM TRAINING SELECTIONS

Currently enrolling for the 1976-77 academic year are four employees selected for the Education for Public Management (EPM) Program and seven for the Air Transportation Systems Specialist (ATSS) Program. The EPM participants are: Baltassar Bernhardt (ANW) - University of Southern California; Calvin Fox (AAC) - University of Washington; Donald Perry (ASP) Cornell University; Michael Scott (AWE) - Harvard University. Those participating in the ATSS Program at the University of California, Berkeley, are: Herbert Bachner (ANE), Murli Hasrajani (AAF), John Kefalotis (AWE), Hiroshi Oishi (ANW), Richard F. Phillips (ACE), Stanley Rivers (AAF), Babulal Shah (AGL).

FSS PLAN (Continued from page 1) of flight service stations at this time. However, a maximum of five stations could be closed or operated by remote control on an experimental, part-time basis to demonstrate the effectiveness of a single consolidated facility.

AIRPORT GETS HORSEPOWER

Greater Cincinnati Airport now has what it believes is the only mounted airport police unit in the nation. The two officers ride their horses over the airport's 4,000 acres, concentrating on the 2,500 acres in the fenced security area. They also check the condition of the fencing, and will perform crowd control duties when the need arises. The two horses have become accustomed to airport sights and sounds and are pronounced "steady" by their human partners.

SUMMIT OF SAFETY

Once again, an FAA motion picture has received high honors in film competition. This time, the flick is "Mountain Flying," a beautifully photographed message to general aviation pilots on the precautions and techniques for flying over mountainous country. Filmed in the Rockies and running 23 minutes, the picture received the 1976 Award of Merit from the National Committee on Films for Safety. "Mountain Flying" is available for loan from the FAA Film Library in Oklahoma City.

CHICAGO CONFERENCE

The Great Lakes Region was host for a region and center directors' conference in Chicago recently. The directors joined the Administrator, the Deputy Administrator, and other top level Headquarters managers in discussing such issues as: the FSS modernization plan; five-point aircraft separation assurance program; fuel conservation; the aviation safety reporting program; and challenges facing management, including EEO and the employment status of women.

ON THE WAY UP

In the third annual running of the Headquarters Upward Mobility Program, 25 finalists have been identified out of the original 145 applicants. Final selections will be made within a week or two; at present, 13 jobs are available to be filled by selectees. Those chosen are expected to be placed in their new, career-oriented jobs by July 18.

IN MEMORIAM

Harold L. Brevick, 56, of the Airway Facilities Service died on June 26. A veteran of 28 years Federal service, Mr. Brevick joined FAA in 1968. He worked in the Minneapolis Airway Facilities Sector and then the Area Office before transferring to Washington where he served as an electrical engineer. He was a World War II veteran and retired from the Army Reserve as a Lieutenant Colonel in 1972. A native of Idaho, Mr. Brevick was a member of the National Society of Professional Engineers. He is survived by his wife, Faye, and son, Gerald.

AWARDS AND REWARDS

The Office of Personnel and Training presented Quality Increases to Arnold Corradino, Vivian Grissinger and Patricia Taylor; and a special achievement award to Bernice Young.

EATERS, TAKE NOTE

As of July 5, the FAA ceteria will be closed from 10:30 a.m. to 11 a.m. and from 1:30 p.m. to 2 p.m.

BE TRANSPORTED

You can see what landing a jet at Chicago's O'Hare Airport looks like from the pilot's seat at the new Department of Transportation Information Center that opens officially in the Nassif Building today, July 6. Located in the first floor of DOT Headquarters building, the center features displays depicting the activities of the Department's seven administrations. Besides landing in the big jet, the visitor can ride a 41-foot Coast Guard rescue boat; sit in a personal rapid transit car (the kind that's in use at Morgantown, W.Va.) or see a variety of movies. Also on display are the National Highway Safety Administration's dummy, Oscar, who is used to find out what happens to human beings in auto crashes; a railroad signal system; a model of a linear induction motor and other exhibits.

A DOCTOR TWICE OVER

At recent commencement ceremonies at Dowling College on Long Island, N.Y., FAA's Dr. Mervin K. Strickler, Jr., received an Honorary Doctor of Laws Degree. Dr. Strickler, who is chief of the Aviation Education Programs Division in the Office of General Aviation, was cited as a "world-renowned pioneer in the field of aviation education and training." The citation went on, "Your efforts on the international scene have brought mutual rewards between nations concerned with aviation education and Dowling College's own aviation program has been enriched by your good counsel."

 FAA INTERCOM is published weekly for employees of the DOT/FAA by the Public & Employee Communications Div., Office of Public Affairs... Editor, Don Braun, Production Assistant, Anne Catlett...APA-300... Room 907C...x63483.

A15-220



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-28 July 12, 1976

NOT EARTH SHAKING

Structural vibrations caused by the Concorde SST are not as great as those resulting from the operation of some common household appliances, according to National Aeronautics and Space Administration (NASA) engineers participating in Concorde monitoring operations at Dulles International Airport. In the first full monthly report on Concorde environmental impact, the NASA engineers reported that the supersonic jet caused somewhat less vibrations than those caused by a vacuum cleaner in a specially-instrumented test building near Dulles. Other highlights of the June report indicate that approach and departure noise levels for the SST are comparable to those predicted in FAA's Environmental Impact Statement released in November 1975. The report did reveal, however, that one Concorde sonic boom was recorded by FAA monitoring equipment in the vicinity of the New Jersey shore on June 20. During the month, the Dulles Airport Sound Complaint Center received 85 calls concerning Concorde operations. FAA was directed to monitor all Concorde operations last February, when Secretary Coleman announced his decision to permit limited operations at Dulles and JFK Airport for up to a 16-month test period.

ON GLIDE PATH--VASI MAKES LANDINGS JUST A LITTLE SAFER

Landing will be just a little easier and safer for pilots making visual approaches because of 304 new visual landing aids being purchased by the agency. The Visual Approach Slope Indicators (VASI), which provide vertical guidance to a pilot making a visual approach and landing, are being provided by two small business firms, Sepco Division of Connecticut International Corp., of Windsor Locks, Conn., and Western Technical Associates of Los Angeles. Total price of the systems to be installed at airports across the nation is \$938,352. The VASI consists of two bars of lights installed on the side of the runway which indicate to the pilot whether the aircraft is on the established descent angle to the runway. Currently, there are more than 1,100 VASIs installed at U.S. airports.



DON'T LEARN THE HARD WAY

Are you planning to conduct a public survey that involves the collection of similar information from ten or more persons? If so, then you must, by law, obtain clearance from the Office of Management and Budget before you can proceed with the project. There have been occasions where the action office was not aware of this critical requirement. This has caused embarrassment to the agency, and the surveys were significantly delayed. Therefore, it is vitally important that individuals responsible for initiating reports must be aware of OMB clearance requirements. The requirements and procedures are contained in chapter 5 of Order 1340.1, FAA Reports Management System. Recent revisions to Attachment A of OMB Circular A-40 and supplemental guidelines for reducing the number of public reports impose stringent requirements that must be met before a new report or a recurring report will be cleared. These documents are available from your Reports Control Officer. Here are some important things to remember when you decide to conduct a survey: you must plan the survey according to OMB instructions; your Reports Control Officer can be of valuable assistance in helping to prepare your request; you must obtain OMB clearance; and you should allow six to eight weeks for clearance. If you need additional information, please contact the Publications and Graphics Systems Branch, AMS-110, 8-426-8044.

SPECIAL APPEAL FROM THE RED CROSS

The American National Red Cross is appealing to Federal employees, and the public in general, for contributions to help finance Red Cross relief efforts in Idaho, Oklahoma and Guam and other Pacific Islands. Typhoon Pamela

in the Pacific, floods in Tulsa and the Teton dam break in Idaho have ravaged homes and property, pushing Red Cross relief expenses to an estimated \$13 million to help families in these areas. Red Cross emergency funds already were depleted before these latest disasters, necessitating a special appeal. Contributions may be made to local Red Cross chapters throughout the country.

SILENT SUMMIT SENTINELS

In the Great Northwest, where beautiful mountains, endless forests and soft blankets of snow sometimes provide unmarked graves for pilots and planes, FAA is putting in radio "ears" to listen for distress calls from downed aviators. On five mountain peaks, the agency's Northwest region has installed radio receivers tuned to 121.5 MHz, the frequency used by aircraft emergency locator transmitters (ELT) which trigger automatically in a crash. The test will run through this winter in an effort to increase detection of ELT signals. The receivers will pick up ELT signals, but will not provide direction-finding, which must be done by follow-up aircraft or ground vehicles. The receivers are located at manned FAA long-range radar sites on Laurel Mt., west of Salem, Ore.; Haymaker Mt., near Klamath Falls, Ore.; Cascade Mt., north of Boise, Idaho; Sawtelle Peak, northeast of Idaho Falls; and Mica Peak, near Spokane, Wash.



July 12, 1976

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AMPUTEE GETS WINGS

"Why walk when you can fly?" That's the motto of Arthur Zervas, a double amputee who received his instructor pilot rating from FAA recently. Zervas is the first person in the U.S.--and probably the world--with this kind of "handicap" to earn an instructor rating. Aviation Safety Inspector Donald Muzeroll of the Norwood, Mass., General Aviation District Office gave Zervas his flight check ride and remarked afterward, "He did one helluva job out there--he really earned this rating." Zervas approaches the plane on artificial limbs, with additional support from special canes, and climbs inside unaided. He uses a portable hand-control device to operate the rudder pedals. The device is certificated by FAA for use in the Piper PA-28 series of aircraft. Zervas is founder and director of the Paraplegic and Amputee Pilots Association Squadron (PAPAS), which has a pelican for a symbol. "The pelican is one of the most awkward birds on land," Zervas said, "but among the most graceful in the air, and that just about describes me as well as anything."

ONE LESS BELL TO ANSWER

FAA wants one less beep in the jet airline cockpit among the number of aural warnings that are now directed at flight crews, such as beeps, horns, clackers, and bells. The aural signal, which is now required to be activated by the airplane's altitude alerting system as the plane approaches a preset altitude during climb or descent, would be eliminated, at the operator's option, and sound only when the plane deviates above or below

that preselected altitude. A Notice of Proposed Rule Making would give the aircraft operator this option, although the visual signal still would be required. The action is based on a petition from the Air Transport Association, which favors a cockpit environment in which the flight crew does not expect, or hear, an altitude alert warning if the flight is flown correctly. FAA said it agrees with this assessment and noted that the present requirement could cause "conditioned indifference" to the signal.

FUTURAMA

The airport of the future, including runway and taxiway pavements which can stand up to the loads of widebody jets and increasing traffic volumes, will be the principal topic of discussion at a conference co-sponsored by FAA and the Georgia Institute of Technology in Atlanta next November. At the conference, FAA will present the results of a five-year, \$6 million study on future runway and taxiway design standards. The research program was begun by the agency in 1971 in collaboration with the Army Corps of Engineers, the Air Force and representatives of air carriers, aircraft manufacturers, the engineering industry and the academic community. In addition to disseminating the results of the research program, which produced design and construction standards that will be required in the foreseeable future, the conference will provide a forum for the exchange of ideas and research on airport paving problems.

WELL-KNOWN RETIREE DIES

Retired FAA employee Charles F. Maas died July 6 after a lengthy illness. He was 61. Mr. Maas joined FAA in July 1966 after a distinguished military career in which he rose from private to colonel in the U.S. Air Force and was awarded the Legion of Merit. When he first joined FAA he was Chief of Plans and Programs, Office of Supersonic Transport Development. In July 1971 he became Chief, Flight Standards and Medical Division, Office of Budget, the position he held until his retirement last year. He is survived by his wife, Nellie, and two sons, Robert and Richard.

SF-171 WORKSHOP

All employees are invited to attend the next monthly workshop on writing a better SF-171. The session will be held on Thursday, July 22 at 12 noon in conference room 8AB. The Federal Women's Program Coordinator will conduct the workshop and will be available for individual discussions following the workshop at 12:30. Handout material also will be given to attendees.

GOLF ANYONE?

The Federal Aviation Club's next golf tournament is Wednesday, July 14, at the University of Maryland course. A sign-up sheet is in the FA Club room.

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AWARDS AND REWARDS

The Office of Accounting and Audit presented Quality Increases to Eugene R. Helfer and Charles Stephanson; and Special Achievement Awards to Corinne A. McDonald and George F. Pecor. The Airports Service presented a Quality Increase to Robert David.

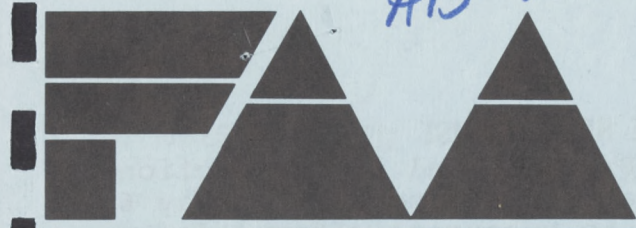
NEW WPC DELEGATES

The Women's Program Committee will select new Delegate Members on Friday, July 16, in Room 9BC, at 12 noon. To be selected for this position you must be an At-Large member. If you are interested in serving in this capacity (and have not already informed the Committee), get in touch with Patti Lloyd (x68811) or Pat Romanofsky (x68833) immediately. Selection will be made by the majority vote of those present.

WHO SAID THAT?

"This is going to be a test of the FOB-10A intercom system...one, two, three, four...." If you stayed in the office after five last Thursday, this is what you would have heard emanating from the public address system in the Headquarters building. Apparently the "PA" checked out OK, but don't wait with bated breath for another message. Actually the system is for emergency use only. It is to be used to give instructions during an evacuation or partial evacuation of the building--when and if necessary. The brief concert employees were treated to on Thursday afternoon was all a mistake. Technicians testing the system inadvertently put an open microphone near a radio.

AIS-220



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-29 July 19, 1976

IT'S FOR REAL

They've got something new at Chicago's O'Hare tower: a radar simulator that's so real even controllers can't tell it from the genuine article. The ARTS III simulator is set up in a special training lab and is already in use. According to tower chief Pat O'Sullivan, it is expected to cut training time in half. It will also substantially reduce the "wash out" rate, the facility chief predicted. With the simulated targets, trainees can try to correct problems on their own. The simulator has a built-in stop action device that can freeze the patterns on the screen, enabling the controllers to analyze the situation in depth. Realistic problems can be set up on the simulator--the kind that you wouldn't want to set up in the real world. Also, weather conditions can be changed or more planes put into the air merely by pushing a button.

PRESIDENT FORD SIGNS AIRPORT/AIRWAY ACT

Continued development of the nation's airports was given the green light last week when President Ford signed the Airport and Airway Development Act Amendments of 1976. This means that the program allotting Federal funds for airport development--up to \$500 million for 1976--will go on for another five years. Airports Service, which has been taking care of airport grants since 1970, is already geared up to administer the program. The service is accepting new grant applications and already has 979, totaling \$795 million, on hand. After signing the legislation, the President characterized the program as a "pay-as-you-fly" program because the money for the development grants come from aviation related sources such as passenger, freight and aviation fuel taxes and aircraft registration fees. Now eligible for grants under the 1976 amendments are noise suppression equipment for airport generated noise, land acquisition for environmental purposes and snow removal equipment.

Included in the law is a prohibition against closing or operating flight service stations by remote control, except for a demonstration project in which up to five FSSs could be closed or operated remotely from a single Air Route Traffic Control Center.

HIGH--BUT HOW HIGH

The altimeter was stuck at 32,600 feet, but the airplane certainly wasn't. The pilot of the military twin-jet B-57 flying in thick clouds couldn't be sure of his altitude and asked Great Falls approach control for help in getting down safely. Controllers Duane Searight and Paul Selley obliged and led the pilot down to 7,000 ft. where the ground became partly visible. The controllers then put the pilot on a course toward final approach where Precision Approach-Radar controller M/Sgt. Thomas Pysher guided the pilot to a safe landing at Malmstrom Air Force Base in Great Falls. During June, 223 flight assists were reported--93 by flight service stations, 101 by towers and 29 by enroute centers. A total of 404 people were reported on board the aircraft involved. The primary causes for the assists included 135 lost pilots, 38 low on fuel, 39 caught in bad weather and 55 with equipment malfunction.

LEAVE CHARTS

Leave charts for 1977 and 1978 are now available from the FAA Depot. The charts should facilitate the planning of training sessions, seminars, conferences, etc., over the next two years. Leave charts for subsequent years also will be available early enough to maintain the two-year projection. All editions will be stocked in the Depot. The 1977 edition will be identified by the form number, FAA Form 3600-16 (LY 77) and the 1978 edition by the form number, FAA Form 3600-16 (LY 78). To requisition the charts for 1977 use NSN 0052-00-611-1077, and to requisition charts for 1978 use NSN 0052-00-611-1078. Unit of issue for both is "sheet."

WHITE HOUSE PRAISE

The Presidential Cost Reduction Campaign was announced on May 6, 1975 to encourage efforts for economy, efficiency and energy conservation. Any individual employee or group of employees whose contribution, recognized through the incentive awards program, exceeded \$5,000 in measurable first year benefits during the period May 6, 1975 through May 5, 1976, would receive a personal letter signed by the President. At the close of the campaign, 3,605 individuals and groups received Presidential letters of appreciation, and first year tangible benefits exceeded \$297 million. Within the Department of Transportation, 48 persons were recognized; benefits totaled \$3,433,508. Twenty-five were FAA employees who were responsible for savings of over \$767,000. The FAA award winners by region are: Alaskan Region: Carl N. Anderson, Roxanne M. Port, Wilburn E. Lossing, Jack L. Hetherton, Donald T. Watts; Central Region: Richard M. Jones, William W. Scott, Gerald L. Flohra, William C. Roe, Thomas M. O'Connor, Donaldeen Carmichael, Gary Downing, Bradley J. Wallace, Billy J. Waters, Glenn L. Ritter; Great Lakes Region: Peter J. Banahoski; Southern Region: Carl L. Harris, James H. Bridgman, Norman A. Williams; Southwest Region: Jesse M. Wilson; Western Region: James R. Lane, Robert J. Fordham, Richard Kahle; Northwest Region: Lawrence K. Chang; Washington Headquarters: John S. Nigro.

DERBY TAKES A POWDER

The 29th and last Powder Puff Derby finished up at Wilmington, Del., last week with the largest-ever field of contestants. Of 199 starting planes, 174 completed the four-day, 2,916-mile trip from Sacramento, Calif., aided along the way by weather and air traffic services from FAA facilities. The winner was Trina Jarish, 34, who soloed a Beechcraft Bonanza. Winner of last year's race as well and vice chairperson of FAA's Citizens Advisory Committee on Aviation, she is a marketing engineer and has both flight instructor and instrument ratings. The Derby, officially called the All-Woman Transcontinental Air Race, was marred by a forced landing in Parkersburg, W.Va., which injured the pilot and co-pilot. Nonetheless, the Powder Puff Derby never suffered a fatality in nearly three decades of cross-country air races. Economics are forcing an end to the event, and the Derby trophy will be retired to the Smithsonian Institution.

COMPUTER SERVES PEOPLE

Regional and Headquarters staff people are learning new ways to use the agency's computerized Personnel Management Information System (PMIS) in a two-week training session now underway at the Aeronautical Center in Oklahoma City. In the year since it became operational, PMIS already has taken over most of the routine personnel and training record-keeping which used to require time-consuming and cumbersome paperwork. The new uses of PMIS being taught are record-keeping for the Air Traffic Second Career Program and for in-service controller training. October 1 is the target date to begin using PMIS to keep count of the number

of disqualified controllers, reasons for disqualifications, types of second career training and other data. In addition to personnel information, PMIS also contains FAA budget data, which eventually will be "interfaced" with personnel statistics, giving agency executives a faster, more accurate way to study and manage FAA human and financial resources.

ONE MORE BICENTENNIAL BLAST

FAA WORLD's bicentennial July issue will overcome some printing problems and appear shortly. In conjunction with the nation's birthday, FAA is celebrating the 40th anniversary of air traffic control. We describe "When on the Boards Meant Just That" . . . Another significant FAA event this year will be "Chronicling FAA's History--The Drama and the Drudgery": the first of four volumes will be published this fall . . . "A Fine Figure of a Man" is one FAAer who posed for historical statues . . . When an Alaskan volcano erupted, it was "A Sight to Behold" for a handful of FAAers . . . Great Lakes is "Sowing the Seed of the Future" with its aviation education activities . . . There also are stories on a barbed-wire collector, guidelines on political activity, a bicentennial birthday cake and the most accurate clock in FAA . . . You'll also find a Word Search, Direct Line, Federal Notebook, Faces and Places and Small World.

HOW TO GET TRAINING?

Larry Covington, chief of the Training and Career Development Branch, will be available for your questions in the auditorium from 12 to 1 p.m. on Wednesday, July 28. All employees are welcome to attend. This program is one of a continuing series sponsored by the Office of Civil Rights to help make employees aware of ways they can develop their careers.

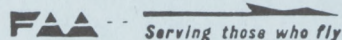
WOMAN'S SPEAKER--FOR EVERYONE

Louise Driscoll, a dynamic speaker and Deputy Equal Employment Opportunity Officer for the National Naval Medical Center, will be a guest lecturer in the FAA auditorium next Thursday, July 29, at 11:30 a.m. Ms. Driscoll will talk about upward mobility for women and the need to plan one's career. Her visit is sponsored by the Office of Civil Rights. Employees--both men and women--are cordially invited to attend.

ATTENTION SECRETARIES

Are you aware that two monthly secretarial magazines are available on the periodical shelves in the library for your review? They are "The Secretary" and "The Office." Why not spend a few minutes browsing through them to keep up with current trends in the secretarial field.

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COLEMAN ON FILM

A 20-minute film featuring Secretary Coleman in a discussion of his DOT Statement of National Transportation Policy, the first ever issued, will be shown for DOT employees this week. Secretary Coleman is interviewed by Charles Leedham, a recognized transportation expert.

Schedule of Showings

Nassif Bldg., Room 10234:

- July 19 and 22
- 10:30 a.m.
- 11:30 a.m.
- 12:30 p.m.
- 1:30 p.m.

Trans Point Bldg., Room 3201:

- July 20
- 10:30 a.m.
- 11:30 a.m.
- 12:30 p.m.
- 1:30 p.m.

FOB-10A, Auditorium:

- July 21
- 10:30 a.m.
- 11:30 a.m.
- 12:30 p.m.
- 1:30 p.m.

THE SUN ALSO RISES--ACROSS THE STREET

An illustrated presentation on the topic of "The Sun" will be given in the Theater of The National Air and Space Museum across Independence Ave., at 12:30 p.m. on July 21, 1976, by Dr. John C. Brandt, Chief of the Laboratory for Solar Physics and Astrophysics NASA's Goddard Space Flight Center. Dr. Brandt will review and discuss current ideas related to the sun as a result of the Orbiting Solar Observatory and solar experiments conducted on board skylab.



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-30 July 26, 1976

GROUND-BREAKING FOR BIG APPLE'S NEW TRACON

A new Terminal Radar Approach Control (TRACON) facility is about to start abuilding in the busy New York area. Associate Administrator William Flener and Eastern Regional Director William Morgan are scheduled to be among those witnessing ground breaking ceremonies at Mitchel Field, Long Island on July 29 at 11 a.m. The TRACON will replace the New York Common IFR Room. Known locally as the "Common I," this facility handles traffic flying to and from all four major airports in the metropolitan area—JFK, LaGuardia, Newark and Westchester, and numerous smaller airports. The new facility will be outfitted with all the latest equipment, including ARTS III with data tags which give controllers an aircraft's vital statistics right on the scope. Airport surveillance radars at JFK, Newark, Westchester and the Islip, Long Island radar, scheduled for commissioning later this year, all will feed traffic information into the facility's radar scopes. The new building will be two stories high and will contain about 59,000 square feet of floor space. It is being built on a 15-acre lot. When the facility goes operational in 1979, it will be staffed by approximately 265 controllers.

CSC DELAYS ATC REPORT

The Civil Service Commission last week informed both FAA and PATCO that its draft report on controller classification standards for centers and towers will not be ready until the end of August at the earliest. Although the report was due this month, CSC said it needs the additional time to complete its analysis of the vast amount of data gathered over the past several months. The Commission did say that no change in the overall grade structure and levels contained in the present standards is contemplated at this time.

NAATS GOES WITH PATCO

In a recent mail ballot election held by the union, the National Association of Air Traffic Specialists (NAATS) members voted heavily in favor of affiliation with the Professional Air Traffic Controllers Organization (PATCO). The PATCO membership already had voted in favor of the affiliation at their May convention in San Diego. The two unions now will work out the details of the affiliation, which will bring NAATS into the AFL-CIO fold, a status PATCO has by virtue of its affiliation with the Marine Engineers Beneficial Association (MEBA). NAATS represents about 3,700 non-supervisory FAA employees in flight service stations throughout (See NAATS-PATCO, page 3)

'COLA' TO STAY TAX FREE

No action will be taken by Congress to eliminate the tax-free status of the Cost-of-Living Allowance, according to the latest available information. COLA is provided to employees living in certain high-cost areas outside the contiguous 48 states, such as Alaska, the Virgin Islands and Hawaii. Also, the Civil Service Commission has made no statement that COLA has outlived its usefulness and intent, as was reported in the June FAA World. The CSC has, however, issued Bulletin No. 591-18, dated December 31, 1975, in which it states that Executive Order 10000 requires the CSC, in determining the appropriate allowance, to make necessary deductions from COLA when living quarters or subsistence, commissary or other purchasing privileges are furnished to certain employees or other purchasing privileges are furnished to certain employees at a cost substantially lower than prevailing local cost. COLA is based upon a comparison of living costs in the COLA area with that in the Washington, D.C. area. Therefore, should living costs go up more quickly in the Washington, D.C. area than in a particular COLA area, the COLA in that area could possibly be reduced.

IF YOU FLY, READ THE RULES

In a "Dear Pilot" letter to the nation's aviators, Administrator McLucas has emphasized that the most important and current information on how to fly in the air traffic control system is contained in the Federal Aviation Regulations and the Airman's Information Manual. McLucas noted that numerous unofficial or outdated publications are available on the subject, but may be misleading or obsolete. The FARs and the AIM "are the basic documents for such operations," McLucas wrote, "and therefore, should be used to resolve any questions."

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years - PC-25/76 Chief Language Branch, P-5/P-O; P-5, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum; P-0, Gross: \$35,000 per annum and Net (free of tax): \$23,850 per annum. PC-20/76 Technical Officer, COM, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. PC-21/76 Language Officer (Reviser), P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. PC-19/76 Language Officer (Translator), P-2, Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum. PC-24/76 Language Officer (Translator), P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Language Requirement (PC-19, 21, 24): French must be native tongue, or used for applicant's education. Ability to write French translations with a sound knowledge of syntax and stylistics is essential. A sound knowledge of Spanish, Russian or Arabic would be a valuable additional qualification. PC-23/76 (2 posts), Language Officer (Interpreter/Translator), P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Language Requirement (PC-23): Spanish must be native tongue, or used for applicant's education. Ability to interpret into Spanish from English is essential, and from French or Russian desirable. Ability to write Spanish translations is essential. A profound knowledge of English is essential. Applications for PC-19, 23, 24 and 25 due in AIA-29 by September 1, 1976; PC-20 and 21 due August 25, 1976. Additional information about duties, qualifications, salary and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

SETTING STRAIGHT ON CONFLICTS

Employees may own stocks or securities in any amount, provided that conflict of interest does not exist. In a nutshell, this describes an important section of DOT regulations, Part 99. Some employees incorrectly interpreted a recent change in this regulation to mean they could not own any stocks. The change was announced in the May 17 INTERCOM. The amendment to the regulations merely makes ownership of stocks in any amount subject to conflict of interest rules. Formerly, employees could own--without regard to conflict of interest possibilities--stocks and securities of any single corporation with a current market value of less than \$5,000, which represented less than one percent of the outstanding stock of the company. Such holdings were considered too small to raise the possibility of conflict of interest. But no more. All holdings are now subject to the conflict of interest regulations. To repeat: Stocks can be owned in any amount if the ownership does not constitute a conflict of interest. For more information, contact the labor relations branch in your personnel management division. While we're talking about conflict of interest, here's a reminder that the annual Supplemental Statement, which is required from each employee who must submit a Confidential Statement of Employment and Financial Interest, is due by July 31.

NAATS-PATCO (from page 1)

the system while PATCO represents 17,750 terminal and enroute center non-supervisory air traffic controllers. Nationwide bargaining units of both groups were initially recognized by FAA in 1972. Before that time both unions had local recognition.

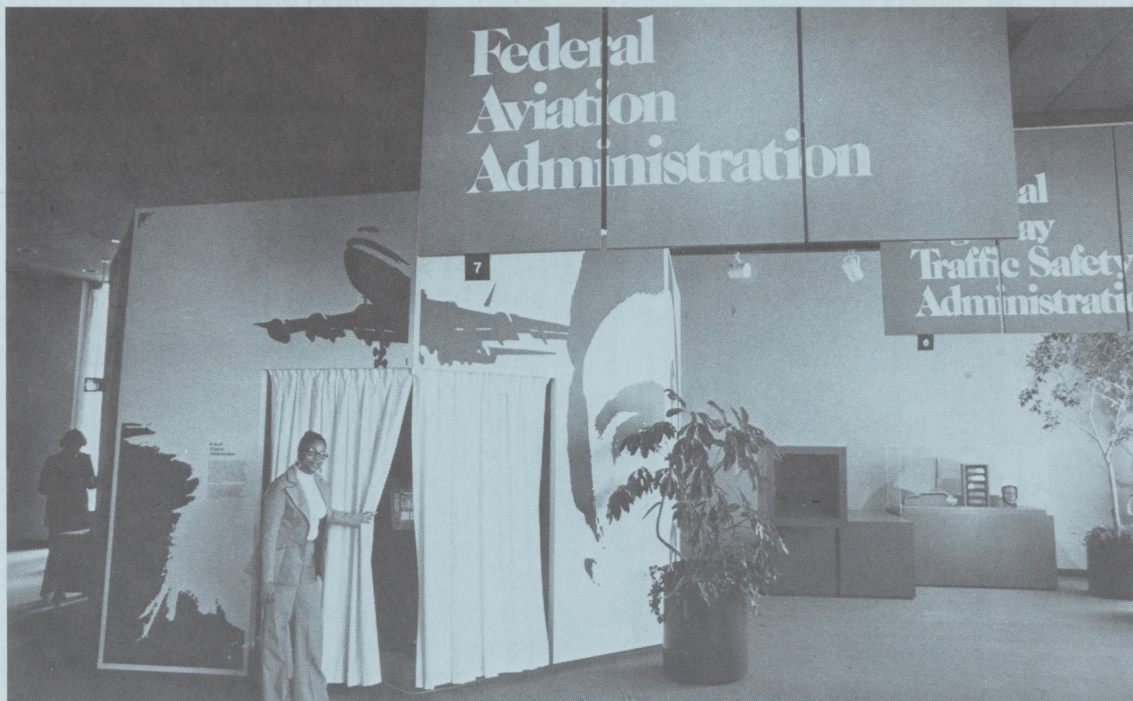
SPACE EXPLORATION DAY

It was on July 20 just seven years ago that the world was electrified by the message from the moon, "the Eagle has landed." And again on July 20 last week the world was astonished by the magnificently detailed pictures from the surface of Mars. So, naturally, July 20 has been proclaimed Space Exploration Day. In his proclamation, the President characterized the Viking success as "the most ambitious of all deep space explorations," and reiterated that wherever we journey in our universe, "we will have come in peace for all mankind." There is a chance that on the next "manned" extra-terrestrial mission, there may be women among the crew members. The National Aeronautics and Space Administration, currently recruiting new astronauts, has made it plain that women are more than welcome to apply. NASA said applications for new astronauts to work on the upcoming space shuttle program will be accepted until June 30, 1977.

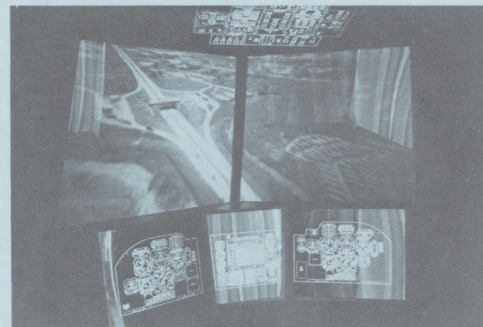
SLOW DOWN, AMERICA

Remember the fuel crisis? Or, to put it another way: Remember the 55,069 highway deaths in 1973? The Department of Transportation remembers both, and is enlisting the support of the American public to save fuel and lives. In 1974 a national highway speed of limit of 55 mph was established with the intention of saving gasoline. That remains a continuing purpose, but statistics show that 55 mph means markedly fewer highway fatalities--9,352 fewer in 1974. The more the people who observe the speed limit, the more fuel and lives will be saved. Let's everybody remember. More information on the speed limit program is available from the DOT public affairs office in Washington.

DOT INFORMATION CENTER OPENS



Above is FAA display in DOT Information Center in northwest corner on ground floor of Nassif Building. At right is display interior, showing simulated airline cockpit during landing at O'Hare Airport.



Anthropomorphic dummy (seated) is used in auto crash tests. At left, roadsign potpourri.

2-APA-4



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

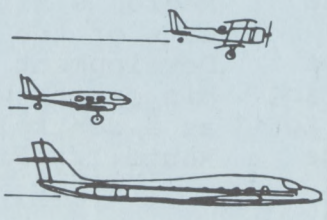
76-31 August 2, 1976

THUNDERSTORMS ATTACKED

In response to National Transportation Safety Board recommendations, the agency has outlined its multifaceted thunderstorm investigation program. Essentially, FAA is attacking the problem from both sides. Equipment to detect and classify thunderstorms in the vicinity of an airport is being installed currently at Chicago O'Hare and Dulles near Washington, D.C., while the operational limitations of aircraft flying in thunderstorms is also being investigated. The airport tests are expected to provide data required to design a system which could warn controllers and subsequently pilots of hazardous thunderstorm activity. In addition, the agency has completed tests and is preparing a radar display device which will portray thunderstorm location and severity. This information will be displayed in appropriate air traffic control sites. As for the operational limitations of aircraft, the agency is flying highly instrumented planes into actual thunderstorms to determine the extent of aircraft limitations.

McLUCAS URGES CONTROLLERS TO GIVE FULL SERVICE

Administrator McLucas last week told the agency's air traffic controllers that he expects them to continue providing the American public "with the high level of air traffic control service that they are entitled to receive." Dr. McLucas was responding to a call by the Professional Air Traffic Controllers Organization for controllers to begin a "by-the-book operation," which union leadership anticipated would result in air traffic delays. The PATCO action was taken to protest a delay in the release of a controller job classification study by the Civil Service Commission. Dr. McLucas expressed dismay at the union's action, and in a message to all ATC facilities he said, in part, "I view the air traffic controllers as a professional and dedicated group of agency employees. I ask each of you to carry out your responsibilities to the American public." The FAA chief also noted that proper administrative avenues exist and are being pursued at high levels of government and the union for resolving questions concerning salaries of controllers.



NEW ATC EQUIPMENT PURCHASED

New air traffic control equipment-- almost six million dollars worth-- was purchased this month by the agency. Three separate contracts were awarded to ITT Aerospace/Optical Division of Ft. Wayne, Ind.; Deltec Corp. of San Diego and Cardion Electronics of Woodbury, N.Y. The \$3.3 million ITT contract is for 220 transceivers, 110 each of UHF (ultra high frequency) and VHF (very high frequency) types, for the en-route Back-up Emergency Communications Systems. The equipment will be installed at various remote sites to provide emergency air/ground communications in case of a failure of the primary system. Deltec is supplying 81 power conditioning systems. The units, costing \$1.4 million, will be installed at radar microwave links (RML) that receive signals from long range radar stations and transmit the data to air route traffic control centers. Cardion Electronics received a \$1.2 million contract for 255 instrument landing system (ILS) modulators.

FAA PLANE GOES DOWN

No injuries to the FAA pilot and copilot occurred in the crash landing last week at Hanscom Field in Bedford, Mass., of N-12, an agency-owned Beech Queen Air. Pilot-in-command David Thomas and copilot David Hmiel of the New England Region Flight Standards Division were on a routine training flight and had just begun to climb from the runway during a touch-and-go when, according to the pilot's report, the aircraft's left engine failed at 100-150 feet altitude. Trees and houses lay at the end of the runway, so pilot Thomas, getting the plane under control, decided to set it down on the grass alongside the runway. The plane was substantially damaged. NTSB and FAA are investigating the accident.

TWO DEPUTIES AND SUPERINTENDENT NAMED

Three top appointments were announced last week: Joseph M. Del Balzo as Deputy Director of NAFEC, Dr. Douglas E. Busby as Deputy Federal Air Surgeon at Headquarters, and Benjamin Demps, Jr., as Superintendent of the FAA Academy in Oklahoma City. Del Balzo's most recent post was chief, Advanced Concepts Staff, Office of Systems Engineering Management. Prior to that he served from January 1974 to August 1975 as chief of the Microwave Landing Systems Division, Systems Research and Development Service. Under his leadership, many important milestones were passed in the development of an American MLS system. Del Balzo joined the agency in 1958 as an electronic engineer in Portland, Maine. Dr. Busby most recently was chief of the Aeromedical Research Branch at FAA's Civil Aeromedical Institute in Oklahoma City. Before joining FAA, he was a consulting physician to the Canadian Civil Aviation Medicine Service. He also directed medical programs for several airlines. Dr. Busby has authored numerous articles and has written one book and edited another on aerospace medicine. He received his medical degree in 1960 from the University of Western Ontario, Canada. A one-time air traffic controller and past deputy chief of the New York Common IFR Room, Demps will oversee training of FAA people in air traffic control, flight safety, airway facilities maintenance and airport safety and construction standards. Before being named to the new job, Demps was Acting Chief of the Western Region's Airports Division. A graduate of the agency's Executive Development Program, Demps began his career with the agency in 1956 as a controller at the New York Air Route Traffic Control Center.

NEW GEAR FOR FSSs

FAA is making steady inroads on the mountains of teletype paper which clutter up flight service stations. The agency is buying 800 high speed keyboard/cathode ray tube display devices which will give FSS specialists more time to assist pilots by eliminating cumbersome paper shuffling, thus speeding delivery of weather and flight information to pilots. The \$3.9 million contract to Applied Devices Corp., of Hauppauge, N.Y. also includes 325 control units and data recorders and 400 high speed paper

printers (to be used sparingly) associated with the keyboard/display units. The new data terminal equipment can receive information at 3,000 words per minute, compared to today's 100 wpm teletypewriters. The data terminals will be tied in to FAA's weather and flight data network for receiving and sending information. Delivery of the first DTE components to the FAA Depot in Oklahoma City for subsequent distribution to flight service stations will begin in approximately one year.

HEADQUARTERS PERSONNEL NOTES

POSITION DESCRIPTIONS EXPLAINED

Recently, several questions have arisen as to whether supervisors have the right to assign employees tasks that are not specifically described in their position descriptions. Apparently, certain basic misconceptions exist regarding the actual function of position descriptions and the authority of supervisors to make work assignments. It is important to remember that position descriptions reflect rather than prescribe the duties supervisors and managers assign to employees. Within the scope of their delegated authority, supervisors have the right to make work assignments to their subordinates so long as the work assigned is reasonably related to the employee's position and qualifications. For example, a supervisor may assign a GS-3 stenographer the task of delivering copies of a letter to other

offices in the same building even if the employee's position description does not say, "delivers copies of letters to other offices." But it would be unreasonable to assign a GS-3 stenographer the task of solving a complex engineering problem, conducting a financial audit or diagnosing an illness in a patient. An employee's refusal to carry out a legitimate work assignment may be cause for disciplinary action. Generally, work assigned is or should be described in the position description, but there are many reasons why it may not be. For example, the unit may have received an unusual or unexpected project, or one that was not anticipated when the description was initially prepared. Another reason can be that some work is too detailed or performed too rarely to be described. A position description is usually considered adequate if it describes the major duties

PDs EXPLAINED

(from page 3)

and responsibilities and is written in sufficient detail so that a trained position classifier can classify the job in the proper series, title, and grade. Generally this means that the work is described well enough so that the qualifications for the job are apparent to a person familiar with the occupation. The position description need not describe minor duties performed for a small percentage of the employee's time; incidental duties; or those not performed on a regular or recurring basis.

UPWARD MOBILITY SELECTIONS

Selections to the third year of the FAA Washington Headquarters Upward Mobility Program were recently announced. One hundred thirty-one candidates applied for the program. Through an extensive selection process, which included a 4-hour assessment center and panel interviews, the following people were selected: Marian Bellis, AAT-200; Frank Cioffi, Jr.: AMA-113; Donna Santa Croce, AGC-30; Cynthia Crouch, AMA-130; Diane Essig, AAM-110; Teresa Ford, APT-230; Carlene Grant, AGC-42; Barbara Hinton, AAT-13; Joseph Little, AMA-213; Geraldine Miser, AAF-600; Linda Patierno, APT-10; Gale Vabolis, ALG-380; Arthur Young, AMA-134. Their present occupations include police officer, warehouseman, secretary, management assistant, administrative assistant, and research program assistant, and their present grades range from GS-5 and WG-5 to GS-7. They begin training on August 2.

ABOUT LIFE INSURANCE, PART II

Last month, in the first of two articles, we discussed some of the provisions of the Federal Employee's Group Life Insurance Program. The program provides "term" insurance, meaning that the insurance has no cash value. All new Federal employees automatically obtain regular life insurance coverage, unless they waive it, and an opportunity to elect optional insurance. After waiving insurance, or the optional insurance, employees may elect to participate only after one year has elapsed from the date of the waiver and then, only after passing a physical examination. The program is funded by "level premiums". "Level premium" means that premiums do not increase as the employee gets older. Although level premiums exceed the actual cost of the insurance protection in the early years of employment, this arrangement is the only one under which it is possible to provide insurance protection to older persons without increasing their premiums to the point where the premiums become prohibitively expensive. In other words, by accumulating an excess of premiums from employees during their early years of employment and from those who terminate from Federal service before retirement age, it is possible to provide affordable insurance to employees as they grow older and continuation of coverage after retirement when payments of premiums are no longer made. These policies are typical of group insurance plans as opposed to individual insurance policies or programs. The program is a compromise which attempts to meet some of the insurance needs of the career employee over the entire period of his or her service and retirement. Enrollment throughout one's career provides guaranteed affordable coverage without risk of denial of coverage.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

J-APA-4

76-32 August 9, 1976

ARTS III--MAKING A GOOD SYSTEM BETTER

FAA is moving ahead with enhancements to the Automated Radar Terminal Systems (ARTS III), as well as buying one system for the New York area and three for enroute air traffic control. Enhancements for the 29 busiest of 65 existing systems will enable controllers to put data tags on the radar scope for aircraft not equipped with transponders; provide capacity for additional radar displays; and permit the computerized system to continue operating with reduced functions in the event of component failure. All 65 systems will receive equipment for continuous data recording and playback of air traffic control operations. Enhancement deliveries will begin in the fall of 1977 with completion scheduled for January 1979. A new system, complete with enhancements, will be delivered in the spring of 1978 to the new New York approach control at Mitchel Field, for which ground was broken on July 29. The system is slated to go into operation about one year later. Enroute systems--EARTS--will be delivered to the San Juan, Anchorage, and Honolulu Air Route Traffic Control Centers by the spring of 1978. These systems will display the same kind of alphanumeric data tags on radar scopes as are now provided by automated systems in the 20 mainland enroute centers. (See ARTS, page 3)

CONGRESS PASSES BUDGET

The House and Senate last week agreed on the DOT fiscal year 1977 budget bill, which includes \$1.981 billion for FAA. This amount is \$56.2 million more than the FY '76 FAA budget, but \$44 million less than requested by the agency for 1977. Included in the budget are \$200 million for facilities and equipment, \$74.3 million for research, engineering and development and \$1.666 billion for operations. The bill now goes to the White House.

NEW HOME FOR COLD BIRDS

There's a place once again to keep FAA planes safe and warm during long cold nights up there by the Arctic Circle. A new hangar was dedicated July 23 in Anchorage by Alaskan Regional Director Lyle K. Brown. The 204-foot by 208-foot hangar replaces a similar building destroyed by fire in November 1974. The new building is large enough to accommodate all five agency aircraft assigned to Alaska: two DC-3s and a Sabreliner used in flight inspection of air navigation aids, and two cargo aircraft, a DC-3 and a C-123. In addition, there'll be plenty of space for technical offices and shops.

WHAT PLANE IS THAT?

FAA doesn't want anyone tampering with the identification plates required on aircraft, aircraft engines and propellers. The agency says there have been cases where the ID plates--which contain the builder's name and serial number and other pertinent information--have been altered or switched from one plane to another in an apparent effort to obtain an airworthiness certificate without meeting the applicable requirements. For example, ID plates have been removed from aircraft that have been destroyed in accidents or that are not otherwise flyable and installed on "look-alike" military surplus aircraft or aircraft built from spare and surplus parts. The person making the switch then applies for a duplicate copy of the original airworthiness certificate issued for the aircraft from which the ID plate was lifted, claiming that the original was either lost or destroyed. Although the agency says it does not know how widespread this practice may be, regulatory action is needed to specifically prohibit persons from removing or altering ID plates without FAA permission. FAA, therefore, has issued a notice of proposed rulemaking to that end.

EL AEROPUERTO

Whether it is called "el aeropuerto" or an airport, a real or make-believe trip to the center of aviation activity can be a fascinating learning experience for school children. Hispanic children now can share this experience using a new bilingual learning kit available from the agency. The kit consists of an illustrated story-picture book with bilingual text and word list, reproducible pictures

and mimeograph duplicating masters, as well as career information on various aviation occupations. Schools can get the kit, AGA-300-120, by sending a request on school letterhead to DOT, TAD-443, Washington, D.C. 20590.

SETTING THE RECORD STRAIGHT

The All Woman Transcontinental Air Race, better known as the Powder Puff Derby, may have come to an end this year but you can't blame FAA. That's the view of Betty Wharton, the second vice chairman of the event, who recently wrote the Administrator to disavow news stories that cited lack of FAA cooperation--because of alleged discrimination against male entries--as one of the reasons for terminating the event. "Nothing could be further from the truth," she noted. "The Race Board has always enjoyed exceptionally GOOD cooperation from local, regional and national offices of the FAA!" She asked the Administrator to pass on her views to all FAA employees and tell them: "Without your cooperation, we could not have had a race."

X-RAY UNITS MUST BE EQUAL

X-ray units used by foreign airlines to check carry-on luggage at U.S. airports will have to meet the same safety and performance standards established by the agency for X-ray equipment used by U.S. airlines as of August 23. These standards include maximum radiation levels as prescribed by the Food and Drug Administration, minimum performance and detecting capabilities, proper training of employees operating the equipment and safeguards against the possible exposure of employees and others to excessive radiation. Last October, FAA issued a related regulation requiring foreign airlines operating in the U.S. to use passenger screening procedures similar to those required of U.S. airlines.

FSSs TO GET 'HOTLINES'

In a move to speed up the acquisition of vital weather information for pilots, FAA will install 60 "dedicated" request-reply teletype circuits for use by flight service specialists in 60 high-activity FSSs. The circuits will save time for specialists who need extra information not found in the routine teletype weather reports. The circuits will replace existing request-reply arrangements which do not provide instantaneous replies. Installation will be made at all Level III FSSs and at Level II FSSs which have instituted the Enroute Flight Advisory Service (EFAS). Fifty percent of the circuits will be installed by August 15 and the rest by September 15. Western Union is providing the circuits under a \$250,000 contract.

LONG-TERM TRAINING

The annual notice announcing long-term training programs will be distributed in early August. If selected, an employee would attend an institution of higher learning for an academic year. The agency pays for the training, salary, and related expenses of participants. After the training, participants will receive placements which further broaden their experience. Brief descriptions of the programs follow:

- Management & Public Administration Educational Program for Federal Officials at Mid-Career: GS-16 and above (Princeton University).
- Education for Public Management (EPM): GS-11-14 (Cornell, Harvard, Indiana, MIT, Princeton, USC, U. Va., and Univ. of Washington).
- Management & National Security Air War College: usually GS 14-15 (Maxwell AF Base, Alabama).
- Industrial College of the Armed Forces (ICAF): usually GS-15-16 (Ft. McNair, Washington, D.C.).
- Transportation Studies & Management Air Transportation Systems Specialist

(ATSS) Program: GS-11-14 (University of California, Berkeley). If you are interested in further information about these programs or the requirements, refer to last year's Notice 3155.2 or the pending notice in the same series which will be distributed to the supervisory level. Your Training Branch can also provide guidance. Applications (which usually include SF-171's, academic transcripts, and supervisory evaluations) will be due at your Personnel Management Division in mid-September.

AUGUST 'FAA WORLD'

Better and shorter training is in the offing because "Radar Simulators Are Coming" and O'Hare is the first to get them . . . "Patent Number 821393" is that of the Wright Flyer, a replica of which was built by high school students as a bicentennial project . . . You don't hear much about them now, but "The Air Marshals (Still) Carry On" . . . Read about an unusual certification project, as NASA is "Reaching for the Stars on Wings" . . . A computer program "Idea's Shake-down Becomes Acid Test" during a flight assist . . . "DO! Cooperation Dogs Polluters" is about FAA's assisting the Coast Guard in spotting oil spills . . . You'll also find your favorite features: Federal Notebook, Faces and Places, Small World and Direct Line.

ARTS III (from page 1)

Upon receiving its EARTS, the San Juan facility will become a combined center/approach control (CERAP), taking over approach control functions of the San Juan, St. Croix and St. Thomas airports. An EARTS also will be delivered to Nellis Air Force Base in Las Vegas. The Sperry Rand Univac Division, Minneapolis, is providing the enhancements and new systems under a \$36,675,000 contract.

D.C. TAX GOES UP

Paychecks received by District of Columbia residents on August 10 will be less because of an increase in the District of Columbia individual income tax rates. Rates are based upon a percentage of Federal tax withheld and are as follows:

<u>Marital Status</u>	<u>Salary</u>	<u>Increase</u>
1. Single	Under \$10,000	From 23% to 26%
2. Single	Over \$10,000	From 28% to 30%
3. Married	Under \$10,000	From 25% to 33%
4. Married	\$10,000 to \$12,999	From 30% to 33%
5. Married	Over \$13,000	From 30% to 37%

The revised formula for a married GS-9, Step 7, with a gross salary of \$16,176 per annum and a Federal withholding of \$101.58 would result in the following increase:

		<u>D.C. Withholding</u>
Revised D.C. Withholding	(37% of \$101.58)	\$37.59
Previous D.C. Withholding	(30% of \$101.58)	30.47
	Increase	<u>7.12</u>

CALL YOUR WAY TO SUCCESS

A career counseling program is being offered by the Training and Career Development Branch, APT-130, for the benefit of Headquarters employees seeking assistance in establishing their own career goals within FAA. Twelve employees will serve as voluntary counselors for a sixty-day trial period. Counselors will be available by appointment for 30-40 minute counseling sessions. These sessions can be fruitful if employees have some idea as to their career objectives as well as a current SF-171. The Career Counselors are: Bert Randall, AGC-60, x63470; Cheryl Odom, APT-205, x63437; Dave Custis, AFS-12, x60315; Betty Lecorchick, APT-20, x63024; George Gordon, ACR-3, x63785; Kay Bell, AAF-11, x63108; Jim Gillespie, ALR-200, x68702; John DeLathouder, AMA-231, x1235-9232; Cyril Femrite, AAT-130, x68963; Melvin Bergman, ALG-10,

x68448; Oliver Lane, AGA-300, x63711; Ethel Cohen, APT-3, x69041. For an appointment, call one of the counselors

CAREER PROGRESSION SURVEY

The Women's Program Committee (WPC) will be mailing to GS-1 through GS-11 employees a Survey of Career Progression Interests and Needs. The Committee will use this information to formulate recommendations and action programs with regard to career progression programs. If you do not receive your survey, please contact Pat Romanofsky, x68833.

 FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Information Services...Editor, Ted Maher... Production Assistant, Anne Catlett...APA-330...Room 907C... x63483.

F.O.B-10A-APA-4

HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-33 Aug. 16, 1976

DOT OFFICIALS PARLEY WITH MINORITY CONTRACTORS

In a conference marked by spirited comments from the floor, Secretary Coleman and all DOT modal administrators met with minority business contractors in Washington recently to hear suggestions for improving DOT's minority contracting programs. Secretary Coleman expressed his personal commitment to this goal, saying "In these matters, I want the buck to stop here." He noted that in the past year DOT contracts to minority businesses increased 2 1/2 times, from \$54 million to \$138 million. In the past five years, the conferees were told, FAA minority contracts have risen from \$713,559 to \$18.719 million. However, the Secretary said, "I do not suggest that we have accomplished all that could or should be done to assure that minority enterprises reap a fair share of our transportation dollars." He asked the conferees to "tell us what more we can do to improve minority hiring and contracting." Secretary Coleman also highlighted the newly-established Minority Business Resource Center in the Federal Railroad Administration which will assure minority business participation in rail rebuilding authorized by a \$6.4 billion Federal program enacted this year. About 300 minority business representatives from across the country attended the one-day conference.

WIND REMAINS A PROBLEM

Based on a study of 7,856 non-fatal, weather-related general aviation accidents occurring in the years 1964-1974, the National Transportation Safety Board concludes that most of the crack-ups happened during landing in unfavorable wind conditions. Most of the pilots, said NTSB, "did not compensate properly for the ambient wind conditions or used poor judgment where they attempted to land." As a result, the Board recently recommended that FAA expedite development of a simple, economical wind measuring system for small airports used primarily by general aviation aircraft. The Board also recommended that FAA emphasize the hazards of unfavorable winds through such means as discussions at safety seminars and clinics, addition of appropriate questions in pilot tests and inclusion of material to highlight the problem in pilot school courses.

HATE TO SEE 'EM GO

The Office of Personnel and Training has initiated a study to find out the patterns of minority and female attrition in FAA. P & T wants to know what kind of jobs, which geographic locations and what other factors are involved in separations from FAA. This information will be helpful in improving the employment status of minorities and women in the (See ATTRITION, page 3)

QUICK STUDY IN THE AIR

Just before noon, the Washington en route center heard the woman's emergency radio message. She said her pilot husband had suffered an apparent heart attack, and she didn't know how to fly the airplane or even know where she was. Controllers Earl Haymaker and Michael Andrews went to work immediately, calming the woman and telling her how to turn on the "ident" feature of the transponder. With the plane located by radar over West Virginia, the controllers directed another aircraft, whose pilot had offered to help, toward the distressed aircraft. Half an hour after the ordeal began, it was all over, as the second plane led the woman to the Lewisburg, W.Va. airport where she made a safe landing, helped by her semi-conscious husband. During July, 231 flight assists were reported-- 116 by flight service stations, 94 by towers and 21 by centers. There were 339 people on board the aircraft involved. Primary causes of the assists included 153 lost pilots, 35 low on fuel, 29 in bad weather, and 57 with equipment malfunction.

A REMINDER OF GREATNESS

August 19 is National Aviation Day, in honor of Orville Wright's birthday. Orville, the youngest of four Wright Brothers, was born in 1871 in Dayton, Ohio. Wilbur saw his first light on April 16, 1867 near Millville, Indiana. In a statement marking the day, Administrator McLucas said, "In this Bicentennial Year, we have a special incentive for celebrating the progress of the past...." He added that to maintain a healthy aviation industry, "The rich heritage of the Wright Brothers--their endowment in America's future--deserves the rededication of us all."

DON'T LOSE LEAVE

The Civil Service Commission requires that all annual leave be scheduled and approved in writing before the beginning of the third biweekly pay period prior to the end of the leave year. For the current leave year, that date is November 20. Management should encourage employees to file annual leave requests before that date and should schedule and approve annual leave for those who do not. If an employee does not request or use annual leave that is subject to forfeiture, he cannot have the forfeited annual leave restored for later use.

COMMISSION TELLS ALL

The Civil Service Commission is making public its reports on personnel management in Federal agencies. All evaluation reports completed on or after July 1, 1976, will be available for public viewing in the CSC library in Washington, D.C. Names of individual employees in the reports will not be released in order to protect privacy. The evaluations are conducted by CSC to assure that Federal agencies carry out their personnel functions in accordance with law and Commission regulations. The reports identify problems and recommend corrective action. Reports completed before July 1 will be available on request. The CSC action stems from Federal court rulings under the Freedom of Information Act.



NEW 'FAM' FLIGHTS PROPOSED

In response to an FAA request, the Civil Aeronautics Board (CAB) has issued a Notice of Proposed Rule-making to permit flight test pilots and aeronautical procedures specialists to take airline familiarization flights similar to those now available to air traffic control specialists. FAA said, and CAB concurred, that such flights would improve the employees' job performance and thereby promote aviation safety. About 50 engineering flight test pilots, who develop aircraft operating limitations, and 100 aeronautical procedures specialists, who develop instrument flight procedures and aeronautical charts, would be eligible for the "fam" flights. The CAB proposal would permit each employee to make one free airline flight per year on any single airline unless FAA certifies that additional flights are necessary.

HOW TO SPOT A LEMON

Buying a second hand car? Want to figure out if it's a lemon before you get it out on the road? You can by calling the National Highway Safety Administration's "hotline" which is going national this month. Basically, the hotline can tell a prospective purchaser if a particular car, make and model has been involved in a recall. It also can tell buyers how to determine if the required adjustment or change was made to the car. In fact, hotline operators have a flood of facts and figures, all stored in a computer, available to them. The hotline is staffed from 8:30 a.m. to 5 p.m. At other times a tape recorder will take a message and the hotline staff will return the call. The hotline number is 800-424-9393. In the Washington, D.C. metro area: 426-0123.

CASTLEBERRY GOES NORTH

President Ford has appointed Garland P. Castleberry as alternate U.S. representative to the International Civil Aviation Organization in Montreal. Castleberry formerly was Director of the Executive Secretariat in the Office of the FAA Administrator. In his new post, Castleberry also will serve as U.S. representative on ICAO's Air Navigation Commission. He joins the State Department for an initial three-year tour at ICAO, with a possible two year renewal. He began his FAA career as an air traffic controller at the Memphis en route center in 1958, moving to Washington in 1964 where he held increasingly responsible posts before taking over the Executive Secretariat in 1974.

FEDERAL REPORT ON WOMEN

The Federal government has published a 382-page report on barriers to full participation of women in American life. FAA/DOT made a major contribution to the Congressionally-funded report, which is titled, "To Form a More Perfect Union." One year in the making, the report is divided into topics such as women in power positions, enforcement of discrimination laws and women at work. Included in the report is a survey of 50 Federal agencies, among them DOT, showing how agency policies affect all American women, including the agency's own employees. The report offers recommendations on a wide range of problems. Copies may be ordered for \$5.20 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

ATTRITION (from page 1)
agency. The five-month statistical study is being performed by International Business Services, Washington, D.C., under a \$50,844 contract.

WOMEN NOTE PROGRESS

The Office of Civil Rights is sponsoring a meeting to celebrate Women's Equality Day on August 26. The program will feature a panel discussion on the progress of EEO plans and programs affecting women in FAA Headquarters. The program is given in recognition of the ratification of the Nineteenth Amendment to the U.S. Constitution in 1920, which gave all American women the right to vote. The theme of the program is "56 Years After the Vote: Good News for FAA Women." Speakers include: Carmen Turner, Acting Director, DOT Office of Civil Rights; Louisa Stimpert, FAA Federal Women's Program Coordinator; Carol Arnold, Chief, Personnel Management Operations Division; Dorothy Osborne, Federal Employed Women Official; and Doris Mangiapane, former chairperson, FAA Women's Committee.

7th STREET REOPENS NEXT MONTH

If nothing unforeseen happens, we should have a nice, new, smooth, black-topped 7th Street by mid-September. By the end of October, we should be able to stroll once again in the park behind the headquarters building--between C Street and the railroad tracks. The Street--principally 7th Street--will be bigger and better than ever. The six-lane thoroughfare will come complete with new sidewalks, traffic lights and wheelchair ramps. Traffic will flow in both directions under the new railroad bridge for the first time since METRO construction began almost four years ago. And, believe it or not, one fine day, possibly next July, subway trains will be running from the L'Enfant Plaza subway station which is nearing completion below the intersection of 7th and D Streets. D Street line trains will take passengers to DuPont Circle,

Rhode Island Ave., RFK Stadium, Washington National Airport and, of course, to points in between. The 7th Street line, on the other hand, will not be ready for passengers until sometime in the 1980s. Regardless, that all-important street next to our building will not have to be torn up again.

AVIATION FOLKLIFE

The Festival of American Folklife on the Mall has pulled out the stops to feature Americans working in aviation. Starting last Friday new displays opened, showing Working Americans--a Folklife theme--engaged in aircraft operation and maintenance and air traffic control. Included are demonstrations of an actual mobile control tower, an airline cockpit trainer, an aircraft evacuation slide, engine and landing gear components and an emergency life raft which is to be inflated in the Reflecting Pool at 4 p.m. daily. Among the contributors to the displays are FAA employees belonging to the Air Traffic Control Association, as well as airline pilots, flight attendants, mechanics and metalworkers. Displays can be seen 10 a.m. to 5 p.m. daily except Monday and Tuesday through September 6, Labor Day.

'TEE' TIME

The Federal Aviation Club's next golf tournament will be this Friday, August 20 at Reston South Golf Course. You can sign up for a "tee" time and get directions in the FAA Club Room, first floor, FOB-10A.

 FAA INTERCOM is published weekly for employees of the FAA/DOT by the Office of Public Affairs... Editor, Don Braun; Production Assistant, Josie Dixon.....
 APA-330...Room 907C...x63483.



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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-34 August 23, 1976

AF TECHNICAL CAREERS IN THE MAKING

More women and minority persons are preparing to enter highly technical jobs in the agency's Airway Facilities work force as an 18-member class graduated last week from the six-month electronic technician qualification course at the FAA Academy in Oklahoma City. The female and minority members of the class, who were recruited from within and outside FAA as GS-4's (8056 series) by AF sectors and regional offices, now return to field facilities to pursue on-the-job training. After reaching "entrance level" to an ET job (usually GS-5), employees ordinarily need four to five years of satisfactory performance to become a GS-11 journeyman technician. Catherine Sullivan of the Headquarters AF Manpower and Training Branch said class members are "extremely enthusiastic" about their career opportunities but also are aware of the hard work they face in the field. Another class of 18 will graduate in October. Sullivan noted that women and minorities move into AF careers through other routes besides the Academy qualification course, such as direct hiring based on higher levels of experience or education. At present, 103 women are in AF technical jobs.

PAY RAISE PROPOSED

President Ford's "pay agent" is expected to submit to the White House this week a proposal for graduated GS salary increases to achieve pay comparability with private industry. According to a statement released by the Civil Service Commission, the proposed increase is "weighted," meaning that each grade level would be raised by a different percentage, instead of a single percentage increase for all General Schedule grades as provided in recent years. The weighting method gives consideration not only to varying salary rates for jobs, but also to the relative impact of differing numbers of Federal employees in these jobs. The new method helps to assure pay comparability with industry at each grade level, rather than providing a uniform increase which is said to produce "misalignment" between Federal and industry salaries. After the pay agent (CSC and Office of Management and Budget) sends its proposal to the President, he can either make it effective on October 1, or recommend to Congress a later date or a smaller increase. An alternative pay recommendation by the President would become effective if neither house of Congress disapprove it. The table on page 2 shows the pay agent's proposed percent increases for each GS grade.

WEATHER SERVICE THANKS CONTROLLER

John W. Southern, who works in the FAA region with the same name, accepted a top honor from the National Weather Service recently. Back in March, Southern noticed an unusual echo on his radar scope in the Lexington, Ky., tower where he is a controller. The display was caused by radar signals bouncing off a tornado funnel cloud. Southern immediately relayed the cloud's location to the local weather office which issued a tornado warning, giving people along the 25-mile tornado path time to take cover. In presenting its Public Service Award to Southern, NWS said the warning prevented many casualties in the storm area.

'OPSAIL' HELPED BY FAA

"Operation Sail," New York City's maritime extravaganza to celebrate July 4 with a procession of sailing ships from around the world, went off unmolested from above, thanks to little-known efforts by Eastern Region officials. As the fourth approached, concern mounted over possible mid-air accidents despite a special agency regulation prohibiting unauthorized aircraft from sightseeing over the New York harbor area. Eastern Region officials in Public Affairs, Air Traffic and Flight Standards took to the TV airwaves to remind aviators of the restriction, and FS inspectors took to the air on the big day to keep an eye out for planes wandering into the area. At the same time, the Teterboro FSS and Newark tower handled all authorized press, police, Coast Guard and emergency aircraft. The whole affair was an unqualified success, as millions of shoreline sightseers delighted in the spectacle of old-time square-riggers and schooners, while not one aviation incident marred the fair skies over New York City.

FINANCIAL DISCLOSURE CONSIDERED

The Senate has passed the Watergate Reorganization and Reform Act which includes a provision to require financial disclosure by all Federal employees with salaries equal to GS-16 (\$36,338) or more. Disclosure would cover bank accounts; holdings in real estate, stocks and bonds; and business interests. The information would be available for public inspection. Testifying before the House Judiciary Committee, which is now considering the bill, Ford Administration officials said the legislation would adversely affect recruitment and retention of career employees. The officials advocated a plan to require financial statements to the General Accounting Office by GS-16 and above workers, but would require public disclosure by career employees only if real or apparent conflicts of interest were not resolved. However, statements by elected officials and political appointees to the Federal Service would be made public automatically.

PAY INCREASE PROPOSED (from page 1)

<u>Grade - Increase</u>		<u>Grade - Increase</u>	
GS-1	4.51%	GS-7	4.33%
GS-2	4.39	GS-8	4.42
GS-3	4.30	GS-9	4.55
GS-4	4.25	GS-10	4.77
GS-5	4.24	GS-11	4.93
GS-6	4.27	GS-12	5.45
<u>Grade - Increase</u>			
GS-13	6.12%		
GS-14	6.94		
GS-15	7.92		
GS-16	9.06		
GS-17	10.36		
GS-18	11.83		

Because of the statutory salary ceiling, the actual increase at GS-16 would be 5.05 percent, and at GS-17 and GS-18 would be 4.76 percent. The Headquarters Office of Personnel and Training advises that it has no additional information on the pay proposal at this time. INTERCOM will carry more information as soon as it is available.

CONCORDE--LISTENING AND LOOKING

FAA has issued its July monitoring report on Concorde operations at Dulles International Airport, showing noise levels consistent with predictions and earlier readings. Noise levels ranged from 120 to 131 PNdB (perceived noise decibels) for departures and from 116 to 130 for arrivals. No sonic booms were recorded at East Coast listening posts in July, and noise complaints about the plane from residents in the Dulles area dropped from 85 in June to 68 in July. In another development, the Environmental Protection Agency last week proposed air pollution limits for SSTs built after 1979 that fly in the U.S. The proposal does not affect Concorde now flying or in production. The EPA plan calls for reduction of up to 94% in engine emissions of certain pollutants. Meanwhile, an FAA contractor is monitoring news coverage of Concorde operations as part of a comprehensive effort to measure public response to the flights. Dr. James Watt, Jr., and his team of researchers at the University of Connecticut will submit monthly reports to the agency throughout the 16-month trial period of Concorde flights to the U.S.

AIRPORT \$\$\$ SPRUNG

Secretary Coleman and Administrator McLucas have announced apportionment of \$324.7 million in FY 1976 airport development funds made available by the recently enacted five-year, \$5.6 billion airport/airway legislation. A total of \$290 million was divided among more than 400 air carrier airports. The 50 states and the District of Columbia shared in \$34.6 million for general aviation airport development. "Discretionary" funding by the Secretary of Transportation authorized by the legislation will increase the FY 76 total. Funding of more than \$500 million also is provided for each of the next four years through FY 1980.

REWIRING THE DIAGRAM

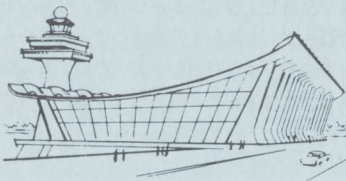
The Office of the Associate Administrator for Airports and the Airports Service have been abolished and replaced by the Office of Airports Programs. Joseph A. Foster was named Assistant Administrator in charge of the new office. Foster will report directly to the FAA Administrator. Foster comes to the agency from the Houston consulting firm of Turner, Collie and Braden, Inc. He also served 19 years as Director of Aviation for the City of Houston and did a two-year stint as Vice President of Airport Facilities for the Air Transport Association in Washington, D.C. In related organizational changes, the Office of the Associate Administrator for Aviation Safety, which has been vacant for more than a year, was officially abolished and the Office of Aviation Safety and the Metropolitan Airports Service (Washington National and Dulles) were officially established with both reporting directly to the Administrator. The Flight Standards and Civil Aviation Security Services, formerly under the Associate for Aviation Safety, now report directly to the Administrator as well.

CANCELLATION OF DIRECTIVES

Orders 1770.22A, Voice Precedence System for the National Communications System (NCS); OA 7300.3, NCS Procedures for Processing Telecommunications Circuit Requirements; and OA 7300.5, Technical Standards for NCS, have been cancelled. They have served their purpose and are obsolete.

DULLES IS 'PROUD ACHIEVEMENT'

"It is the best airport ever built in the world." And it tied for third place as one of the "proudest achievements of American architecture." Its name? Dulles International Airport. Washington architect Hugh Jacobson offered the tribute to Dulles quoted above when poll results were announced recently by the American Institute of Architects Journal for selection of the top 20 examples of American architecture. Designed by Eero Saarinen, who died a year before the airport opened on November 17, 1962, Dulles tied with Frank Lloyd Wright's "Falling Water" in Pennsylvania, originally a private home and now a museum. First place went to Thomas Jefferson's design for the University of Virginia in Charlottesville and second place to Rockefeller Center in New York City. Saarinen said Dulles was the best thing he ever did.



RAMP FEVER

For the next four months, GSA will be repairing the tile surfaces on the ramps to the upper and lower garage levels. The contractor is currently working on the southeast ramp to the lower garage and will proceed on the following schedule: the northeast ramp, the northwest and last but not least the southwest ramp. The repair work could take as long as a month on each ramp. The situation will be inconvenient with only one ramp in and out of each parking level, so be courteous to the other drivers by alternating with traffic exiting the garages. Please do not pick up or discharge passengers on the ramp areas.

AWARDS AND REWARDS

The Air Traffic Service presented Quality Increases to Henry Dickson, Carol Mosher, and Robert Binder; and Special Achievement awards to Tom Speakmon, Jeanette Giese, Shiela Diggs and Albert Lundeen. The Office of Systems Engineering Management presented Quality Increases to Richard F. Bock and Jacqueline M. Vincent. The Airway Facilities Service presented Quality Increases to Ann Kallal, Comer Jones, Sandra Simone, and Patricia Lube and Special Achievement Awards to Janice Wormley, Martin Reycroft, David Muller, Joy Herndon, and Thomas Marker. The Flight Standards Service presented Quality Increases to: Frank M. Jamison, Jr., James I. Riddle, Alvin E. Harrison, Bernadette M. Turpin, Betty Russell, Eldon G. Elam, Laurie C. Norman, Charles W. Hutcheson, Lauren D. Basham and Pauline Womble; and Special Achievement Awards to: Billie L. Abram, Frank R. Stanne, Edward D. Eisele and Mary K. Seaver. The Office of Airports Programs presented a Quality Increase to Carole A. Meredith.

 FAA INTERCOM is published weekly for employees of the FAA/DOT by the Office of Public Affairs... Editor, Don Braun; Production Assistant, Josie Dixon..... APA=330...Room 907C...x63483.

F.O.B-10A-APA-4



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-35 August 30, 1976

FSS ORGANIZATION STUDIED

A study to develop a standard organization order for flight service stations--along the lines of those already in effect for terminal and enroute facilities--is currently being made by the Air Traffic Service at Headquarters with participation from the Offices of Management Systems, Personnel and Training, and Budget, as well as the regions. During the week of September 13, study team members will meet in Washington for a thorough briefing before going to the field for a first-hand look at FSS staffing needs. Principally, the team will determine organizational needs, review staff requirements and determine ways and means of strengthening facility supervision and administration. The task force also will look at training support to determine if there are enough qualified instructors (Evaluation and Proficiency Development Specialists) to meet training requirements. After the study team members finish their investigations, they will make recommendations for subsequent regional review. The final order will be written on the basis of the team's recommendations and this review.

NTSB RECOMMENDATIONS

SAFER AEROBATICS URGED

The National Transportation Safety Board has praised stall/spin clinics for flight instructors initiated last summer by FAA's Central Region and urged that such clinics be implemented throughout the nation. The recommendation was one of many submitted to FAA recently by NTSB in an effort to reduce the number of fatal aerobatic accidents. The Board said that from 1972 to '74 there were 105 such accidents causing 107 fatalities and 21 serious injuries. Noting that FAA has no regulations on pilot aerobatic proficiency, NTSB recommended that commercial flight instructors be required to hold a letter of competence before giving aerobatic instruction and that pilots receive a logbook endorsement from the instructor before making aerobatic flights. The board also recommended: changes in airworthiness regulations to require stronger aircraft structures; requirement that spin maneuvers begin at certain minimum altitudes; dissemination of information; and an intensive aerobatic accident prevention campaign.

SAFETY IN THEIR SIGHTS

FAA inspectors in Alaska have launched a two-week program called Operation Ground Assist to reduce the number of accidents by flying hunters who tend to get so wrapped up in their hunting that they fail to use good aviation sense. In a cooperative effort with pilots beginning August 28, inspectors have been checking airmen to be sure they have proper credentials as well as adequate experience and realistic safety attitudes. Inspectors also will double check the condition of aircraft to be used on hunting trips and make sure flight operations are conducted in a safe manner.

RUSSIAN CROP DUSTING

A U.S. delegation which included two top FAA officials has returned from Russia where they toured agricultural aviation operations. Allan F. Landolt, Assistant Administrator for General Aviation, and Dr. Mervin K. Strickler, Chief of the Aviation Education Programs Division, accompanied officials of the National Agricultural Aviation Association for the third in a series of meetings with the Soviets. The American group visited Kiev, Tashkent and Krasnodar, and the Russians demonstrated agricultural aircraft and gave presentations on protection of flight and ground personnel during aerial application of chemicals, automatic navigation systems and drift problems in aerial application. Another meeting will be held in the U.S. next month.

AIRCRAFT CABIN SAFETY

Where are we today as far as aircraft cabin safety is concerned and what are our priorities for further investigation or regulations? These and other questions will be examined during an FAA and Industry Review of "Cabin Safety in Air Carrier Operations," scheduled for August 31 in Oklahoma City. Kicking off the pro-

gram will be Marion F. Roscoe, Assistant Administrator for Aviation Safety. He will outline the purpose and objectives of the cabin safety study currently being made by the agency. Also scheduled to speak at the meeting are specialists from Flight Standards, Systems Research and Development Service, NAFEC and the agency's Civil Aeromedical Institute. Besides FAA safety specialists and aircraft manufacturers, representatives from pilot, cabin attendant and air carrier groups are expected to attend the one-day meeting. An in-depth report on cabin safety is currently being prepared for the Administrator and is slated to be finished by mid-October.

READY-MADE NAME CARDS

Training managers and conference arrangers will be glad to know there will soon be available in FAA a simple, ready-made, and inexpensive table-top, write-in name card for identifying participants. It is FAA Form 1700-3 (8-76) which will be available about September 23 from the FAA Depot (NSN 0052-00-860-5000) and in Washington, from the GSA store. An initial supply will be sent to all training branches. This is a preprinted 10-1/2 x 8 inch card which folds to a tent style. Contact your forms supply office for information about how to order.

WHERE TO REGISTER AIRPLANES

The agency has a new address for the aircraft registry at the Aeronautical Center in Oklahoma City to provide more expeditious handling of material. Documents should be sent to: FAA Aircraft Registry, Department of Transportation, P.O. Box 25504, Oklahoma City, Okla. 73125. Hand-carried documents should be delivered to 6400 South MacArthur Blvd., Oklahoma City.

HOW FAR TO GO?

FAA has awarded Cardion Electronics, Inc. of Woodbury, N.Y., a \$2,799,026 contract for 106 distance measuring equipment (DME) sets and additional spares and equipment. The DME sets will be co-located with instrument landing systems (ILS) and very high frequency omnidirection range station (VOR) sites. The DME transmits a signal that tells pilots having the airborne component of this system how far they are from the navigational aid. Deliveries of the DME equipment will begin in 18 months and will be completed in another 12 months.

FAA IN '75

Now available is a booklet explaining FAA responsibilities in general and the agency accomplishments in 1975 in particular. The Review of Federal Aviation Administration Activities, Fiscal Year 1975 was published this year by the Office of Public Affairs. The comprehensive account covers topics from "The Agency in Action" and "Aviation Safety" to "Emergency Preparedness" and "Administration." It is available from APA-430, FAA, Washington, D.C. 20591.

BESTSELLER

FAA's Pilot's Handbook of Aeronautical Knowledge has become a Government Printing Office "best seller" with 615,276 copies snapped up to date by people wanting to know all there is to know about flying. The only other "flying" publication that comes even close--and we're stretching a point here--is "Ducks at a Distance, A Waterfowl Identification Guide," which has sold 360,784 copies. Both publications, however, are far behind the perennial GPO best sellers, "Infant Care" and "Prenatal Care," with combined sales of over 27 million. Also doing well is "Septic Tank Care" with 1.7 million copies sold.

SUPERVISORS' RECORDS AND PRIVACY

A new FAA Notice (N 3290.8, dated Aug. 5, 1976) describes personnel records supervisors may keep in accordance with the Privacy Act. All supervisors should read the notice carefully and check their files to be sure of complying with the law. In addition to records which may be maintained by all supervisors, the notice lists records which may be kept, if "absolutely essential," by supervisors remote from personnel offices. The notice states that "uncirculated" personal notes and papers may be kept and are not considered subject to the Privacy Act. Personnel offices will give supervisors guidance on the preparation and safeguarding of personnel records, and the provisions of the notice will be incorporated in a forthcoming directive to be issued by the Headquarters Office of Personnel and Training.

STAYING OUT OF STORMS

The agency is not flying its aircraft into actual thunderstorms in connection with the thunderstorm investigation program as recently reported in INTERCOM. FAA's program is supported by the National Severe Storms Laboratory in Norman, Okla., which uses an Air Force F4C aircraft to penetrate thunderstorms to collect data. An agency Aero Commander operated by NAFEC is used to collect data from the periphery of mature cumulus clouds over Cape Canaveral, Fla. However, this plane does not fly into thunderstorms.



McLUCAS ON WOMEN'S EQUALITY

At a meeting marking Women's Equality Day last Thursday, Administrator McLucas told the audience in the FAA auditorium that "women are available in the work force and we should make a high priority effort to reach them and be sure they are encouraged to apply for jobs here in FAA." The Administrator added, "This agency is ahead of the times in everything except equality for women--and it's about time we caught up." Dr. McLucas emphasized the importance of continual awareness by supervisors and managers throughout the agency of the need to hire and promote qualified women to professional positions. Also speaking was Carmen Turner, Acting Director of the Departmental Office of Civil Rights, who pledged strong and active support of equal employment opportunity for women. The meeting was held in honor of the 56th anniversary of the 19th Amendment to the U.S. Constitution, which gave American women the right to vote.

FA CLUB PICNIC

Mark Saturday, September 18 on your calendar--the date of this year's FA Club picnic to celebrate the Bicentennial. The location will be Cameron Station - Duke Street (Route 236 East), Alexandria, Va. Purchase your tickets at the Club, room 115, FOB-10A, beginning September 7. Price: \$2.25 adult (guest \$3.25) and \$1.25 children ages 2-13 (guest \$2.00). For your monetary outlay, you will receive beer, soft drinks, ice cream, snacks, and two hot dogs per person. Also, softball, horseshoes, volleyball, prizes, pony rides for the young ones and foot-stomping Dixieland Music.

LOCATING THE LOCATORS

The Library of Congress needs the FAA Location Identifier handbook, 7350.4D, dated May 15, 1975. If anyone has an unneeded copy, please contact Nelle Vetter, AAT-421, x63430.

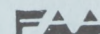
AWARDS AND REWARDS

The Office of Personnel and Training presented Special Achievement Awards to: Ida Mack, James H. Fritz, Marilyn J. Hansohn and Sherrie L. Angel and to summer employees: Yvonne Rux, Larry Sakamoto, Cynthia Sams, Catherine L. Burke and Mary C. Coppock (Junior Fellow); and a Quality Increase to Jerry Hawkins. The Logistics Service presented Quality Increases to: Neil Reilly, Alan Gebhardt, Burton Strobel, Lloyd Cook, Margaret Brooks, Milton Fabian, Lillie Harris, Patrick Clark; and Special Achievement Awards to: Brian Humphrey, Frederick Potter, Francis McCabe, Joseph Ferenz, Louise Watts and Eloise Singleton.

FIXIN' THE ROOF

That big yellow crane on C St. behind the FAA building is being used to put waterproofing materials on the "penthouse" portion of the building's roof. The job is expected to take several months and will necessitate closing of C St. from time to time. Notices will be placed on windshields of cars parked in the FAA garage when the street is to be closed.

 FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Information Services...Editor, Ted Maher... Production Assistant, Anne Cattlett...APA-330...Room 907C... x63483.



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-36 September 7, 1976

COLEMAN TO AIRPORT ADVOCATES: MEET ME IN COLUMBIA-WATERLOO

Transportation Secretary Coleman last week paved the way for construction of a major new airport for the St. Louis area between the Illinois communities of Columbia and Waterloo. The new facility would handle the area's airline traffic with the present Lambert International Airport continuing in business to serve general aviation. In his decision, Secretary Coleman stipulated that the new airport would not open for operations before 1992 unless an authority representing both the states of Missouri and Illinois is established. With the bi-state body, the new airport might open in 1987 or even earlier. Other conditions the Secretary imposed are intended to ease individual and community transition problems. Still other stipulations guarantee that persons losing their jobs at Lambert be given preference for jobs at the new site.

PAY PROPOSALS PONDERED

President Ford is considering three separate proposals for a GS pay raise this fall, while Congress mulls a Federal pay action of its own. The proposals before the President are: 1) A "weighted" increase, with different percentage raises for each GS grade, averaging 4.83 percent overall. This proposal, recommended by the President's Pay Agent (CSC and Office of Management and Budget), also would raise the limit on career employee salaries to \$39,600. 2) An across-the-board increase of 8.2 percent for all GS grades, recom-

GROUND PROX UNITS FLY

All U.S. air carriers have met the agency's September 2 deadline for having fully-operational Ground Proximity Warning Systems (GPWS) installed on turbine-powered aircraft. The on-time compliance followed a successful nine-month program to resolve technical problems with the equipment. Reliability problems with the GPWS became evident last year when air carriers began installing the equipment which is designed to alert pilots to excessive descent rates and other situations that could lead to inadvertent flight into terrain. The high number of false alarms and nuisance warnings reported by the airlines prompted FAA to extend the deadline for operational use of this equipment from December 1, 1975 to September 2, 1976.

mended by the Federal Employees Pay Council. 3) A still undisclosed raise recommendation by the President's Advisory Commission on Federal Pay. On Capitol Hill, the House has passed a measure which would hold the limit on career employee salaries to the present \$37,800. The bill now faces action in the Senate. The pay plan chosen by the President will become effective on October 1, although it is possible the decision could be put off until as late as December, with the pay raise retroactive to October.

DRAFT ATC CLASSIFICATION RELEASED

The Civil Service Commission last week released a draft report on job classification standards for air traffic controllers. In a GENOT (general notice) transmitted to all ATC facilities, Administrator McLucas said: "I have strongly endorsed with the support of Secretary Coleman the concept of more pay for controllers at certain busy facilities. However, from a preliminary analysis, the draft standards do not provide for GS-14 positions at facilities handling high traffic volumes. It also appears from this preliminary review that application of these standards would result in downgrading a large number of facilities and a significant number of controllers. On that basis I have advised Chairman Hampton of the Civil Service Commission that the draft standards are not satisfactory. I intend to do everything possible to achieve acceptable standards. All of us should understand that this draft staff report is not the final word. Both FAA and PATCO have until October 1 to submit comments and recommendations. The FAA will proceed to develop the specific information necessary to support a satisfactory standard. Although I do not want to raise undue expectations, I am confident that the concerns and recommendations of all interested parties will be given complete and proper consideration by the CSC before final new standards are released."

FAA WORLD SEPTEMBER PREVIEW

"Metrics Are on the Way," and we might as well learn something about them. We provide a short lesson on the system's rationale and how to use it ... A CAMI medical illustrator's "Faces of Death Aid Police" in accident and crime identification... "40 Years and 7,000 Planes Later," this former test pilot is still in aviation ... Guess who's going into aerial advertising with

a "Finger-Lickin' Balloon?"... "Stress and the Controller" provides a status report on the agency's five-year biomedical study of factors that influence the health of air traffic controllers ... "A Belated Honor for You?"; that is, if you trained at Stockton ... We also have a puzzle called "The Mental Minute," Federal Notebook, Faces and Places, Direct Line and Small World.

MORE POWER TO THEM

A power conditioning system was commissioned last week at the Jacksonville enroute center, the 20th and last center on the U.S. mainland to receive the equipment. PCS protects the versatile but delicate electronic hardware in each center from surges, dips or "brownouts" in commercial electric power. In addition, PCS uses a bank of batteries to supply power to crucial equipment during the time between complete stoppage of commercial power and takeover by the center's emergency engine-driven generators. The first PCS went operational at the Los Angeles Center two years ago. The systems were provided by the AiResearch Co., a division of Garrett Corp., under a \$10.8 million contract.

SON FINISHES WHAT DAD STARTED

Once upon a time, an air traffic control tower opened at Des Moines Municipal Airport. The controller who made the first radio transmission was John Doerflinger. Twenty-six years later, on Aug. 3, 1976, the tower was closed down and a new one opened. The last transmission from the old tower was sent by Michael Doerflinger, John's son. This surely is a first in the annals of the agency. The senior Doerflinger is presently chief of plans and evaluation in the Rocky Mountain Region Air Traffic Division.

HEADQUARTERS PERSONNEL NOTES

CAREER COUNSELING

The FAA Washington Headquarters career counseling program announced last month is now well into its trial period. The program is intended to assist employees in establishing their career goals within FAA. Twelve trained counselors, serving on a voluntary basis, will be available to any employee who requests an appointment for a 30-40 minute counseling session. Employees should bring an up-to-date SF-171 to the meeting. The career counselors are:

Bert Randall, AGC-60, x63470;
 Cheryl Odom, APT-205, x63437;
 Dave Custis, AFS-12, x60315;
 Betty Lecorchick, APT-20, x63024;
 George Gordon, ACR-3, x63785;
 Kay Bell, AAF-11, x63108;
 Jim Gillespie, ALR-200, x68702;
 John DeLathouder, AMA-231, x1235-9232;
 Cyril Femrite, AAT-130, x68963;
 Melvin Bergman, ALG-10; x68448;
 Oliver Laine, AGA-300, x63711;
 Ethel Cohen, APT-3, x69041. For further information contact Phyllis Burbank, APT-130, x63320.

TOASTMASTERS/TOASTMISTRESSES

Did you know that when you complete each level of Toastmasters/Toastmistresses International training, you can include this in your Official Personnel Folder and SF-171 applications? These organizations offer certificates of successful completion of a professional self-development program in all facets of speech improvement and group leadership. Following a step-by-step outline tailored to the individual, the training includes speaking projects and impromptu exercises during one-hour meetings at lunch time. Individual performances are critiqued by other members in attendance

through oral and written evaluations and suggestions for improvement. The benefits are increased self-confidence, improved skill in oral communication, and experience in group leadership. There are modest fees for joining and continuing membership. To investigate this training opportunity, employees should get clearance from their supervisors and visit conference room 5AB at noon on the first or third Tuesday of any month. If you have already earned a Toastmasters/Toastmistress certificate, you can have it placed in your Official Personnel Folder. For further information, contact Joe Proctor in the Training and Career Development Branch, APT-130, x63320.

NATIONAL HISPANIC HERITAGE WEEK

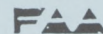
Observance of National Hispanic Heritage Week, September 13-17, gets underway in Headquarters this Friday with an address by Santiago Rodriguez, Deputy Director of the Civil Service Commission's Spanish Speaking Program. Mr. Rodriguez will speak on "Employment Characteristics and Needs of the Spanish Speaking Community" at 12 noon in the FOB-10A third floor auditorium. The talk is sponsored by FAA's Office of Civil Rights. Also on Friday, the President will sign a proclamation officially recognizing the special week, urging Americans to participate with appropriate ceremonies. In addition, an FAA Hispanic exhibit will be on display in the lobby, and the FAA cafeteria will feature Hispanic dishes throughout the week.

ALL ABOUT THE GENERAL SCHEDULE

This article is the first of a series on the complex subject of classification and pay. Federal employees are paid for their work on the basis of the principle outlined in the Classification Act of 1949: i.e., employees should receive equal pay for substantially equal work, with pay distinctions based on the work and level of responsibility. In this article we will discuss classification and pay systems for workers covered by the General Schedule. The system for blue-collar workers, the Coordinated Federal Wage System, will be discussed in a later article. Most white-collar employees and protective employees, such as guards and firefighters, are paid under a nationally applied General Schedule. The General Schedule (GS) contains 18 grades from GS-1, which has the least difficult positions, to GS-18, which has the most difficult. (Executive positions above the GS-18 are paid under the Executive Schedule which contains five additional levels.) Jobs are graded by position classifiers who review descriptions of the employees' duties or conduct desk audits of the employees' duties as assigned by the supervisors. The duties are compared with appropriate Civil Service Commission standards such as: the responsibility that goes with the job; knowledge; experience or skills required to perform the duties. The classifiers assign the jobs appropriate grades under the standards. Each grade has a set salary or salary range; thus, the grade of the position sets the pay. The rates, expressed as annual salaries, appear in a table, or schedule, called the General Schedule. GS-18 has only one pay step. All the others have ranges--10 steps each

in GS-1 through 15, 9 in GS-16, and 5 in GS-17. While the range of rates for each grade is higher than the range for the next lower grade, there is overlapping. The result is that an employee who is at the top of one grade will actually be receiving a higher rate of pay than another employee who is at the bottom step of the next higher grade. Although an employee remains a particular GS grade for several years, he or she can move up the range of pay steps as long as performance is competent. These raises in pay are called within-grade increases or step increases. A timetable sets regular within-grade increases. For an employee starting in the first step of a grade with 10 steps, the increases occur every 52 weeks in the first 3 steps (i.e., steps 1 to 2, 2 to 3 and 3 to 4). The next 3 steps require intervals of 104 weeks. Finally, the interval between the last 3 steps is 156 weeks until the top of the grade is reached. It is not uncommon for an employee to be promoted to a higher grade long before reaching the top of the old one. Then the timetable begins over again in the new grade, depending on the step in the higher grade in which the employee is placed. An employee promoted to a higher GS grade is entitled to a pay increase which must equal at least 2 step increases. In subsequent articles, we will discuss other aspects of pay such as special rates, premium pay, overtime and holiday rates, salary retention, and severance pay. For further information, contact the Classification Branch, APT-160, (202) 426-8034.

FAA INTERCOM is published weekly for employees of the DOT/FAA by the Office of Public Affairs...Editor, Don Braun...Production Assistants, -Anne Catlett & Josie Dixon...APA-330...Room 907...x63483.



Serving those who fly



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

76-37 Sept. 13, 1976

NEW INT'L AVIATION POLICY

A new international aviation policy statement, replacing guidelines that have been in force since 1970, was issued last week by Transportation Secretary Coleman and Deputy Secretary of State Charles Robinson. The statement, or position paper, indicates where the U.S. stands on various matters pertaining to international aviation. Essentially, the statement is designed to facilitate negotiations with other nations as well as help settle domestic disputes concerning international aviation. The new policy firmly backs free competition in international air commerce, supports well managed private air carriers and equal opportunity for all carriers. In addition, it gives greater emphasis than the previous policy to the elimination of unprofitable routes. Also spelled out is the U.S. policy of protecting citizens and civil aircraft from hijacking and terrorism.

EVEN BETTER AUTOMATION

As part of a long-term program to increase the capabilities of the national automated enroute air traffic control system and to accommodate new features planned for the Upgraded Third Generation system, the agency has awarded a \$1.4 million contract to Computer Sciences Corp. of Silver Spring, Md. Several types of development are planned for the 20 domestic centers, including software changes needed for such features as flight plan conflict probe, minimum safe altitude warning, conflict resolution and enroute traffic metering. Also included are the software changes needed for features of the new "Upgraded Third" system including Discrete Address Beacon System (DABS) and FSS Automation. Development and testing of the new programs will take place at NAFEC.

A CALL IN THE NIGHT

The hours were creeping slowly and quietly toward dawn in the Western Region Communications Center in Los Angeles when the phone rang-- with a call from Nuremberg, Germany. Jack Doyle, who had the watch, answered the 3 a.m. call and was greeted with a request: Could the FAA Comm Center connect a doctor in the U.S. Army Hospital in Nuremberg with the Los Angeles Children's Hospital? Doyle said

he would try, and in less than three minutes put the call through. Then followed an hour-long conversation between the doctor in Germany, who needed expert medical advice in treating the five-year old adopted daughter of a U.S. military family, and a specialist in Los Angeles. "I never had a call quite like that before," said Doyle, a former airline navigator and controller.

NEW ANTENNA SUCCEEDS

Controllers, engineers and technicians all are extremely pleased with the performance of a new radar beacon antenna installed recently at Washington National Airport. The antenna is a new design that increases coverage of aircraft transponder (beacon) signals and greatly reduces false radar beacon targets caused by reflected signals. The antenna also reduces the number and duration of occasions when the radar room's ARTS III scopes display the word "coast," which happens when beacon signals are too weak to permit positive identification of aircraft by the ARTS computer. A Washington tower official said some controllers "were amazed" by the improved radar performance. Ten of the new "open array" beacon antennas will be delivered by December by Hazeltine Corp. under a \$1.07 million contract. The agency expects to buy an additional 150 improved versions of the open array antenna from a contractor yet to be selected.



A PEACH OF A SAVE

"I'm losing my engine at 6,500 feet..." The call crackled in the headset of controllers at the Macon, Ga. tower. The Columbus, Ga., tower pitched in by pinpointing the plane on radar while Macon radioed directions to the pilot. The aircraft, with four persons on board, was able to make a controlled descent with power cut back, but the return to earth ended safely at Dawson airport. Controllers Lacy Wright and Emory Green at Macon and Joseph Franklin at Columbus made the flight assist. During August, 242 such assists were reported--111 by flight service stations, 104 by towers and 27 by enroute centers. A total of 414 people were reported on board the aircraft involved. The primary causes included 156 lost pilots, 39 low on fuel, 28 in bad weather and 54 with equipment malfunction.

SAVE FUEL, CUT NOISE

It's a procedure that will save fuel, dampen noise and generally simplify the controller's task. It's called the Profile Descent and the Air Traffic Service is currently making a movie which will help to explain the concept to both pilots and controllers. Basically the Profile Descent is designed to allow pilots to descend from cruise altitude (often above 30,000 feet) in an engine idle or near idle glide virtually to the point where they intercept the Instrument Landing System beam at about 3,000 feet above the terrain. Eliminated are noisy and expensive low altitude holding or long, often complicated, vectored approaches to the airport. The movie is scheduled to be ready for showing around the end of the year.

ELT QUIRKS

Ordinarily, emergency locator transmitters--ELTs--are no laughing matter. The automatic radio devices have led rescuers to dozens of airplane crash survivors, but ELT false alarms continue to be a problem.

The Air Force rescue center reported two strange ELT incidents recently.

.... A Civil Air Patrol pilot flying a search mission for an activated ELT checked to be sure his own unit was turned off, only to discover it was missing. He finally pinpointed the location of the radio signals, where police found the CAP pilot's very own ELT and arrested the thief. In another case, a

lawman located an inadvertently activated crash position indicator (CPI--used by the military) but was unable to switch it off. Steadfastly carrying out his orders, he executed the offending transmitter with one well-placed shot from his pistol.

ICAO SEEKING APPLICANTS

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

MONTREAL - 2 years - PC-26/76

Language Officer (Translator), P-3, Gross: \$19,760 per annum and Net (Free of tax): \$14,585 per annum.

Language requirement: French must be native tongue, or the language used for education. Ability to write and revise French translations with a thorough knowledge of syntax and stylistics is essential.

A working knowledge of Russian or Spanish would be a valuable additional qualification. PC-27/76

Legal Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Language

requirement: Command of Russian and working knowledge of at least one of the following: English, French or Spanish. PC-28/76

Language Officer (Interpreter/Translator), P-4 Gross: \$24,220

per annum and Net (free of tax): \$17,532 per annum. Language requirement: Spanish must be native tongue, or used for education. Demonstrated ability to interpret into Spanish from English and French or Russian and to write Spanish translations. Applications due in AIA-29 by October 1, 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.

ADAP HAS \$\$\$ AGAIN

The newly authorized Airport Development Aid Program (ADAP) got underway last month, just one day after funds were received to support it. Funding authority for grants to build and improve airports was authorized by the Airport and Airway Development Act of 1970, but this authority expired in June 1975. Last month the agency's authority to issue grants was extended when the President signed the 1976 Amendments to the original act. Since that time, allocations for 186 projects involving \$138 million in Federal funds have been issued. These allocations--which will lead to grants--were issued to general aviation as well as air carrier airports.

MORE AND MORE WOMEN

The number of women in full-time white-collar jobs in the Federal Government increased by 14,114 in the year ending October 1, 1975, the Civil Service Commission reported recently. Survey results released by the Commission show that women accounted for 76% of an overall net increase of 18,493 in Federal white-collar jobs in the one year period. The number of jobs held by men increased by 4,379.

SHIP AHOY

Pictured here is "Old Ironsides"--the U.S.S. Constitution, first man o' war built by America. But this ship is 1/96 the size of the real thing, which was launched in 1797 and is now tied up in Boston Harbor. The model, which has been on display in the Mayflower Hotel downtown since August, was built over a 14-month period by Ben Lee of the FAA Office of Public Affairs. The remarkably detailed model will go on display for a month in Nassif building's ground floor Public Information Center on or about September 15.

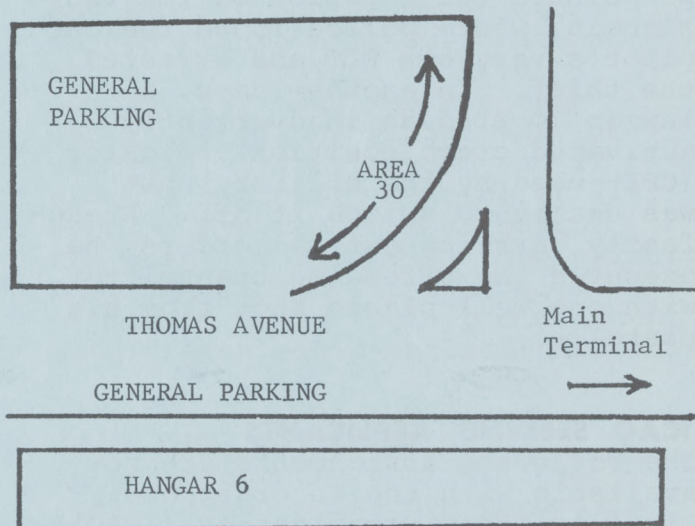


CFC GETS UNDERWAY

FAA Headquarters kicks off this year's Combined Federal Campaign this Wednesday, Sept. 15, with an address by Administrator McLucas, as well as a briefing and motion picture. Attending will be all office canvassers, keypersons and alternates. The film is titled "You're Doing So Much More." The rally starts at 9 a.m. in the auditorium.

PARKING AT HANGAR 6

Visitor parking spaces at FAA's Hangar 6 at National Airport have been relocated. Designated as "area 30," visitor parking is now along the edge of the parking lot across Thomas Ave. from the hangar. The rest of this parking lot is reserved for airport employees, as are the parking spaces directly in front of the hangar. Visitors should obtain a parking pass from hangar officials and place it on their car windshield. (See map)



TAPESTRY AND HISPANICS

An intimate and moving portrait of teacher-dancer Rosa Guerrero of El Paso, Texas forms the theme of "Tapestry," a 29-minute film to be shown in celebration of National Hispanic Heritage Week this Wednesday and Thursday, Sept. 15 and 16, at 12 noon and 12:30 in the FAA third floor auditorium. Ms. Guerrero intertwines information about the sources of dance with her own feelings about cultural identity while dancing before rapt audiences of elementary and high school students. Our land, she says in this music-filled movie, is not a "melting pot," but a "tapestry."

 FAA INTERCOM is published by the Office of Public Affairs, APA-330



F.O.B.-10A APA-4
HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-38 Sept. 20, 1976

TIMES CHANGE, SO DO TOWERS

Keeping in tune with ever-changing air traffic, FAA this month is opening a new tower at the nation's second busiest airport and closing one at a desolate Alaskan outpost. A 225-foot \$4.1 million structure will be dedicated September 27 at Atlanta, two weeks after the closing of a tiny tower 3,500 miles away at Deadhorse, Alaska, northernmost point of the Alaska pipeline. The Atlanta structure replaces a tower which opened in 1961 and is built in the distinctive style of the Dallas-Fort Worth tower. The eight-sided Atlanta tower cab features an equipment arrangement that permits independent control operations for the parallel runways located on each side of the tower. Staffed by 148 controllers and support personnel and maintained by 66 Airway Facilities employees, the tower also has an ARTS III radar system which replaces the trailblazing prototype ARTS I installed at Atlanta years ago. At Deadhorse, the tower was closed September 12 due to declining air traffic. The tower was opened in January 1975 when pipeline construction work was on the rise. The Deadhorse flight service station, previously combined with the tower, will remain open.

ADMINISTRATOR PRAISES ANTI-HIJACK EFFORTS

FAAers in both the United States and Europe performed in "magnificent" fashion during the recent hijacking of a TWA jet and helped bring that incident to a successful conclusion, Administrator McLucas declared last week. Dr. McLucas also praised the "coolness, skill, patience, firmness and courage" of the TWA flight crews and ground personnel involved in the hijacking. The Administrator himself was one of the first FAAers to report to the Headquarters Hijacking Command Center after the hijacking became known shortly after 8 p.m., Friday, September 10. He remained on duty during the entire 30 hours of the ordeal and was joined Saturday afternoon by Transportation Secretary Coleman who cut short a vacation and flew back to Washington. He and Dr. McLucas gave an oral report to the President at the White House Saturday afternoon and then returned to the FAA Command Center, where they remained until the hostages were released and the hijackers taken in custody early Sunday morning. Also present because of the international nature of the hijacking was Ambassador L. Douglas Heck who directs the State Department's anti-terrorism unit. The Command Center itself was run by Civil Aviation Security Director Richard Lally and his deputy, Joseph Blank. Using FAA's extensive communications system, they were in almost constant touch with (See ANTI-HIJACK, page 3)

OFF AND RUNNING FOR FSSs

The flight service station study team, created to make recommendations for a standard FSS organization, will fan out across the country this week. Two groups, each made up of four members, will visit stations to gather information concerning facility organization. Group I will visit FSSs at Dallas, Lubbock, Amarillo, Kansas City, Oklahoma City, Denver, Salt Lake City, Seattle, Bakersfield, Oakland, Las Vegas, Indianapolis, Dayton, and Green Bay as well as the Central, Southwest, Rocky Mountain, Western, Great Lakes and Northwest regional offices. FSSs in the Group II itinerary include: Islip, Buffalo, Newport News, Miami, Jacksonville, Atlanta, Wichita and Boston. This group also will visit the Eastern and New England regional offices. Members of the Group I team are John Elwell, Western Region; Don Valentine, Great Lakes Region; Walter Ward, Southwest Region, and J.P. Fox, Headquarters. In Group II are Armand Palmerine, Eastern Region; Richard Dunivant, Southern Region; Tom Doyle and Albert Lundeen, both of Headquarters.

TWO NAMED TO TOP POSTS

The agency has named Louis A. Million, Jr., as Deputy Director, Alaskan Region, and Siegbert B. Poritzky as Director, Office of Systems Engineering Management. Million, formerly chief of the Great Lakes Region Airports Division, is an engineer by training and joined the agency in 1958. Poritzky, who worked for CAA from 1949 to 1953, comes from the Air Transport Association where he was an expert in air traffic control and air navigation programs.

KEEPING 'EM APART

The Aircraft Separation Assurance Program, proposed by the agency to further reduce midair collision danger in the nation's airspace, will be aired at a two-day consultative planning conference September 27 and 28 in Washington, D.C. To be discussed during the meeting will be the agency's five-point program including: (1) implementation of a conflict alert function on air traffic control radars; (2) continued development of Discrete Address Beacon Systems; (3) further development of the Beacon Collision Avoidance System; (4) expanded requirements for flight plans; and (5) carriage of altitude-reporting transponders. Generally the discussion of the program will focus on procedural improvements, regulatory changes, hardware systems, planning standards and system improvements.

MAKING AIRPORTS SAFER

Richard F. Lally, Director, Civil Aviation Security Service, last week received the agency's Award for Superior Service during ceremonies in the Administrator's office. The award is for the exceptional manner in which he developed and coordinated industry and government efforts in response to the Dec. 29, 1975 bomb explosion which killed 11 at New York's La Guardia Airport. Results of the top priority program initiated by Lally: selective baggage screening procedures were started by the airlines; airport security was tightened by assigning explosive detection dogs to additional airports and by other methods; and research to devise effective explosive detection equipment was stepped up.

LOOKING AT AIR TAXIS

The agency is gearing up for a five-day conference in Denver from November 8 to 12 to discuss proposals for upgrading safety regulations for the more than 3,800 air taxi operators in the U.S. The conference, which will cover 112 proposals for regulatory amendments and new rules, will zero in on scheduled air taxis. Many of these carriers are operating sophisticated turbine-powered aircraft with up to 30 passenger seats. As of June 1976, there were 209 scheduled air taxi operators--158 passenger-carrying commuter air carriers and 51 air mail carriers. In fiscal year 1975, they carried 6.8 million passengers, flew 708 million passenger miles and transported 148 million pounds of cargo and 153 million pounds of mail.

TESTING THE STATE OF STATES

Transportation Secretary Coleman has invited the 50 state governors to apply for participation in a state-managed "demonstration program" of Federal grants for development of general aviation airports. In his letters to the governors, the Secretary said a maximum of four states will be selected to participate in the program for a one or two-year period. The primary objective of the test is to determine if the states have the capability to administer Federal grants for general aviation airport development more efficiently and effectively than the Federal government. Participating states will be allowed to make their own priority allocation of general aviation ADAP funds in contrast to the usual procedure where FAA determines priorities and deals directly with the individual airports or channels the money through a state agency.

KEEPING UP THE PACE

The Civil Service Commission is giving its Professional, Administrative Careers Examination (PACE) nationwide this November and next January, March and May. The exam is the principal means of entry into the Federal Government at the GS-5 and 7 levels for college graduates and persons with equivalent experience. However, the exam may also be taken by current Federal employees in low grades who aspire to GS-5 and 7 jobs, which can lead to even higher positions. By taking PACE, employees can receive a CSC rating for jobs at these levels as part of the Merit Promotion Process. The deadline for applications to take PACE generally is about four weeks before testing begins in any given month. Check local CSC offices for exact dates and place of testing. In Washington, tests will be given on weekdays at the CSC main office at 1900 E St. NW.

ANTI-HIJACK (from page 1)

ATC facilities, airline operations personnel, law enforcement and security organizations and other governmental and private agencies from the time the hijacking began until it ended. In his message to FAA employees, Dr. McLucas said: "I want to congratulate the staff of FAA in the United States and Europe for their magnificent contribution to the safe release of the hostages of TWA Flight 355. This kind of performance, under extreme pressure, is in the highest tradition of the Federal Aviation Administration and I am proud of you. Secretary of Transportation William T. Coleman, Jr. joins me in saying 'well done'."

FLU SHOTS COMING

The FAA clinic on the third floor of FOB-10A will give swine flu inoculations in the near future. More information on date and time will be published as soon as it is available. In addition, regular influenza inoculations will be given at the following places and times:

Headquarters (FOB-10A), clinic--room 327--Monday, Sept. 20 through Friday, Oct. 1; 9 a.m. to 3 p.m.

Washington National Airport, first aid branch, room 56, Wednesday, Sept. 27 through Friday, Oct. 22, 9:30 a.m. to 4:30 p.m.

Dulles International Airport, first aid branch, room G432, Wednesday, Sept. 22 through Friday, Oct. 1, 7:30 a.m. to 6:30 p.m. Persons with chronic diseases--such as respiratory or cardiovascular--and those over age 50 are urged to get the shot. People allergic to chicken, eggs, or feathers will not receive the vaccination.

CALLING ALL BIKE RIDERS

Do you ride a bicycle to work? Do you want information on bike routes and safety procedures? Do you desire better bike parking/storage facilities? If so, a budding organization called the Federal Bicycle Council may be able to help. The Council, just getting organized, wants to set up a program to promote bicycling to work and also would like persons in various agencies to serve as liaison to the Council. If you bicycle to work and want to help to Council, contact Nina D. Rowe, 3612 N. John Marshall Drive, Arlington, Va. 22207.

CFC CAMPAIGN UNDERWAY

The Combined Federal Campaign is off and running following last week's kick-off ceremonies in the auditorium. The goal for FAA Headquarters is \$216,613. Through payroll deduction, employees can donate money to 163 charitable agencies, or designate a specific agency to receive their gifts. These agencies--including CARE, March of Dimes, American Heart Association and Save the Children Foundation, to name a few--provide health care, food and shelter, aid to the handicapped and many other services to people in need. Remember the less fortunate when your office canvasser stops by.

AWARDS AND REWARDS

The Airway Facilities Service presented Quality Increases to John G. Mauck and Joe N. Long and Special Achievement Awards to W. Donald Swinney, Jan Stallings, Mary E. Campbell, Donald Isaacs, Dorothy La Riviere, Albert Christie, William Daugherty, Richard Snoderly, Rose Trotta, Dickie Price, Chesley Hughes and Kathleen Norton. The Office of Airports Programs presented Quality Increases to Barbara A. Schamel and Helen E. Butler and a Special Achievement Award to Aughtie Hawkins.

 FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Information Services...Editor, Ted Maher...Production Assistant, Anne Catlett...AIS-330...Room 907C...x63483.



HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

76-39 Sept. 27, 1976

RESCUE IN ALASKA

Harsh Alaskan weather nearly claimed five victims this month when a helicopter chartered by FAA to ferry maintenance men and materials crash landed in a mountain pass and flipped over. All aboard walked away, and only one person suffered injuries, which fortunately were minor. But more than 40 hours passed before the men were rescued by another helicopter which had to wait for clear weather to make the pick-up. The first copter was approaching a landing spot at a radio relay outlet in Lake Clark Pass 3,600 feet high when a powerful gust blew it past the mountain edge. Turning around, the craft hit the ground and rolled almost completely over. Aboard were the FAA Airway Facilities work crew, Henry Nakamura, Jerry Koppess and Kent Hudson, as well as charter pilot Jim Mott and loadmaster Robert Ferguson. After shaking off the fright, the men settled down to a makeshift camp in a nearby 5x8 foot shed while calling for help on a portable two-way radio and eating a cache of C-rations. The first to hear the call was an Air France jetliner which relayed the message to rescue personnel.



AIRPORT SECURITY WORKS; HIJACK A BLUFF

An FAA report indicating that the airport screening program continues to be effective was sent to the Congress last week. The report said that the nation's passenger screening program at airports resulted in the detection of 2,840 firearms and seven explosives or incendiary devices in the first six months of this year. In addition, 422 persons were arrested for carrying firearms and explosives. The screening prevented what the agency believes were five possible hijackings or other aviation-related crimes. Administrator McLucas, speaking before the Airport Operators Council International in San Francisco, last week said the Croatian nationalists who hijacked a U.S. airliner on September 10 may have succeeded only because they decided to bluff rather than try to smuggle real weapons through the screening procedures at the airport. He revealed that statements taken from the hijackers showed that they had studied the screening procedures at LaGuardia for four months before deciding the security system would be too difficult to penetrate. He added that there has been some question raised as to why FAA did not have more faith in the security procedures at the outset and realize that the hijackers were bluffing. He said that any (See SCREENING, page 3)

PAPERWORK MANAGED

In an unprecedented sweep of Annual Federal Paperwork Management Awards, four FAAers from the Southern Region and two from Headquarters have been honored. Catherine S. Barker, Meredith G. Clarke, Martha B. Greenway and Harold K. Robertson, all of the Southern Region office, received the Award of Special Merit for setting up the first centralized Word Processing Center operated by the FAA.

John S. Nigro, Systems Research and Development Service, received an Award for Noteworthy Accomplishment and Jimmy Gwinn, who recently joined FAA's Office of Management Systems, was honored with an Award of Special Merit for work he did at the Treasury Department. The Word Processing Center set up in the Southern Region office consists of facilities for handling multiple address correspondence, as well as a central dictation system enabling people to "call in" correspondence requiring typing. Nigro was recognized for devising Government Standards for Scientific and Technical Reports. He was previously named the FAA Suggester of the Year for 1975 for this contribution.

PAMPHLETS ON POLITICAL ACTIVITY

Copies of FED FACTS 2, which deals with the political activity of Federal employees, will be sent to all FAA supervisors through normal distribution channels. They are expected to be in the hands of supervisors about October 1. The pamphlet lists the do's and don'ts of political activity for Federal employees and describes the major provisions of the Hatch Act. Supervisors should make sure that this pamphlet is circulated to all employees in their organizations. Awareness by all of Hatch Act restrictions is particularly important in an election year.

NEW FORMAT FOR PIREPS

A new, easier-to-read format for Pilot Reports (PIREPs), which describe in-flight weather conditions, goes into effect on October 15. Pilots need not file their reports in the new format, but flight service specialists as well as National Weather Service and military personnel will encode the PIREPs into the new standard format. The format, which replaces reports now written in whatever order given by pilots, is expected to make reading and relay of PIREPs easier for weather briefers and pilots. After pilots become familiar with the format, FAA hopes they will use it when making reports in order to pass along the information more expeditiously. Weather briefers will encode the information in the following order: location; flight level; type of aircraft; sky cover; temperature; winds; turbulence; icing; remarks.

MINORITIES ON THE RISE

More minority group employees moved into higher graded and better paying Federal civilian jobs in the 12-month period ending November 30, 1975, the Civil Service Commission reported recently. Minority employees in GS and similar "white collar" jobs increased by 4,217 to 238,508--17.3% of total white collar employment. The biggest increases were registered in the middle and upper GS grades. For instance, minorities in the GS 9/11 groups increased by 3,562 from 11.2% to 12% of the total employees in that group while minorities in the GS 12/13 group were up 1,839 from 6.6% to 7.2%. Minorities also registered net gains in supervisory and leader positions under "blue collar" wage systems, according to the survey.

ATCA HONORS US

Three agency employees, NAFEC and the Oakland Air Route Traffic Control Center will receive special awards from the Air Traffic Control Association (ATCA) at its 21st annual meeting in Miami Beach on September 30. The first place George W. Kriske Memorial Award for outstanding individual contributions to the science of air traffic control and ATC professions in 1976 goes to Robert M. Flanagan of the New York ARTCC, while the Honorable Mention goes to Phillip W. Skeith of the Arapahoe control tower in Englewood, Colo. NAFEC will receive the first place Earl F. Ward Memorial Award for outstanding group achievement in 1976 and Oakland ARTCC takes second place for contributions to ATC. Al J. Kulikowski of the Memphis ARTCC will be presented the second place Technical Writing Award for his article, "Fuel Economy in ATC System," which appeared in ATCA's July-September 1976 Journal of Air Traffic Control.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). CAIRO - 2 years, PC-29/76 Technical Officer, MET, P-4, gross: \$24,220 per annum and net (free of tax): \$17,532 per annum. Applications due in AIA-29 by September 28, 1976. 3 years, PC-30/76 Technical Officer, RAC/SAR, P-3, gross: \$19,670 per annum and net (free of tax): \$14,585 per annum. Applications due in AIA-29 by October 27, 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.

WANT TO FLY IN SPACE?

The National Aeronautics and Space Administration is currently looking for men and women to serve as pilots and crew members aboard the space shuttle, the first of which was rolled out at Rockwell International in California last week. Candidates selected for both pilot and "mission specialist" programs will go through a two-year training and evaluation program before possible selection to a position. The requirements for candidates for the pilot positions are: a bachelor's degree from an accredited institution in engineering, physical science, or mathematics (advanced degree or equivalent experience is desirable); 1,000 hours pilot time (2,000 hours desirable, and high performance jet aircraft and flight test experience is preferred); the ability to pass the NASA flight physical; and a height between 64 and 76 inches. Basically, the requirements for the mission specialist positions are: a bachelor's degree from an accredited institution in engineering, physical or biological science, or mathematics (advanced degree or equivalent experience is desirable); the ability to pass the NASA flight physical; and a height between 60 and 70 inches. Applications for both types of positions must be postmarked no later than June 30, 1977. Applications may be obtained by writing to: Astronaut Candidate Program (add parenthetically either, Pilot or Mission Specialist, to show the option of interest to you), Code AHX, NASA Johnson Space Center, Houston, Texas 77058.

EFFECTIVE SCREENING (from page 1) such suspicion was dispelled when a bomb the hijackers said they left behind went off and killed one New York City policeman and wounded others.

EEO COUNSELORS SOUGHT

The Office of Civil Rights will hold a meeting for present EEO Counselors and persons interested in becoming counselors on Thursday, September 30, at 10 a.m. in Room 331. If you want to explore ways in which you can advance the cause of equal opportunity, this may be it. Employees of FAA Headquarters who feel they are sensitive to employment and personnel problems of minority groups, women, and persons between 40 and 65 years of age may apply to be considered as EEO Counselors. The Office of Civil Rights is interested in persons who exhibit good judgment, listen and communicate effectively, and display objectivity and fairness. Final selections and appointments will be made by Civil Rights, but persons who have worked as discrimination complaint investigators or in personnel management will not be selected. If you would like to know more about EEO counseling, come to the meeting on Thursday or call ACR on x63785.

CAN YOU MANAGE THIS?

The Management Training Opportunities Program is now open for the second year. The program is for non-supervisory Headquarters employees in grades GS-11 through 13 who have at least one year's service in Headquarters. A maximum of ten employees will be selected to receive various types of management training. Although no provisions are included for job placement after the training, the program offers enhanced career prospects to the participants. The deadline for applications is October 8. To apply, send to APT-130, Room 515, a complete and current SF-171; a Special Evaluation Form (3110-1) filled out by your supervisor; and a personal statement describing your reasons for wanting to participate. For more information, see Notice WA N 3110.8.

COMBINED FEDERAL CAMPAIGN

The Combined Federal Campaign continues to roll along, with two offices already reporting 100% participation and topping their dollar goals: Office of Labor Relations and Office of Investigations and Security. Remember the less fortunate when your office canvasser stops by. Remember also, that many of the agencies receiving contributions perform work that could one day benefit you, such as health research organizations. The campaign runs through October.

READ ALL ABOUT IT

Are you keeping up with your FAA WORLD reading? This can be done easiest by receiving it in the mail at your home every month. If you are not now getting it, obtain Form 1720-9 from APT-150 (Room 512), fill it out, and send it to AMS-130. And happy reading.

NATIONAL TO BE PRETTIED UP

Washington National-Airport is going to get its face lifted--as well as its innards. A \$647,887 contract was awarded to George C. Martin, Inc. of Rockville, Md., for repairing and decorating walls and ceilings in the main terminal and north concourse and the exterior of the north terminal. In addition, the newsstand in the north terminal will be moved to permit relocation of the entrance and exit doors in the north terminal to improve people-flow. Further, new information signs and aids will be installed throughout the terminal area, two airport entry signs will be erected and landscaping will be performed. The work is scheduled for completion by late January or early February next year.

FAA INTERCOM is published weekly for employees of the DOT/FAA by the Office of Public Affairs... Editor, Don Braun...Production Assistant, Anne Catlett...x63483.





HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

JAPA - 4

76-40 Oct. 4, 1976

NATIONAL AF UNION CERTIFIED BY LABOR DEPT

The Department of Labor has certified election of a nationwide labor representative for some 7,700 non-supervisory Airway Facilities employees. The exclusive representative for the bargaining unit is the Federal Aviation Science and Technological Association/National Association of Government Employees. A mail ballot election for employees was conducted last March-April, but certification was held up pending resolution by the Labor Department of objections filed by the American Federation of Government Employees. Included in the new unit are employees of regional Airway Facilities Divisions, except for the Alaska, Pacific and European Regions. Also excluded are employees in Headquarters, NAFEC, Aeronautical Center and several existing local bargaining units. This is the fourth nationwide bargaining unit in FAA, the second to be represented by FASTA/NAGE. The Professional Air Traffic Controllers Organization (PATCO) and the National Association of Air Traffic Specialists (NAATS) were both certified as the exclusive representatives for units of Air Traffic employees in 1972. FASTA/NAGE was certified as the representative of a unit of Flight Inspection National Field Office employees in 1974. Negotiations for a national labor agreement between the agency and FASTA/NAGE are expected to begin in the near future.

PAY RAISE ARRIVES

The waiting is over—President Ford announced last week that GS employees will receive a "weighted pay" increase to achieve comparability with private industry salaries. For FAA employees, the pay raise will first be included in pay checks covering the pay period beginning October 10. The pay raise provides a different percentage increase for each grade level of the General Schedule. The increases are smaller at the lower grades and higher at the higher grades. Also raised is the limit on maximum GS salary—up to \$39,600 from \$37,800. Because of this salary ceiling, the actual pay increases for the top four steps of GS-15 and for all steps in GS-16 through GS-18 will be lower than called for by the weighted plan. Weighting is based on the number of employees at each grade level, as well as salaries. The August 23 INTERCOM showed the percent increases for each GS grade. See page 2 of this issue for the new General Schedule.

RADAR VIGIL ON STORMS

FAA is peering through a radar eye at thunderstorms in Florida in an effort to find the ideal equipment settings to adequately display storms on air traffic control radar scopes. The Tampa ASR-8 (Airport Surveillance Radar), most modern of terminal radars, is being used to (See VIGIL, page 2)

NEW GENERAL SCHEDULE

	1	2	3	4	5	6	7	8	9	10
GS-1	\$5,810	\$6,004	\$6,198	\$6,392	\$6,586	\$6,780	\$6,974	\$7,168	\$7,362	\$7,556
2	6,572	6,791	7,010	7,229	7,448	7,667	7,886	8,105	8,324	8,543
3	7,408	7,655	7,902	8,149	8,396	8,643	8,890	9,137	9,384	9,631
4	8,316	8,593	8,870	9,147	9,424	9,701	9,978	10,255	10,532	10,809
5	9,303	9,613	9,923	10,233	10,543	10,853	11,163	11,473	11,783	12,093
6	10,370	10,716	11,062	11,408	11,754	12,100	12,446	12,792	13,138	13,484
7	11,523	11,907	12,291	12,675	13,059	13,443	13,827	14,211	14,595	14,979
8	12,763	13,188	13,613	14,038	14,463	14,888	15,313	15,738	16,163	16,588
9	14,097	14,567	15,037	15,507	15,977	16,447	16,917	17,387	17,857	18,327
10	15,524	16,041	16,558	17,075	17,592	18,109	18,626	19,143	19,660	20,177
11	17,056	17,625	18,194	18,763	19,332	19,901	20,470	21,039	21,608	22,177
12	20,442	21,123	21,804	22,485	23,166	23,847	24,528	25,209	25,890	26,571
13	24,308	25,118	25,928	26,738	27,548	28,358	29,168	29,978	30,788	31,598
14	28,725	29,683	30,641	31,599	32,557	33,515	34,473	35,431	36,389	37,347
15	33,789	34,915	36,041	37,167	38,293	39,419	40,545*	41,671*	42,797*	43,923*
16	39,629*	40,950*	42,271*	43,592*	44,913*	46,234*	47,555*	48,876*	50,197*	
17	46,423*	47,970*	49,517*	51,064*	52,611*					
18	54,410*									

Salaries marked by * are now limited by law to \$39,600.

EMPLOYEE REP TIME

The U.S. Comptroller General has reversed a previous ruling and now says that the amount of official time an employee who is also a union representative can spend representing other employees is a matter for negotiation between government agencies and unions. Back in February, the CG said an employee-representative could spend no more than 160 hours of official time per year representing other employees in grievances, appeals, bargaining and related matters. A month later, as a result of union protests and agency concerns, the ruling was suspended. The new decision says the amount of official time to be allowed should be determined by balancing employee-rep job requirements and the needs of the government against the right of employees to be represented.

VIGIL(from page 1)

tape record severe weather for comparison with tape recordings of the same weather made from a nearby National Weather Service radar. Data will be collected for another two months and then analyzed at NAFEC. Agency radar experts hope to come up with information that will show how FAA radar systems--both long range

FAA WORLD OCTOBER

"Is It a Good Day for an Accident?" Biorhythm theory suggests this may be predictable. FAA WORLD'S cover story looks into these claims . . . "Black Pilots Group Earned Its Wings the Hard Way" relates personal experiences at an annual convention . . . Airway Facilities personnel tell why "It Pays to Pitch In" . . . An RO art show provides a "Lime-light for Moonlight Talents" . . . "Secretaries to the Rescue" is about a pair of women from the same region office who find themselves "involved" on the same day . . . "A Flossy Ford Fossil" is what one FAAer rebuilt over a long time . . . and "A Fallen Comrade" is an obit for a dog . . . You'll also find a "Word Search" and your favorite features: Direct Line, Small World, Federal Notebook and Faces and Places.

and terminal--can be adjusted for the most accurate detection and display of turbulent weather.

NEWS NOTE

DOT/FAA response to the Civil Service Commission's draft air traffic controller classification standards will be reported in a future INTERCOM.

HEADQUARTERS PERSONNEL NOTES

ATC REGISTER REOPENING

On October 1 the U.S. Civil Service Commission reopened the Air Traffic Control Register for the center and tower option in the FAA Eastern Region. This includes the states of Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, and West Virginia. Qualified applicants under 31 years of age with at least 3 years of responsible work experience are being sought for GS-7 positions at air traffic control towers and air route traffic control centers. For more information, contact the Washington Area Office of the U.S. Civil Service Commission or the Employment Branch, APT-150, FOB-10A, Room 512, (202) 426-3229.

USE OR LOSE LEAVE

Remember that your "use or lose" annual leave must be scheduled and approved in writing before November 20. Managers are reminded that if an end-of-year workload situation prevents employees from taking approved use or lose annual leave, a determination of a critical need affecting the public business must be obtained from the designated agency official in order that such unused leave may be restored to the employee's leave account. Guidance is available in agency Handbook 3600.4, Absence and Leave, Chapter 2, Paragraph 15. Questions should be directed to the Classification Branch, APT-160, x68034.

ELECTION YEAR DOs AND DON'Ts

Despite repeated efforts to change it, the Hatch Act remains very much in effect, prohibiting many kinds of political activities for Federal workers. Under the Act, you may vote as you choose, express your opinions on all political subjects and candidates, and participate in political

management or a political campaign in a nonpartisan election. As a Federal employee in the Washington metropolitan area, you may also take part in political management or a political campaign in connection with partisan elections for local offices. However, you must observe these conditions: (1) you may be an independent candidate or work on behalf of, or in opposition to, an independent candidate, (2) you may not allow your political activity to interfere with your duties to the United States Government, and (3) the nature of your work may not create or appear to create a conflict of interest. Under no circumstances may you participate or express your opinions publicly in such a way that you take an active part in partisan political management or a partisan political campaign in other than local elections. More guidance is contained on red, white, and blue posters entitled "Federal Employees, Know the Rules on Political Activity" posted on bulletin boards. The staff of the Labor Relations Branch, APT-140, x68916, is available to answer questions.

THE FEDERAL WAGE SYSTEM

This is the second in a series of articles on the subject of classification and pay. This month we will discuss the Federal Wage System (FWS)

The FWS covers employees in trade, craft, and laboring occupations. These employees are paid hourly rather than annually. As with the General Schedule, the objective of the FWS is to provide employees equal pay for substantially equal work, with pay distinctions based on the work and level of responsibility. (Continued on page 4)

WAGE SYSTEM (from page 3)

The Civil Service Commission develops and publishes FWS job grading standards to help position classifiers in determining job title, series, and grade. These standards analyze and discuss each major occupation in terms of four factors: skill and knowledge, responsibility, physical effort, and working conditions. The standards identify 15 nonsupervisory FWS wage grade (WG) levels, ranging from Laundry Worker, WG-1, to Instrument Maker, WG-15.

FWS wages are determined by comparing Federal blue collar jobs with similar private industry jobs in a local geographic wage area, unlike General Schedule salaries which are determined on a nationwide basis. Local wage areas are identified by the Civil Service Commission, and FWS wages in each area are separately adjusted on the basis of regular wage surveys.

Each of the 15 Wage Schedule pay grades is broken down into 5 step rates; each rate is 4% apart, with the second step based on the current rate in private industry. In general, if performance is satisfactory, full-time nonsupervisory or leader employees receive regular raises (within-grade increases) after predetermined waiting periods. For an employee in the first step, the increase to step 2 occurs after 26 calendar weeks, to step 3 after 78 calendar weeks, and to steps 4 and 5 after intervals of 104 calendar weeks. (Supervisory and part-time employee waiting periods are slightly different.)

In subsequent articles, we will discuss some of the adjustments which are made in GS and WG pay to reflect special circumstances. For further information, contact the Classification Branch, APT-160, x68034.

 FAA INTERCOM is published by the
 Office of Public Affairs, APA-330

JOB APPLICATION WORKSHOP

Come to this week's SF-171 workshop and learn how to write a good job application. The session, sponsored by the Office of Civil Rights, will be held in conference room 6AB this Wednesday, October 6, from 12 noon to 12:30.

FIRE DRILLS AHEAD

This week is National Fire Prevention Week. Accordingly, fire drills will be held during the week in the FAA building (FOB-10A) and in the Trans Point building. There will be no drill in the Nassif building, since a real fire occurred there in August, which resulted in a successful evacuation that met the annual fire drill requirement.

CFC IN FULL SWING

FAA Headquarters participation in the Combined Federal Campaign stands at 32% of the employees and 39% of the \$216,613 dollar goal, according to the latest report. Contributions go to 163 local, national and international social and health agencies. Donations in cash or through payroll deductions can be earmarked for a specific agency if desired. Look for photos of a CFC child care agency in next week's INTERCOM.

HUNGRY HOUR

The FAA cafeteria will be closed this Thursday, October 7, from 10 to 11 a.m.

GOLF TOURNEY

The final Federal Aviation Club Golf Tournament will be held Friday, October 8, at Algonkian Regional Park, Va. Club members may compete for beautiful trophies (which will be on display in the lobby of FOB-10A this week) and golf balls. Details in the FAA Club room on the ground floor.

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14 TRAIN FOR TOP JOBS

For the fourth time in as many years, FAA has selected a group of managers to participate in the Executive Development Program. Announcement of the 14 selectees culminates a thorough screening process which began last spring. Candidates, in addition to having shown managerial ability in the performance of their assigned duties, were required to demonstrate potential for executive development at the three-day executive skills assessment center in Washington. This year's program differs significantly from the previous three in that most training and developmental activities and assignments will be tailored to each individual's specific needs. The participants—being groomed for GS-15 division chief jobs and above, including regional director—will begin their formal training by attending a 12-day orientation in Headquarters in November. Selected for the program this year were: Headquarters: Juan E. Cruz, James R. Etgen, Kenneth S. Hunt, George A. MacArthur, Robert J. McCarthy, David F. Muller and John W. Sewell; Rocky Mountain Region: Wayne J. Barlow, Fred H. Jaeger, Jr., Edmund P. Kennedy and Robert O'Brien; Eastern Region: Richard L. Fisher and L. Lane Speck; and Central Region: Homer C. McClure.

FAA URGES IMPROVEMENT OF DRAFT ATC STANDARDS

In its response last week to the Civil Service Commission's draft controller classification standards, FAA said some GS-14 controller positions should exist in the air traffic control system. The FAA response was forwarded to the Commission by Secretary Coleman who supported FAA's view that some GS-14 journeyman jobs are warranted. The Secretary pointed out that more time would be needed to adequately define and describe these positions and that he would communicate his conclusions to the Commission. He also supported each of the other changes proposed by FAA. The most serious problem in the view of both FAA and Secretary Coleman is the downgrading of an estimated 6,000 air traffic control positions if the classification standards are made final in their present form. "The draft standard would not be acceptable to the Department of Transportation for that reason alone . . ." Coleman said. Coleman added that he realized CSC may not have had enough time and data to foresee the widespread downgradings that would result from the draft standard. He supported FAA's recommendation for a different treatment of air traffic supervisory and staff positions from that proposed by CSC. Coleman urged CSC to work closely with DOT/FAA to develop revised standards and recognize the complexity of ATC work.

MARATHON SAVE

The combined might of FAA, the North American Air Defense Command (NORAD), the U.S. and Royal Canadian Air Forces, the Federal Communications Commission and the Coast Guard were brought to bear in a recent 4-hour, 16-minute flight assist that saved the life of a lone airman piloting a single-engine airplane. The pilot was lost at night over the Pacific Ocean off the southern coast of Canada on an island-hopping flight that began in Tokyo. The Seattle and Oakland enroute centers were unable to communicate directly with the pilot and relayed instructions through the Anchorage FSS and two airborne Air Force cargo planes. In addition, the Canadians "scrambled" two jet interceptors to look for the lost airman, and the San Francisco Coast Guard station sent aloft a four-engine plane in hopes of finding and escorting the pilot to an airport. NORAD, the FCC direction-finding network and the Arcata, Calif., FSS tracked the airplane as it zig-zagged southward. As midnight passed and the plane still had not been sighted, FAA asked all airports on the Washington coast to turn on their lights. Finally, a request went out for a specialist to man the Crescent City, Calif., FSS, which was closed at that hour. Arriving in time, the specialist flashed the airport lights on and off and relayed local wind and airport conditions to the pilot, who ended his odyssey with a safe landing at the Crescent City airport. During September, 261 flight assists were reported--121 by flight service stations, 97 by towers and 43 by centers. There were a total of 542 people reported on board the aircraft involved. The primary causes for the assists included 162 lost pilots, 41 low on fuel, 35 involved in weather and 58 with some type of equipment malfunction.

WHERE ARE YOU?

"Who are you and how high are you?" Another 15 beacon interrogator systems which ask these questions and get the answers from high flying, transponder-equipped airplanes are on the way. They were purchased by the agency last month from Bendix Corp., Communications Division of Baltimore. Also included in the \$820,000 purchase are spare parts, test equipment and other related equipment. The beacon interrogators will be used at both enroute and terminal radar sites. Deliveries of the equipment will begin in July 1977 and be completed within three months.

ATLANTIC FEVER

While we're celebrating Columbus Day this week, we take time out to observe another, albeit little remembered, ocean crossing: the fourth non-stop trans-Atlantic flight. One would expect this to have occurred after Charles Lindbergh's famous flight in 1927. But in fact, it was Oct. 11-15, 1924 that the dirigible LZ-126--soon to be taken over by the U.S. Navy and renamed the "Los Angeles"--floated majestically above the Atlantic from Friedrichshafen, Germany to Lakehurst, N.J. The very first flight across the Atlantic is high on the list of little-remembered events. This feat was performed by the NC-4 (Navy Curtiss), commanded by Lt. Commander A.C. Reade. This huge bi-wing sea-plane crossed, with several stops, from Long Island, N.Y. to Plymouth, England via the Azore Islands and Lisbon, Portugal. Another all-but-forgotten first is the first non-stop Atlantic flight made in June 1919 by the British aviators John Alcock and Arthur W. Brown, who flew a Vickers Vimy from Newfoundland to Ireland. Lindbergh, by the way, made the tenth aerial crossing, which was the fifth non-stop, but the first solo. Who was the tenth man on the moon?

COLLEGE CREDIT FOR MTS

A recent evaluation by the American Council on Education (A.C.E.) of ten courses offered at the Management Training School in Lawton, Oklahoma, has resulted in a recommendation that colleges and/or universities accept these courses for credit. The ten courses and credit recommendations are: Supervisory Initial Course (01200) = 5 semester hours; Performance Improvement and Employee Appraisal (01201) = 2 semester hours; Labor Relations for Management (01202) = 2 semester hours; Constructive Discipline (01203) = 2 semester hours; Managerial Initial Course (01300) = 4 semester hours; Managerial Effectiveness (01302) = 2 semester hours; Resource Management (01303) = 3 semester hours; EEO Counselor Effectiveness Training (01505) = 2 semester hours; Staff Specialist (01508) = 2 semester hours; and, Management for Program Managers (01509) = 4 semester hours. Due to the overlap of material in the Managerial Initial Course and the Management for Program Managers Course, the Council did not recommend granting credit for both courses. These credit recommendations will appear in the next edition of the A.C.E. Guide. MTS graduates interested in securing course credit should address their request for certification of satisfactory completion to: FAA Management Training School, Attn: Office of Admissions, Cameron University, Shepler Center, 2800 Gore Boulevard, Lawton, Oklahoma 73501. Requests should include full name, class number and title, and class start and end dates for each course attended.

WOMEN'S PROGRAM SEEKS SYMBOL

In honor of the tenth anniversary of the Federal Women's Program in FY 1977, the Civil Service Commission is sponsoring a design contest for a symbol of the program. Symbols submitted for consideration will be judged on their basic design. Finished art work is not required. First prize includes a plaque showing the symbol and publication of the symbol and a photograph of the winner in the CSC quarterly, "Women In Action." Design entries must be postmarked by November 1, 1976; and the design must be submitted on a standard 8 X 10 inch sheet of paper. Entries should be sent to: Office of the Federal Women's Program, U.S. Civil Service Commission, Room 7540, 1900 E Street, N.W., Washington, D.C. 20415. Artists seeking background information on the women's program should contact their civil rights office.

ICAO SEEKING APPLICANTS

The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP), is seeking the expert services of a Communications Engineer, position number TA-76/73, and Electronics Engineer (Radar), position number TA-76/62, in Saudi Arabia for an initial period of one year with the prospect of renewal. Level 5, Step 1, Gross: \$32,280 per annum and net (free of tax): \$22,354 per annum; subject to confirmation. Applications due in AIA-29 by October 22, 1976. Additional information about duties, qualifications, salary and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.



Mrs. Leah Markward (left) and Mrs. Raffie Corado, senior volunteers at St. Ann's Infant & Maternity Home, Hyattsville, Md., provide love and care for the home's preadoptive children. FAA CFC key-persons visiting the home are (from left): Walter Goode and Ken Lopez, Office of Investigations and Security; Thom Hook, Public Affairs; and William Huey, International Aviation Affairs.

CFC IN ACTION

FAA Key Persons for the Combined Federal Campaign recently visited Saint Ann's Infant and Maternity Home in Hyattsville, Md. and the Episcopal Center for Children in northwest Washington, two of 163 charities and service organizations that benefit from CFC funding. The FAA employees were shown Saint Ann's by Ms. Robbie Proffitt, a former employee at FAA Headquarters for 12 years (AIA) before going to work for the home, where neglected

or battered children are cared for before being returned to parents or relatives or placed in foster homes. The home could not operate without 19% of its budget coming from the United Way, of which CFC is part. At the Episcopal Center for Children, the FAAers learned that the center depends heavily on the annual total of \$77,250 from CFC. There, boys from 5 to 9 who are emotionally and academically retarded are rehabilitated to return to school, with an 85% success rate.

EEO COUNSELORS SOUGHT

The Office of Civil Rights needs new Equal Employment Opportunity Counselors. All FAA employees in Headquarters, (including those at Trans Point and Washington National and Dulles International Airports) can nominate fellow employees to be counselors, who perform an important role in the informal resolution of problems involving discrimination based on race, color religion, sex, national origin and age. Any interested employee will be considered for selection by the Office of Civil Rights. All persons who are selected will be formally trained and thoroughly briefed on the EEO program. EEO

counselor responsibilities are part-time and are carried out in addition to regular work assignments. EEO counselor duties are not included in the employee's official position description. However, an EEO counselor is free to work exclusively and at some length on EEO problems when the circumstances demand. Any employee who wants to make a nomination or who is interested in being selected should write an informal note to Audrey Simmons, EEO Coordinator, Office of Civil Rights ACR-3, FAA Headquarters, 800 Independence Avenue, SW, Washington, D.C. 20591--deadline: Oct. 29, 1976. A number of employees have already contacted the Office of Civil Rights to apply for consideration as counselors. They will be scheduled for interviews which will start November 22.

FA CLUB ELECTIONS

The Federal Aviation Club is seeking nominations for its November elections for the following officers: Vice President, Secretary, Directors of Membership and Athletics. Nominations should be submitted to Pat Myers, AAM-11, by October 22.

FAA INTERCOM is published by the Office of Public Affairs, APA-330



HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-42 October 18, 1976

PER DIEM, MILEAGE GO UP

The General Services Administration recently raised the per diem rate for official travel from \$33 a day to \$35. In addition, mileage allowances for use of private vehicles on official business were raised and per diem rates went up for special "high cost" areas. Mileage allowances now are: 11 cents for motorcycle, up 3 cents; 15.5 cents for automobile, up half a cent; and 24 cents for aircraft, up 2 cents. The high cost per diem rates are: Boston, \$49, up \$11; Chicago, \$43, up \$4; Los Angeles (now defined to include more area), \$40, up \$3; San Francisco, \$41, up \$2; Washington, D.C. (defined to include more area), \$50, up \$8. Per diem for New York City remains \$50. Two new high cost cities were added: Newark, N.J., \$42; Philadelphia, \$46.

FAA, NAATS REACH ACCORD

FAA and the National Association of Air Traffic Specialists (NAATS) have reached agreement on a new, two-year contract which is expected to become effective on November 1 after final approval by the Office of the Secretary of Transportation. Highlights of the contract will be reported in a forthcoming INTERCOM.

AGENCY ORDERS BACK-UP FOR ARTCC AUTOMATED RADAR

Equipment has been ordered to provide a back-up capability for the alphanumeric radar displays in use at the agency's 20 domestic ARTCCs. Called Direct Access Radar Channels (DARC), the system is being purchased from the Raytheon Company of Wayland, Mass., for \$11.2 million. This equipment will take over when the primary system fails or is shut down for scheduled maintenance. It means that under these circumstances controllers will not have to revert to using broadband radar but can continue to work with targets written electronically on their radar scopes. Using minicomputers and associated equipment, DARC will process radar data on aircraft under center control and present this information in data-block form on the radar displays used by controllers. Items displayed in the data block will include the identity and altitude of aircraft equipped with beacon transponders and altitude encoders. Besides the 20 domestic centers, units are being purchased for NAFEC and the FAA Academy in Oklahoma City. Delivery of the first DARC system to NAFEC is expected in 18 months.

HEALTH PLAN INFO

Federal employee health plans will experience no major benefit increases or reductions in 1977, but rates will go up from 5% to 20%, the Civil Service Commission announced recently. The premium increases are due to continuing inflation in health care costs, CSC said. One health plan--the government-wide Indemnity Benefit Plan offered by Aetna Life Insurance Co. --will reduce its rates an average of 4%, thanks to a favorable claims picture in the past year. For non-postal employees and Federal annuitants, the government-paid share of health premiums will be equal to 60% of the average cost of the high option for the six largest plans. However, the government will not pay more than 75% of the cost of any individual plan. From November 15 through 30, the CSC will hold its annual "Open Season" during which employees may enroll in a plan or change plans and/or options. By November 15, employees should receive: a booklet explaining the open season; brochures for the two government-wide plans (Aetna and Blue Cross-Blue Shield) and for applicable local plans; and a listing of costs for all plans. Employees also will be able to request information on union-sponsored plans.

\$\$\$ DISCLOSURE BILL DIES

With the adjournment of the 94th Congress, a bill to require financial disclosure by GS-16 employees and above has died. The Senate had passed the bill, which also applied to presidential employees and members of Congress, but a House subcommittee took no action on the legislation. The bill would have required detailed statements of financial assets and holdings that would be available for public inspection.

FOR BLIND LANDINGS

In order to complete a program which will provide all-weather landing capability at key airports across the country, the agency last week contracted for nine Category III Instrument Landing Systems. Under the \$3.7 million contract to Wilcox Electric, Inc. of Kansas City, Mo., eight of the new systems will be installed at airports and the ninth system at the FAA Academy in Oklahoma City for training. Category III operations require that ILS guidance signals be accurate and reliable enough to permit landings without visual reference to the ground when the ceiling is zero and visibility on the runway is no less than 700 feet. Airports scheduled to receive the new equipment are New York Kennedy, Chicago O'Hare, Houston International, Kansas City International, Detroit Metropolitan Wayne County Airport, Seattle-Tacoma, Los Angeles and Portland.

TAX BREAK BROKEN

A new tax law unconditionally eliminates the \$100 a week sick leave tax exclusion for taxpayers. Previously, employees who could not work due to long illnesses could deduct up to \$100 a week (\$5,200 a year maximum) from their income when calculating their Federal tax. The same tax exclusion for disabled retirees will now depend on strict interpretation of the phrase "totally and permanently" disabled. Retirees will be eligible for the tax break to age 65 instead of 70 as previously. In addition, if adjusted gross income of the disabled retiree exceeds \$15,000, the excess must be subtracted from the \$5,200 allowable exclusion to determine the actual amount of the tax exclusion. If the retiree's income is \$20,000 or more, no sick leave tax exclusion is allowed. Elimination of the exclusion for employees and the stricter conditions for retirees are both retroactive to January 1, 1976.

BRITE LIGHTS THE SKY

An additional 93 Bright Radar Indicator-Tower Equipment (BRITE) units for use by air traffic controllers in airport tower cabs have been ordered by the agency. With the new procurement, the FAA will have more than 400 BRITES in service at airports around the country. The BRITE units use 16-inch television-type radar display tubes of such brightness, contrast and resolution that they can be easily seen under the variable lighting conditions normally found in control tower cabs. The BRITES are designed for operation with airport surveillance radars (ASRs) and have a maximum range of 60 nautical miles. BRITE can be installed at airports with their own radars or at "satellite" fields which use radar from other nearby airports.

AND THE WINNER IS....

The battle for second place rages on. Actually, the winner was never in doubt. Orange County/Santa Ana, Calif. Airport holds claim to the title as second busiest airport in the nation. Atlanta-Hartsfield International is fifth busiest. But if only air carrier operations are considered, Atlanta ranks second behind Chicago O'Hare. The "battle" was precipitated by sharp-eyed readers of a story in the September 20 INTERCOM about the opening of a new tower in Atlanta. The editors meant all along, of course, that Atlanta is the second busiest airport for air carrier operations. But to give California its due, we note that six of the ten busiest airports are located in the state: Santa Ana (2); Van Nuys (3); Long Beach (4); Los Angeles (6); San Jose Municipal (9); Torrance Municipal (10).

MORE ARTS III EQUIPMENT

The agency has awarded a \$4.8 million contract to Texas Instruments, Inc. of Dallas for Automated Radar Terminal System (ARTS III) displays and related equipment used to control air traffic in terminal areas. Most of the equipment will go to the new New York terminal radar control room (TRACON) now under construction at Mitchel Field at Hempstead, Long Island. The rest will go to other FAA and military terminal facilities for operational use and to the FAA Aeronautical Center in Oklahoma City for training Purposes. Deliveries will begin early in 1978 and will be completed six months later.

WOMEN ON THE WAY UP

Administrator McLucas has formed a short-term task force, reporting directly to him, that will emphasize the placement of qualified women at grades GS-11 and above in available key jobs within the next six months. The Administrator said, "Through this demonstration project, I hope we can promote a number of FAA women and also attract high caliber women through the merit system to join the FAA family." The project will be limited to jobs in Washington Headquarters, but candidates will be considered agency-wide and from other agencies and referrals from professional societies and universities. The task force is chaired by Ethel Cohen, Special Assistant to the Director of Personnel and Training; other members are: Fred Meister, Associate Administrator for Policy Development and Review; Bert Goodwin, Chief Counsel; James Bispo, Deputy Director, Airway Facilities Service; Louisa Stimpert, Federal Women's Program Coordinator; and Sue Silverman, Plans and Audio Visuals Division Chief, Office of Public Affairs.

ACCOMMODATIONS FOR HANDICAPPED

FAA Headquarters is interested in making improvements in its facilities to accommodate the needs of physically handicapped employees; for example, providing special water fountains which are lower than the standard height. Physically handicapped employees in FOB-10A and Trans Point are invited to give suggestions for improvements to the FAA Handicapped Employee Advisory Committee, Suzanne Stevens, APT-205, FAA Handicapped Program Coordinator, x63437.

PUTTING ON A NEW APRON

Reconstruction of the aircraft holding apron for runway 18 at Washington National Airport is underway by the minority firm, Jones & Artis Construction Company, Inc., of Washington, D.C. under a \$639,000 contract. The apron is at the north end of the airport's main north-south runway. The work is scheduled for completion by the first of the new year and is not expected to cause any delays.

TOURNEY TAKES MULLIGAN

The Federal Aviation Club's final golf tournament was rained out on the scheduled date, October 8, and flooded out on the rain date. It has been rescheduled for October 20 at Algonkian State Park golf course.

DON'T CHOKe AIR MACHINES

Please do not place papers, files, books, and plants, etc., on or in the vicinity of window air-conditioning units in FOB-10A. This practice restricts air flow, hampers service personnel, and subjects items stored on or near the units to damage or loss during servicing operations. It also reduces the efficiency of the air-conditioning units and has a substantial impact on overall heating/cooling in the building. Please insure that air flow through the units is not restricted in any way.

CFC ENTERS HOME STRETCH

As the Combined Federal Campaign enters its sixth week at Headquarters, 63% of the \$216,613 dollar goal has been reached with 58% employee participation. Nine of 33 offices have hit or gone over their dollar goals. Secretary Coleman said recently that "Our support...is vital to help provide needed services to the less fortunate, including countless victims of hunger, illness, advancing age and other suffering." Payroll deduction makes generous giving easier, so don't forget your CFC this year.

AWARDS AND REWARDS

The Flight Standards Service gave Quality Increases to Beulah C. Chew, Evelyn K. Bevis and Charles E. Kern; and Special Achievement Awards to Chester A. Bush, Edgar C. Fell, Rosa Matthews, Howard W. Simcox, Lauretta Blakeslee, William A. Wiseman and Robert J. Auburn. The Air Traffic Service presented Quality Increases to Linda Gaines and Al Lunder; and Special Achievement Awards to Sid Wugalter, Jim Flanagan, Charles Stratton, Al Waldin, Audrey Breeding, Sam Rosenzweig and Shirley Bledsoe. The Office of Airports Programs presented a Quality Increase to Joan O. Pinnix and a Distinguished Career Service Award to Henry A. Rich. The Office of Personnel and Training presented Quality Increases to Robert Skeen and Richard Goldfield; and Special Achievement Awards to Cathy Bracy, Patricia Holland, Timothy Pile and Alicia Todd.

FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Information Services...Editor, Ted Maher... Production Assistant, Anne Catlett...APA-330...Room 907C... x63483.

2-APA-4

76-43 Oct. 26, 1976

BETTER SIGHT FOR RADAR

The agency has awarded two contracts totalling more than \$9 million for airport radar equipment that will improve radar surveillance of aircraft in airport terminal areas. Texas Instruments, Inc., of Dallas was awarded a \$5.8 million contract for 40 new generation antennas for the newest airport surveillance radar, ASR-8. The antennas will replace older versions at the nation's 10 busiest airports and at other key locations. Bendix Field Engineering Corp. of Columbia, Md., received a \$3.5 million contract for 38 improvement kits that will increase the ability of airport radars to "see" small general aviation aircraft. These kits will be used to update ASR-4, 5, 6 and 7 radars. Deliveries of both orders are scheduled to be completed in the spring of 1979.

HATCH ACT--NO BAR TO BALLOTS

The Hatch Act restricts certain partisan political activity, but does not in any way prohibit Federal employees from voting. Employees are encouraged to cast their ballots on November 2 for the candidates of their choice. Any questions concerning the provisions of the Hatch Act should be referred to your servicing personnel management division.

FOUR FAAERS ARE HONORED IN ANNUAL DOT AWARDS

For saving a woman's life, controller Thomas Ferrando of the New York enroute center will be honored with the Secretary's Award for Valor at the Ninth Annual Departmental Awards Ceremony in Washington on October 27. Ferrando pulled the woman from a blazing automobile and smothered her burning clothes with his jacket on Dec. 6, 1975. With FAA since 1967, Ferrando is a certified emergency medical technician and an active member of his local volunteer fire department. Receiving the Silver Medal-Secretary's Award for Meritorious Achievement are FAA employees: Lynn L. Hink, Deputy Director, Western Region; Charles R. Foster, Director, Office of Environmental Quality; and Victor J. Onachilla, Employee Development Specialist, Office of Personnel and Training. Hink, a veteran of 34 years Federal Service, is being honored for his leadership in introducing automated ATC systems in the Western Region and for his overall leadership as Deputy Director. Foster, who joined FAA in 1974, is cited for planning and implementing environmental programs related to the trial service of the Concorde SST to the U.S. Onachilla, Manager of the FAA Executive School in Charlottesville, Va., and veteran of 40 years in educational work and 34 years Federal service, is recognized (See AWARDS, page 2)

WATCH THOSE INSTRUMENTS

Airline procedures for instrument landing approaches should require continuous monitoring of cockpit instruments until actual touchdown, the National Transportation Safety Board has recommended. NTSB drew its conclusion after studying 17 airline approach and landing accidents which occurred from 1970 to 1975. In 15 of the 17 accidents both the pilot and copilot were "relying upon or seeking visual cues" after calling the airport in sight, and neither was watching cockpit instruments, NTSB said. In addition to several recommendations on flight crew procedure, the Board said that air traffic control speed restrictions should not be imposed within ten miles of touchdown.

TECH ADVISORY GROUP MEETS

The FAA Technical Advisory Committee will meet in the greater Boston area on November 29 and 30 to discuss the agency's engineering, research and development programs. The 15-member committee was formed this year to provide continuing independent expert advice to the agency. On the 29th, the group will meet at Lincoln Laboratories in Bedford, Mass., and on the 30th, at the Transportation Systems Center in Cambridge, Mass. This will be the committee's second meeting; it is expected to meet twice a year. Sessions are open to the public.

DARKNESS COMING EARLIER

Daylight Savings Time ends across the country at 2 a.m. on October 31. Remember to set clocks back one hour at that time. Employees working at the time of the changeover will receive night differential and overtime pay. Those not working will not be affected.

FAA MAKES FRIENDS AT OSHKOSH

"Without a doubt, the most congenial and helpful people in the U.S. government last August were the FAA folks..." Thanks, Mr. Bensen, it was our pleasure. The FAA folks referred to are the Flight Standards team who attended the annual Experimental Aircraft Association Fly-In at Oshkosh, Wisc., handing out FAA publications and otherwise offering information, advice and encouragement to hundreds of aviation-minded visitors. The words of praise came from gyrocopter manufacturer Igor Bensen. The FS team was headed by Ray Bauer, Jr., of the Quality Standards Branch. Also due for commendation is the multi-regional team of air traffic controllers who handled the Fly-In's 54,529 aircraft operations during the eight-day affair.

BUDDE SYSTEM AT RENO

George Budde climbed into the cockpit of his tiny racing plane, "Okie Streaker," gave the thumbs-up signal and flew to a 7th place finish in the Formula 1 finals of the Reno National Air Races last month. Normally, George jockeys a 45-ton DC-9 as a flight instructor at the FAA Academy in Oklahoma City. So far as anyone knows, he is the first FAA employee ever to compete in an air race. In any case, it was a first for George, who became interested in the sport after helping his brother Bobby, a racing veteran of ten years. Bobby earns his keep flying DC-8s as a United Airlines captain.

AWARDS (Continued from page 1) for his "singular personal commitment" and excellence as a teacher and group leader. Forty-one other DOT employees will receive awards at the ceremony.

TURNING OFF THE LIGHTS

An estimated two million kilowatt hours of electrical energy have been saved over the past two years by eliminating unnecessary aircraft obstruction lighting on buildings and towers, the agency disclosed last week. Since mid-1974 the agency has turned off approximately 1,200 lights, saving more than 1,000 tons of coal and 330,000 gallons of oil. Lights turned off include those on buildings and towers where taller structures have been built and lighted in the immediate vicinity, those near airports that were closed, and lights where standards were changed or where minimum enroute altitudes were raised or aeronautical procedures amended.

ICAO SEEKING APPLICANTS

The following assignments are available with the International Civil Aviation Organization (ICAO).

MONTREAL = 2 years = PC-33/76 Purchasing Officer, P=2/P=3, (P=2) Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum; (P=3) Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by November 9, 1976. PC-31/76 Supervisor, Air Information Unit, P=3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. PC-32/76 Technical Officer, PEL/TRG, P=4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by December 9, 1976. Additional information about salary, duties, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

BIGGEST ORDER

The agency made its largest single purchase of instrument landing systems recently with an \$8.6 million contract for 122 systems from Wilcox Electric, Inc. of Kansas City, Mo. Of the ILSs, 57 will be full Category I systems and the remainder partial systems. The contract will pay for installation of 48 systems; FAA will install the others. Delivery of the equipment is expected to begin in less than 18 months and be completed in 1979. Names of the airports to receive the landing aids will be announced locally. FAA now has 542 full and partial ILS units in service at 409 airports.

DATA SNAGGED BY TRISNET

Ever hear of TRISNET? It stands for Transportation Research Information Services Network, a service of DOT. TRISNET can provide all kinds of information on transportation topics related to highways, traffic safety, air transport, maritime research and railroads. The network includes several major libraries as well as a computer service for instant display of information at data terminals. For more information on how to use TRISNET, call FTS 426-0975.

McCARTHY ALSO A MEMBER

Robert McCarthy, of the Office of the Associate Administrator for Administration, is a member of the short-term task force on women reported in last week's INTERCOM.



Oct. 26, 1976

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STILL LISTENING FOR CONCORDE

The agency's September environmental report on Concorde SST operations at Dulles International Airport shows aircraft departure noise level averaging slightly higher than in August and arrival noise slightly lower. No sonic booms were recorded at East Coast listening posts. Complaints by Dulles-area residents about Concorde noise rose to 186 from 115 in August. Twenty-seven complaints came on one day when a Concorde took off and returned to the airport due to mechanical problems and departed again later in the day.

DIRECTIVES CANCELLED

The Office of Management Systems is cancelling obsolete Agency Order 1720.19, Control of Publishing Services Costs, dated 7/29/69. Air Traffic Service announces that procedures contained in N 7110.466 are no longer applicable. This notice should be cancelled.

PARKING FOR HANDICAPPED

The following steps are required to obtain a parking space for the handicapped in FAA: Get a statement from your doctor in writing. Have the doctor's statement certified by the FAA clinic. Take the certified doctor's statement to parking management, room 2322, DOT, Nassif Building. They will issue a reserved upper A Level FAA parking space.

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SWINE FLU SHOTS HERE

Employees who work in FOB-10A may receive swine flu shots in the clinic, room 327, on Tuesday, October 26, from 9 a.m. to 3:30 p.m. The inoculation is recommended for people with chronic disease, including cardiovascular, respiratory, renal or metabolic disorders; people over age 50; and air traffic controllers. People with fevers; acute illness within four days prior to inoculation date; severe allergy to eggs, egg products or feathers, or other serious allergies should not receive the swine flu shot. Each office and service will be told the time of day reserved for its employees. The shots will be given by personnel from the District of Columbia Public Health Service.

HURRY FOR CAREER COUNSELING

If you want to meet with an FAA Career Counselor, hasten to do so, because the Headquarters pilot program concludes at the end of this week. Trained counselors can assist employees in mapping out their career goals in FAA. A current SF-171 should be brought to the 30-40 minute session. The Office of Personnel and Training will evaluate the results of the 60-day trial to decide if the program should be continued. Counselors and their offices and phones are:

Bert Randall, AGC-60, x63470;
Cheryl Odom, APT-205, x63437;
Dave Custis, AFS-12, x60315;
Betty Lecorchick, APT-20, x63024;
George Gordon, ACR-3, x63785;
Kay Bell, AAF-11, x63108;
Jim Gillespie, ALR-200, x68702;
John DeLathouder, AMA-231, x1235-9232;
Cyril Femrite, AAT-130, x68963;
Melvin Bergman, ALG-10; x68448;
Oliver Laine, AGA-300, x63711;
Ethel Cohen, APT-3, x69041.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-44 November 1, 1976

AOPA HONORS TWO FOR FLIGHT ASSIST SERVICE

An FSS specialist who, in less than one hour, assisted two pilots lost in an Alaskan snowstorm, and an air traffic controller who developed a training program for helping aircraft in distress, were honored by the Aircraft Owners and Pilots Association last week in ceremonies at San Antonio, Tex.

Henry A. Bayeur, now chief of the Ketchikan, Alaska FSS, has been named FSS Specialist of the year and Conrad "Gus" Overstrom of the Oakland ARTCC, the controller of the year by AOPA. Bayeur was on duty at the direction-finding position at the Kotzebue FSS when a Cessna Super Skywagon pilot made his first call for help. The pilot reported he was "in the soup," not sure of his position, not instrument rated and had only ADF equipment. After two unsuccessful approaches, the plane was guided over the city for a landing. Less than 30 minutes after the Cessna landed, a Beech TravelAir, lost and low on fuel, called in for help. Again Bayeur hand-carried the aircraft to a safe landing despite 1/6 mile visibility in blowing snow with wind gusting to 41 knots. Overstrom was singled out for preparing a controller training aid that provides personnel with both technical and theoretical (Continued on page 2)

NAATS CONTRACT SIGNED

Flight service station specialists can receive immediate temporary promotions in certain circumstances under a provision of the new two-year labor agreement between FAA and the National Association of Air Traffic Specialists to be signed November 1. The contract--the third between the agency and NAATS, and effective November 1--states that an FSS specialist who is or has been assigned to a higher grade position will immediately receive a temporary promotion as soon as it is known that the job will be vacant 30 days or more. Other highlights of the contract: All FSS specialists will be entitled to familiarization flights, rather than only 25% of the work force as previously authorized. Employees and employee representatives are permitted 8 hours of official time to prepare and present employee suspension cases; 4 hours for less severe disciplinary actions. FAA Headquarters management will give briefings on the FSS modernization program at least twice a year to a three-member union committee. Management says more specifically than previously how it will handle work force adjustments within the framework of official personnel regulations if flight service stations are closed. FSS specialists are not required to wear neckties. NAATS represents 3,701 non-supervisory flight service station specialists.

TYMCZYSZYN CITED

The FAA pilot who is credited with having virtually written the book for the testing of the first big jets has added yet another feather to his cap. Joe Tymczyszyn of the Special Projects and Advanced Planning staff in the Western Region last week was awarded the Flight Safety Foundation/Aviation Week & Space Technology Distinguished Service Award for his work in the field of wake turbulence. According to the citation, the award was presented to the veteran agency test pilot "for the professionalism of his efforts toward minimizing the hazards associated with the trailing wake vortices of large aircraft and the subsequent dissemination of the results concerning dangerous effects of wake vortices, thus improving flight safety for the entire aviation community."

HONORED FOR SERVICE

(from page 1)
information on the most efficient way to handle aircraft in distress. The aid consists of a 35-minute video tape and a 16-page handout giving an in-depth, step-by-step description of how to provide assistance to aircraft during an emergency. Overstrom spent over 15 hours in the air taking eight hours of film which was then edited into the 35 minute reenactment of a real life flight assist.

THANKS TO THE FBI

For assistance to FAA during hijack emergencies, Administrator McLucas paid tribute to the Federal Bureau of Investigation this week by presenting a plaque to FBI Director Clarence Kelley. According to the engraved citation, the plaque was "presented to the Federal Bureau of Investigation in recognition of the highest levels of professionalism

exhibited repeatedly in response to air piracy incidents in the United States." FBI cooperation was highlighted recently by the Bureau's response to the Sept. 10-12 hijacking of a Chicago-bound TWA B-727 to Paris, France.

KEEPING AIRPORTS OPEN

Why are so many privately-owned airports that are vital to the nation's long-term air transportation needs being closed? That's exactly what the agency is trying to find out. To get the answers, H. H. Aerospace Design Co., Inc., Bedford, Mass., will conduct a study under a \$149,875 FAA contract. The report by the minority firm will include recommendations aimed at reversing the airport closing trend evident in the last several years. In 1975, FAA reported that 186 privately-owned airports had closed and nearly 75 were in danger of closing in 1976. It was this situation that pointed up the need for the study.

GETTING RID OF THE NOISE

Someday soon public buildings located near airports may get a special soundproofing treatment. The agency has awarded a \$126,800 contract to Trans Systems Corp. of Vienna, Va., a minority contractor, to study the feasibility of such action. Initially, the company will determine how much noise is noisome by identifying the range of acceptable and unacceptable interior noise in public buildings throughout the nation. Then the company will investigate the impact and potential benefits of soundproofing schools, hospitals and public health institutions which are located near airports and subject to aircraft noise. The contractor will provide technical, cost and on-site data to support its findings.

TRANSPORTATION EDUCATION

A comprehensive Directory of Transportation Education has been issued jointly by FAA's Office of General Aviation and DOT Public Affairs. In addition to serving as a reference book for various agency offices, it can be helpful to FAA employees seeking college courses for professional growth and self-improvement. The listing includes degree and non-degree courses, seminars and workshops offered by colleges nationwide in all transportation topics: air, rail, highway, water, pipeline and mass transport, as well as consumer and environmental topics. Copies have been sent to offices in Headquarters and to regional offices. Additional copies are available on request from the Office of General Aviation, FAA, Washington, D.C. 20591.

FAA WORLD IN NOVEMBER

As the year winds down, FAA World presents a Bicentennial Review --a sampling of events: "Smooth Sailing for Tall Ships" and "'Twas a Grand Birthday for Aviation and the FAA" . . . The new Saipan International Airport is "A Creative Design" that won a beautification award . . . A "Plucky ATCS Sits Tall in the Saddle" overcoming his handicap . . . A scuba-diving FAAer gets "A Shock at Gabgab" . . . "He's Got Winning Ways," this controller who runs a contest newsletter . . . You'll also find a "Word Search," Direct Line, Federal Notebook, Faces and Places and Small World.

EPA NOISE PROPOSALS

The Environmental Protection Agency proposal to modify noise levels of future aircraft will be examined at a public hearing scheduled to be held in Washington on December 14. The EPA proposal would require all subsonic and supersonic aircraft scheduled for certification after January 1, 1980, to meet noise standards 6 to 18 decibels lower than those currently specified in Part 36 of the Federal Aviation Regulations. They would be required to conform to the following noise limits: Takeoff noise between 77 EPNdB (Effective perceived noise level) for the lightest weight aircraft to 101 EPNdB for the heaviest. The measurements would be taken 3.5 nautical miles from brake release, the standard measuring point. FAR Part 36 stipulates that comparable measurements for the heaviest aircraft shouldn't exceed 108 EPNdB. On approach, the noise limit would range from 88 EPNdB for the lightest aircraft to 102 for the heaviest. The measuring point is one nautical mile from the runway threshold.

USE IT . . . OR LOSE IT

Accumulated annual leave in excess of the maximum permissible carry-over amount is automatically forfeited at the end of the leave year if an employee does not use the leave. Although annual leave forfeited because of exigencies of the public business or sickness may be restored, Civil Service Commission regulations state that the leave must have been approved in writing before the beginning of the third biweekly pay period prior to the end of the year, which is November 20 this year. Furthermore, an employee must apply, with supporting documentation, for restoration of such forfeited leave, because the leave is not restored automatically.

EMERGENCY PHONE NUMBERS

Some of the phone numbers listed on the inside front cover of the DOT telephone book are not correct or show codes not needed for dialing within the same building. Use the following information until the new phone book is issued.

FAA (FOB-10A) Guard: x59575

Washington National Airport--

Clinic: x72058

Fire or Ambulance: x72101

Building 159, Navy Yard Annex--

Guard: 9-472-2172 (complete

Clinic: 9-426-6155 numbers must
be dialed)

In the Dispensary/Clinic/First Aid and Guard listings, the dialing code 118 should not be used by employees phoning from within the buildings listed. Simply dial the five-digit extension number. For example, the FAA (FOB-10A) Clinic is x63252, without the prefix 118.

CB RIP-OFFS IN GARAGE

Several employees have suffered theft of CB radios from their cars parked in the FOB-10A garage in recent weeks. Here's a reminder to protect such equipment either by removing it from the dashboard mount and locking it in the trunk, or not bringing it at all. Locking car doors may not be an adequate safeguard. FAA security officials say the parking garage is not considered a secure area. OST and GSA are investigating the recent thefts. Employees should take suitable precautions in the other DOT building parking garages.

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WILD BLUE ANYONE?

The FAA Flying Club is sponsoring a free course on aeronautical knowledge for the beginning pilot or persons interested in learning more about aviation. Anyone interested may attend the course, which will start November 9 and meet each Tuesday for about 15 weeks. Class meets from 6:30 to 9:00 p.m. in conference room 8C in the FAA Building, FOB-10A. For more information, Call Hal Metcalf, x63735 or William Broadwater, x63731.

CFC HELD OVER

The Combined Federal Campaign has been extended to November 5. So far in the drive, FAA Headquarters reached 74% of its dollar goal with 75% of the employees participating. Secretary Coleman urges all employees to support the campaign through its conclusion.

AWARDS AND REWARDS

The Office of Airports Programs presented Quality Increases to Carole A. DiLodovico and Jimmie E. Trowbridge. The Office of Accounting and Audit presented Quality Increases to Dawna L. Scott, Richard C. Clough and William J. Murphy, Jr.

YOUR VOTE--USE IT

On Tuesday, vote for the candidate of your choice, but please vote. It's the Bicentennial thing to do. Polling hours in the District of Columbia and Maryland are 7 a.m. to 8 p.m., and in Virginia, 6 a.m. to 7 p.m. To make it easier to vote, the government will give enough time off to assure up to to three hours of time between either the opening of the polls and start of work, or the end of work and closing of the polls. The lesser amount of time off-- in the morning or afternoon--will be allowed.



A PA-4

HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

6-45 November 8, 1976

LOST PILOT GUIDED HOME

Elmira tower controllers were giving headings to the pilot of a single engine plane trying to land at the Schuyler, N.Y., airport, but the pilot was unable to hold his course due to faulty navigation equipment. He finally found the airport, but couldn't land because of IFR weather. Then he was directed to Elmira airport, but veered sharply off course and was told to pull up. On his second try, he drifted off course again, and the controllers were about to tell him to go around when he spotted the approach lights and made a safe landing. During October, 234 flight assists were reported--93 by flight service stations, 73 by towers and 68 by en route centers. A total of 391 people were reported on board the aircraft involved.

THE LABOR PICTURE

Unions represented 36,515 FAA employees as of September 30, according to the Office of Labor Relations. The recent recognition of a national bargaining unit for Airway Facilities employees pushed the total up by nearly 5,000. In the various program areas, all labor unions represent: 21,751 in Air Traffic; 9,599 in Airway Facilities; 1,274 in Flight Standards, 518 in Metropolitan Washington Airports; 3,373 for others. Labor agreements number 43, while union recognitions number 82.

ARTCCs USING SIMULATORS FOR RADAR TRAINING

Seven Air Route Traffic Control Centers are now using radar simulation to train air traffic controllers. The simulators, which show radar targets and data blocks exactly like the real thing, are simply spare radar displays, already located in the centers, that are electronically tied to each center's IBM computer complex. FAA computer experts in the field and at NAFEC took advantage of the computer's big "brain" and designed a program that allows the computer to handle the simulation while simultaneously devoting most of its attention to the center's actual air traffic. Developmental controllers work on increasingly difficult traffic problems over a four to six week period of simulator training. During each session, a few trainees work at the radar scopes while others act as "pilots" through an intercom. Then they trade places. All 20 domestic centers are expected to be using this "dynamic simulation" method by next spring.

REPORTS, REPORTS

A list of 63 scientific and technical reports available to the public has been released by the agency. The list covers the period from July through September 1976 and updates an earlier one released on August 12. The reports cover aircraft safety, (Continued on page 2)

REMEMBER THE FIRST MEN TO FLY?

To continue our series of seldom remembered anniversaries, this week we will consider the exploits of Pilatre de Rozier and the Marquis d'Arlandes. These are the first two men--the very first--to fly in an aircraft. At 1:45 p.m. on November 21, 1783, the aeronauts rose to a height of 3,000 feet in a paper-and linen Montgolfiere hot-air balloon. They flew over Paris and landed more than five miles from the takeoff point. Sustained flight was possible because a flaming brazier was suspended beneath the hot-air envelope. The two men were volunteers for the flight in every sense of the



word. Originally, the King of France had intended to send two criminals on the balloon's maiden, manned flight. But, our intrepid airmen--the first of a distinguished breed--objected vehemently. Being the first to fly was too great an honor for a common--or even a not-so-common criminal, they contended. Instead, they insisted their names be emblazoned in the history books of flight. Incidentally, a model of this first balloon to carry men aloft is on display at the National Air and Space Museum, across Independence Avenue from FAA Headquarters in Washington.

NOISE TO BE HEARD

Following the President's recent announcement that all subsonic turbojet aircraft--both new and old--must meet the noise standards of FAR Part 36, Secretary Coleman has called a public meeting to examine ways to finance aircraft noise reduction equipment. Among those invited to express their views at the December 1, 1976 hearings in Washington are public officials and representatives of consumer associations, as well as air carriers, aerospace manufacturers and other affected groups. Issues to be discussed include: the need for special financing provisions to enable aircraft operators to meet the eight-year timetable; the extent to which the Federal government should be involved in the financing program; noise reduction achievable from engine retrofit as opposed to aircraft replacement; and the nature and extent of additional benefits that would be realized through a replacement program, including increased employment; energy conservation because of greater fuel efficiency, aircraft technological advancement and improved opportunities for U.S. manufacturers in world markets.

NO LITTERING

A directive reminding FAAers of their obligation to take the lead in the prevention and control of pollution has been issued by the Office of Environmental Quality. Essentially, the directive orders FAA facilities to keep their own houses in order and abide by environmental pollution control requirements for the quality of air, water, and land resources at or from FAA facilities.

REPORTS (from page 1)
airports, air traffic control, aviation medicine, communications, frequency management, navigation, microwave landing system, and miscellaneous subjects. Copies of the list are available from INTERCOM, APA-330, FAA, 800 Independence Ave., SW, Washington, D.C. 20591.

HUNTING WIND SHEAR

The agency and the National Weather Service will conduct a six-month test of low-level (under 2,000 feet) wind shear forecasting techniques at seven East Coast airports beginning this week. The airports are Newark, LaGuardia, JFK, Philadelphia International, NAFEC, Washington National and Dulles International. During the test, Weather Service meteorologists will forecast low-level wind shear associated with frontal zones. The forecasts will be passed on to pilots either directly by radio or via the Automatic Terminal Information Service (ATIS). The accuracy of the forecasts will in turn be verified by pilot reports and data collected by FAA from an instrumented aircraft that will be flown into the areas where wind shear is forecast. Besides these tests, the agency is studying airborne and ground-based equipment which may be used to detect wind shear and alert pilots to its hazard potential.

\$\$\$ FOR AIRPORTS

The agency approved a record \$419.6 million in Airport Development Aid Program (ADAP) grants during Fiscal Year 1976 and the transition quarter ending September 30. A total of 525 grants to 487 airports were made. The grants included \$355.2 million for 335 projects at air carrier airports, 34 of which were also commuter airports. Another \$61.1 million went for 190 projects at general aviation airports, including 29 projects at reliever airports. The 525 grants were processed in only 29 working days since funding authority for the program was not received until August 19. Grants also were approved during the transition quarter for 47 projects

totaling \$3.34 million under the Planning Grant Program.

SICK LEAVE SURVEY

FAA has been selected along with 21 other Federal agencies to participate in a sick leave survey conducted by the Civil Service Commission (CSC). The purpose of the survey is to determine the effectiveness of the sick leave program. It will cover approximately 1.7 million Federal employees whose duty stations are located in the 50 states and District of Columbia. Data will be collected on a statistical sampling basis and used for analysis by the CSC only. Adequate precautions have been established to protect the confidentiality of the employees' records that are selected. Identification of the employees who will be included in the survey will be kept strictly confidential.

CONTACTS O.K.

A new rule that gives contact lenses equal status with eyeglasses in meeting the distance visual acuity requirements for all classes of airman medical certificates has been adopted by the agency. The change is effective December 12. Current FAA rules governing medical certification allow for visual correction by eyeglasses only. Before the rule change, contact lenses were authorized to correct distant visual acuity under a "waiver" process that required applicants to submit detailed documentation from an eye specialist for approval by FAA. The new rule, which applies to distance vision only, eliminates this time-consuming "waiver" procedure.

LIFE SAVED AT AIRPORT

FAA police and firemen saved the life of a heart attack victim at Washington National Airport on election night last week. Officer Rion Coffey reached the victim first, applying external heart massage and mouth-to-mouth resuscitation. Arriving soon after, emergency medical technicians John Harris and John Lederer of the airport fire department continued resuscitation another 10 to 15 minutes. Also helping were personnel from the Arlington County rescue unit which was called to the scene. The man was taken to a hospital and is expected to recover. Congratulations to the FAA airport police and fire staff, which performs similar emergency service many times throughout the year.

AWARDS AND REWARDS

The Air Traffic Service presented Quality Increases to Janet Frager, C. Jay Everhart, Bobby Woods, Larry Kotzker; and Special Achievement Awards to Gloria Swanson, Leroy Dibble, Joseph Kisicki, James Moreland, James Rowan. The Office of Personnel and Training presented Special Achievement Awards to Rose A. Chaconas, Robert J. McCarthy, Jean H. Stebbins, Walter B. Hobart, Max Hupfer, Lynn Jensen, Kathy Greene, Peggy Schlademan and Patricia Lloyd. The Office of International Aviation Affairs presented Quality Increases to Julianna Kaplun, Pamela Buell, Francis McCabe, James R. Dea, Harriett Miller, Ramie Tutterrow, John Matt, Anastasia Freeman, Bruno Lombardi, and Special Achievement Awards to Dorothy Wells, Robert Cross, James E. Murrison, Mary Jane Stolar,

Arlinda Gordon and Eileen Smith. The Office of Aviation Medicine presented Special Achievement Awards to Elizabeth R. Martin and Elizabeth E. Tate.

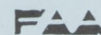
CLOTHING FOR KIDS

The annual Clothing For Kids campaign is underway again, as you may have guessed from seeing the clothing boxes in the three DOT building lobbies. The clothing drive runs through December 15 to collect good, used articles for children from kindergarten through high school age. All clothes are distributed to needy children free of charge at the Children's Boutique at 2728 Sherman Ave., NW, Washington, D.C. Clothing donations not only are a nice holiday gift, they are also tax deductible.

FA CLUB—FRUIT & GOLF

The FA Club has ordered a truckload of tree-ripened Florida grapefruit and oranges which will arrive in time for Thanksgiving. All fruit is shipped in 4/5 bushel boxes, \$7.50 per box. Your order and payment must be received on or before Thursday, November 11, in the FA Club, room 115, FOB-10A. Make checks or money orders payable to: Federal Aviation Club. Fruit must be picked up on Thursday, November 18, between the hours of 3 and 4 p.m. at the FAA loading platform (on 7th Street between Independence Ave. and C Street).... Winners of the FA Club's championship golf tournament will be awarded trophies which have been on display in the lobby on Wednesday, November 10, in the auditorium on the third floor at 11:45 a.m.

FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Information Services...Editor, Ted Maher...Production Assistant, Anne Catlett...AIS-330...Room 907C...x63483.



Serving those who fly



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-46 Nov. 15, 1976

2-APA-4

GS-14 CONTROLLERS SUPPORTED BY CSC

The Civil Service Commission last week announced its support for upgrading some air traffic controllers to GS-14 at about nine of the nation's busiest ATC facilities. In addition, CSC indicated its support for upgrading controllers of lower grades at approximately 23 other facilities. In a preliminary report to FAA, the Commission also said that proper application of the Classification Act does not require the downgrading of more than a few jobs at only those few facilities throughout the system where current grade levels are clearly out of line with work levels. The final CSC controller classification report is due to be issued January 15.

HOLIDAY HAPPY DAZE

Since Christmas and New Year's fall on Saturday this year, employees who ordinarily work Monday through Friday can count on a three-day weekend. They'll get Friday off before both holidays. In general, employees whose job requirements will put them in their facilities on (See HAPPY DAZE, page 4)

ALTITUDE WARNING ON

The Minimum Safe Altitude Warning System at the Los Angeles tower was commissioned November 5. MSAW is an add-on program to the Automated Radar Terminal System (ARTS III) that automatically alerts the controller when an aircraft approaching or departing the airport reaches, or is predicted to reach, an unsafe altitude. An alarm is sounded and the words LOW ALT appear in the aircraft's data block on the radar scope. The controller then may warn the pilot. MSAW is now under test at Dulles Airport and is expected to be installed at all 62 ARTS III sites by mid-April 1977. Sperry Univac, builder of ARTS III, and FAA began MSAW development in late 1973. A month-long field test first took place at the Denver tower in February 1975.

SHIPS OF THE SKY

When the airship Hindenburg exploded and burned over Lakehurst, N.J. on May 6, 1937, the era of airships apparently ended. But maybe the great silver ships of the sky are not dead after all. Just recently the Southern Region received an application for a type certificate for a 50-passenger dirigible. To be sure, the 278-foot (See SHIPS, page 2)

A COUNTRY KILOMETER

The agency's efforts to foster the use of the metric system in U.S. aviation will be the subject of a consultative planning conference on November 16 in Washington. Administrator McLucas said the conference will stimulate thinking and discussion on the increased use of metrics in aviation in accordance with the national policy set forth in the Metric Conversion Act of 1975. He noted that FAA already is employing metric measurements, along with standard units, in a number of areas such as airport design and construction standards. The conference will focus mainly on those areas for which FAA has statutory responsibility including air traffic control, aircraft operations, airports, weather observation and dissemination, aeronautical charts and navigational aids.

LISTENING TO THE PEOPLE

DOT's Consumer Representation Plan has been published in the Federal Register as part of a government-wide effort to assure the public's right to participate in the decision-making process. The DOT plan describes how the Department solicits consumer opinions, uses ideas, informs consumers and involves consumers in rulemaking. Each agency in DOT has its own consumer office to carry out the plan. In FAA the consumer contact is Fred Pelzman, Chief, Community and Consumer Liaison Division, Office of Public Affairs, (202) 426-1960.

NONE OF YOUR BUSINESS

Loyalty questions on Federal job application forms should not be answered by job applicants, the Civil Service Commission announced recently. On Standard Form 171, "Personal Qualifications Statement," these questions are numbered 27 and 28 and ask about membership in the Communist Party or an organization that seeks overthrow of the U.S. government. In an earlier decision, CSC said applicants should not answer medical questions, number 29 on SF-171. Elimination of loyalty questions are based on First Amendment rights of freedom of association; elimination of medical questions is based on the Privacy Act. Loyalty and medical questions will not be printed on future editions of Federal job application forms. FAA personnel offices will include reminder sheets not to answer the questions when handing out current job application forms.

SHIPS (from page 1)

airship, brainchild of Lightspeed U.S.A., Inc., Melbourne, Fla., is only a baby whale compared to the 800 foot monsters which plied the skies in the 1930s, but maybe it's a new beginning. In addition, one other certificate application for a dirigible is pending with the agency. A father and son team are building a rigid airship in Mesa, Ariz., but this project, apparently, is not yet ready to get off the ground. So what's the difference between a blimp and a dirigible? A blimp--like the Goodyear blimp--is a gas bag which becomes rigid when inflated with gas, much like a balloon. But a dirigible is a rigid aluminum structure covered with fabric and containing bags of gas which supply the lift.

NEW BREED?

A little airline got a big certificate from FAA last week under unprecedented circumstances. Air Midwest, a Wichita, Kan., based regional airline operating only small airplanes (under 12,500 lbs.), was certificated by FAA under the same regulations that govern the major airlines--Part 121 of the Federal Aviation Regulations. The Wichita carrier was required to meet the Part 121 standards when it was granted a Certificate of Public Convenience and Necessity by the Civil Aeronautics Board. Air Midwest now is eligible for CAB subsidies for providing air service to small communities which do not ordinarily have enough passengers to make major airline service profitable. Central Region Director C. R. Melugin presented FAA's Domestic Air Carrier Certificate to Air Midwest, noting that it could be the first of many such future actions. Air Midwest is in the process of expanding service to include 10 cities.

FSS STRAIGHT STORY

The Ninth Annual National Flight Service Station Operations/Procedures Committee (FSSCOM) Workshop met in Leesburg, Virginia from November 1 through November 21. The FSSCOM program provides a flow of information directly from flight service specialists to both regional headquarters and to Washington Headquarters without altering present practices of formal coordination. This year's workshop was chaired by Paul R. Cochran of the Denver, Colo., FSS. The National Coordinator was Albert Lundeen of the Air Traffic Service FSS Operations and Procedures Branch. All regions were represented and the Committee produced over 280 recommendations during the first week. William S. Davis of the Needles, Calif., FSS was elected National Chairman for 1977 and Barry Siford, AAT-363, will serve as National Coordinator.

HEADQUARTERS PERSONNEL NOTES

HEALTH INSURANCE REMINDER

The annual "open season" under the Federal Employees Health Benefits Program will run from Monday, November 15 to Tuesday, November 30. During this period, any eligible employee not currently registered may enroll in a health insurance plan, and enrolled employees may change from one plan or option to another, or from self-only to self and family, or a combination of both.

You should have received: a brochure explaining open season, a biweekly premium listing, pam-

phlets describing two government-wide plans, and pamphlets on any comprehensive plans in your geographic area. Copies of employee organization plans have been sent to organization members. If you have not received this literature, you can pick it up from a special table in room 512 of FOB-10A or, if you work outside of FOB-10A, have it sent by calling the Labor Relations Branch, APT-140, x68916. New enrollments or change in coverage must be made on standard Form 2809 which can be obtained from your administrative officer or room 512. (Cont'd on page 4)

You are urged to read the open season brochure since seven new comprehensive plans are being offered this year. APT-140 is available to answer questions concerning the program. Offices should ensure that these open season materials are sent to employees who are on travel or extended leave.

PRE-RETIREMENT SEMINAR

The Training and Career Development Branch, APT-130, continues to offer the popular Pre-Retirement Seminar four times each fiscal year. Interested employees who are eligible for retirement within the next five years are invited to attend. Approximately 200 employees and spouses attended the seminars held during FY 76. The seminar consists of topics such as: civil service retirement benefits; health in retirement; new life styles in retirement; Social Security and Medicare; legal aspects of retirement; income tax and retirement; overall outlook on retirement. The first seminar of FY 77 was held in October, and the remaining three will be held December 6-10, March 7-11, and June 6-10. Those interested should notify their appropriate office/service training contact to be included on the nomination list. The deadline for notifying training contacts for the December session is November 18. For further information contact Phyllis Burbank, APT-130, x63320.

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COUNSELING EVALUATED

The Personnel Management Operations Division, APT-100, recently completed an experimental 60-day career counseling program and is evaluating the results to determine whether to continue the program. If you attended a career counseling session, you can help in the evaluation of the program by filling out and returning a questionnaire by December 3. Questionnaire forms may be obtained from APT-130, room 515, x63320. You will not be requested to sign your name, nor will the questionnaire intrude upon the confidentiality of your counseling session. Your participation in this evaluation is definitely needed and will be very much appreciated.

HAPPY DAZE (from page 1)
 Christmas or New Year's will receive a different day off or get holiday pay for working on December 25 or January 1. For complete information on this matter, see paragraph 87 of Handbook 3550.10, Pay Administration (General). Employees covered by a labor agreement should also check their union contract.

MIDDAY MATINEE

Come take a trip "Aloft." This 11-minute film will be shown at 11:30, 12, and 12:30, Monday, November 22, and Wednesday, November 24, in the FAA auditorium. In a lively, upbeat manner, "Aloft" depicts how the skills and talents of FAA's entire workforce help assure air safety. "Aloft" was produced under the sponsorship of the Training and Career Development Branch, APT-130, as an orientation film for new employees.

2-APA-4

HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-47 November 22, 1976

FILED FLIGHT PLANS

Private and business pilots are making increased use of the flight services and facilities provided by the agency when making cross country flights, according to a new study of general aviation activity conducted jointly by FAA and the Civil Air Patrol. Results of the study indicate that 54% of the pilots interviewed during the two-day survey in August 1975 filed flight plans with the FAA on intended cross-country flights. This is a 7% increase over the figure recorded in a 1972 FAA-CAP study.

TOP COURT OKs SST DECISION

In an action favorable to Secretary Coleman's decision, the U.S. Supreme Court last week refused to consider a challenge to the Secretary's decision allowing British Airways and Air France to operate Concorde SSTs into JFK and Dulles International airports for a 16-month trial period.



SWEEPING NOISE ABATEMENT POLICY IS ANNOUNCED

In order to combat what they characterized as "aviation's number one environmental problem," Transportation Secretary Coleman and FAA Administrator McLucas last week announced a new noise abatement policy which calls for action by virtually all segments of the aviation community. Although the program is expected to take eight years to complete, significant benefits will be realized in less than half that time. Essentially the five faceted package consists of: (1) retrofitting or replacing old aircraft to reduce noise at its source; (2) operating planes to keep noise pollution at a minimum; (3) requiring more stringent noise standards for new aircraft; (4) financing, through ADAP, new noise abatement equipment and land for compatible use at airports; and (5) reviewing noise abatement plans developed by airports. Perhaps the most time consuming part of the total program will be retrofit or replacement of old aircraft that do not meet noise standards set forth in Part 36 of the Federal Aviation Regulations. For instance, according to the proposed rule, retrofit of all older four-engine jets may take as much as eight (See NOISE, page 3)

LIVING ALLOWANCES CHANGE

New cost-of-living allowances for Federal white-collar and postal employees in Alaska, Hawaii, Guam, Puerto Rico and the Virgin Islands have been announced by the Civil Service Commission. The new allowances take into consideration whether an employee resides in private housing, Federal civilian housing or Federal military housing, and whether the employee has commissary and PX privileges or must shop in private stores locally--all of which affect living costs. Generally, allowances are reduced or eliminated for those living in Federal civilian or military housing and having commissary or PX privileges. All changes in allowances, up or down, will be effective December 5, 1976. However, reductions in excess of 5% will be implemented gradually.

BETTER WEATHER SYSTEM

The agency is looking for ways to improve the flow of information to airline flight crews on adverse weather that might affect the safety of their operations. Consequently, a rule has been proposed which would require all U.S. domestic and flag carriers to have an FAA-approved system for collecting and transmitting data on clear air turbulence, thunderstorms, low level wind shear and other hazardous conditions that might occur on each flight route and at each airport to be used. Although some major carriers already have systems for obtaining information from the National Weather Service's National Severe Storm Forecast Center in Kansas City, the new proposal would make the use of such systems mandatory for all U.S. air carriers.

AIR TAXI RULES PARLEY

Agency officials and nearly 450 industry members came away with a feeling of accomplishment from FAA's Regulatory Review Conference on air taxi regulations --Part 135--this month in Denver. The meeting was the first in a new series of conferences confined to a single regulatory topic. The four-day conclave dealt with approaches to increasing the safety level of air taxi operations and particularly commuter air carriers. The agency will follow up the conference with formal rulemaking subject to public comments.

FAA BATTLES FATIGUE

FAA will hold a regulatory review conference with industry to review regulations on airplane fatigue next March 15-17 in Arlington, Va. Specifically, the regulations with which FAA is concerned deal with transport category airplanes. The agency last week invited "interested persons, both foreign and domestic," to submit proposals on structural fatigue requirements. FAA will base the conference agenda on the proposals. Following the conference, which is open free to the public, the agency will proceed with formal rulemaking to revise sections of Part 25 of the Federal Aviation Regulations, which govern transport category airplanes.

CONTROLLER TRAINING

All 20 domestic enroute centers are now using radar simulation for controller training. The seven centers referred in a recent INTERCOM article have work rooms set aside for this purpose while the remaining centers will have such laboratories by next spring.

BEWARE OF GIFTS

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

ATC ON NATIONAL TV

The Today Show has scheduled a series on the air traffic control system to run November 22, 23 and 24. The four part program will kick off with the removal of the wreckage of the 1956 mid-air collision over the Grand Canyon. It will then focus on a flight from Los Angeles to New York with producer-reporter Jim Hartz traveling as a passenger. Cockpit scenes and ATC activity, particularly in the Los Angeles and New York enroute centers, will be shown. Also to be featured are interviews with Administrator McLucas and PATCO's President, John Leyden. The final segment of the series will concentrate on what the agency is doing for future ATC development,

including scenes at NAFEC explaining such systems as Collision Avoidance, Minimum Safe Altitude Warning and Conflict Alert. In most locales the NBC Today Show runs from 7 to 9 a.m. The ATC sequences are expected to be aired between 8:30 and 9 a.m. each day.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years: PC-35/76 Economist, Air Carrier Operations, P-5/P-4, P-5 Level: Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum; P-4 Level: Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by January 4, 1976. Additional information about salary, qualifications, duties and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

CANCELLATION OF ORDER

The Logistics Service announces cancellation of agency order 4433.1A, Small Purchases by Washington Headquarters Personnel, dated January 8, 1971. This cancellation will appear in the January 1977 Directives Checklist.

NOISE (from page 1)

years. However, half the fleet of these planes must be retrofitted or retired in six years. Secretary Coleman also emphasized that for the attack on noise to be successful, the cooperation of all levels of government--Federal, state and local--is essential.

FOCUS ON NTSB

The Office of Aviation Safety, headed by Assistant Administrator Marion F. Roscoe, on December 1 will become FAA's focal point for handling responses to National Transportation Safety Board recommendations. The function is being transferred from the Flight Standards Service. A new order setting up the procedures states that all NTSB recommendations will be given prompt attention and full consideration on a priority basis. FAA's formal response must be sent to the Board not later than 90 days after receipt of a recommendation. The Office of Aviation Safety will assign the work of preparing responses, coordinate responses with other offices, send quarterly status reports to the Administrator and prepare an annual report on FAA accident investigation and NTSB recommendations.

CFC GOOD BUT SHORT

During the recent Combined Federal Campaign, \$170,519.26 was contributed by 87% of the FAA work force in the Washington, D.C. area for an average contribution of \$53.94. Although we didn't reach our goal of \$216,613, eleven offices exceeded 100% of their dollar goal and 15 attained 100% participation.

AUDIO BUFFS UNITE!

Is your Dolby properly calibrated? In a quandary over reel-to-reel? Wondering what a Nakamichi is? If you're anxious for answers to these and other audio questions, and are interested in forming a hi-fi club, contact Theron Gray, AGC-41, x63671.

BLOODMOBILE COMING

The Red Cross Bloodmobile will come to FAA Headquarters (FOB-10A) on December 9, from 10 a.m. to 3:30 p.m. Employees are urged to sign up on the appointment board outside the cafeteria. Red Cross staff will take blood donations in the fifth floor conference room. In a recent letter to FAA, accompanied by certificates of honor, the D.C. chapter of the Red Cross thanked the agency for helping put the chapter over the top during the 1975-76 blood drive. In closing, chapter chairman Lee Folger wrote, "We look forward to our continued association during the coming year and again meeting the needs of our area." Remember to give the gift of life--blood--on December 9.

HISPANIC HERITAGE DAY

Secretary Coleman and the Commissioner of Puerto Rico, Jaime Benitez, will be guest speakers commemorating National Hispanic Heritage Day in ceremonies in the FAA third floor auditorium this Tuesday, November 23, from 11 a.m. to 1 p.m. Making introductory remarks will be Juan Ramirez, Departmental Spanish Speaking Program Coordinator, and Carmen Turner, Acting Departmental Director of Civil Rights. Following the speeches, two films will be shown: "Mexican American Heritage and Destiny" and "Island in America." In a proclamation recognizing the centuries-old Hispanic heritage in America--longer, to be sure, than the country's "Anglo" history--President Ford noted that Hispanics "have enriched our culture, arts and scholarship."



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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-48 November 29, 1976

NEW PROGRAM CUTS NOISE, SAVES FUEL FOR JETS

The agency has adopted a new "local flow air traffic management" system that combines safety, fuel conservation and noise reduction goals into a single national program. The new system is intended to reduce low-altitude flying time by jet aircraft in terminal areas. Methods will include: more use of engine idle or near-idle thrust descents; metering aircraft into terminal areas consistent with airport acceptance rates; absorbing unavoidable delays at or above 10,000 feet; and earlier climb-outs for departing aircraft. In announcing the program, Administrator McLucas said the agency has gained experience with these methods over the past several years and will begin national implementation this spring. The program is expected to be in use at all airports served by turbine-powered aircraft by 1978. While turning down certain EPA proposals in favor of local flow traffic management, FAA adopted a rule based on an EPA proposal for reduced flap settings for jets on approach and landing. When less than full flaps are used, noise is reduced, since drag is decreased and, consequently, less power is required.

SAFETY REPORTS PAY OFF

According to the National Aeronautics and Space Administration, the Aviation Safety Reporting System taken over by NASA in April 1976 is returning real dividends. During the initial three-month period ending in mid-July, nearly 1,500 reports were received from pilots and controllers flagging unsafe or potentially hazardous conditions in the National Aviation System. As a result, NASA sent 130 alert messages to FAA for prompt follow-up. NASA said the quality of the reports has made it possible to gain an appreciation of aviation problems and to disseminate information about them promptly and effectively in order to prevent accidents. To encourage the use of the system, information is given to FAA without personal identity, unless the report contains information about an actual accident or violation of a Federal law.



LEAVE IT TO THE STATES

Four states, Arizona, Pennsylvania, South Dakota and Michigan, have been chosen to participate in a special FAA "demonstration program" that will make them responsible for administering Federal grants for the development of their general aviation airports. The states represent a cross section of all states and were selected on the basis of such factors as geographic location, the relative significance of general aviation in the state, the size and scope of its general aviation development program and the degree to which it is representative of a group of states. Each of the states participating in the trial program will be allowed to make its own priority allocation of general aviation airport development funds provided by FAA, in contrast to the usual procedure in which FAA determines priorities and deals directly with the individual airport sponsor or channels the money through a state agency.

FLOOR FIX DATES SET

Administrator McLucas has decided that operators of the DC-10 will not be granted extensions, beyond the compliance date of Dec. 31, 1977, to complete floor modifications that will enable those aircraft to withstand sudden in-flight depressurization. However, in a memorandum to the Director of Flight Standards and the Directors of the Western and Northwest Regions, McLucas said the operators of the L-1011 and B-747 may have until March 31, 1978 and June 30, 1978 respectively to make their necessary modifications. The Administrator said the three compliance dates are tailored to meet the different engineering problems, maintenance schedules and the potential danger to each

aircraft in the event of an in-flight depressurization. The Administrator's decision in effect denies authority to grant extensions under an amendment to AD 75-15-05, issued in November, which permitted operators of wide-body jets to apply for an extension of up to one year beyond Dec. 31, 1977.

CANCELLATION OF ORDERS

The following Airway Facilities orders are cancelled and will be reflected in the next edition of the Directives Checklist: 1710.7, Military (USAF) Technical Publications Distribution for AN/FYQ-47 Common Digitizer; 6031.2, Use of the ARTCC #300 Interphone Switching System by System Engineers and Maintenance; AFP 6510.9, Maintenance of Control Towers; 6700.18, Non-FAA (Non-Military) Facilities, RIS-6700.

PRUDENT STEPS

In the wake of the recent nuclear bomb explosions in China, Administrator McLucas met with other Federal agencies to determine whether high flying aircraft might be exposed to significant levels of radiation. While it was determined that aircraft flying below 40,000 feet would not be endangered, Federal agencies did take steps to protect those few commercial flights operating at higher altitudes. Special monitoring equipment was put on board selected high-altitude flights which were expected to operate in the vicinity of contaminated air masses. Planes that flew near the contamination were checked for radiation immediately after landing.

STUDENT PER DIEM UP

Directives were issued recently by the agency to change short-term and long-term student per diem rates at the Aeronautical Center and to establish new per diem rates for participants in other long-term development programs. Employees attending the academy for 10 class days or less will receive per diem to cover lodging plus \$16 for meals, the total not to exceed \$35 per day. This rate is up from a previous maximum of \$31 each day. For employees attending over 10 class days, a flat rate of \$23 will be paid. The rate for this group was lodging plus \$12--not to exceed \$21. The new special per diem rate for long-term, non-Academy training is a flat \$25 in all but very unusual circumstances. Formerly, the rate was \$25 for the first 60 days and \$18 for each day thereafter.

\$\$\$ FOR AIRCRAFT

The most recent loan guaranteed by the agency is \$3.9 million to Texas International Airlines for the purchase of one McDonnell Douglas DC-9 jet from Swissair of Zurich, Switzerland. The loan covers 90 percent of the plane's price and is for a 10-year period. Under the Aircraft Loan Guaranty Act, FAA is authorized to extend such guaranties when local service airlines and small certificated carriers are unable to get conventional loans on reasonable terms. Since the first of this year FAA guaranteed loans totaling \$111.9 million. This made it possible for airlines to purchase 18 planes, including 11 DC-9s, three 727s, one 737 and three DHC-6 Twin Otters.

BARRIAGE HONORED

The DOT Secretary's Award for Superior Achievement was presented to Ms. Joan B. Barriage last week during ceremonies in the Administrator's conference room. She was recognized for her leadership in the development and management of the Department's High Altitude Pollution Program to assure that aviation would not harm the stratospheric ozone level. The High Altitude Pollution Program contributed significantly to the DOT's environmental mission. Ms. Barriage's outstanding leadership and judgment, technical expertise, and personal involvement and ability enabled her to carry out the responsibilities connected with the program, as well as those of Deputy Director of the Office of Environmental Quality, with such professionalism that it is a unique, meritorious achievement. During the same ceremonies she was also presented with a certificate from the Board of Trustees of the Federal Woman's Award. Ms. Barriage was one of 13 finalists who were selected for that coveted award.

MORE ON LOYALTY

As reported in INTERCOM the week of November 15, the Civil Service Commission has said that loyalty and medical questions on the Federal job application form, SF-171, should not be answered by applicants. However, applicants for "sensitive positions" may still be required to give information about their membership in certain organizations, but only on a separate form. Also, if an agency determines that medical history is pertinent to the job, the applicant may be asked to fill out a separate medical form.

STILL MORE COPIES

The amount of copying, both in FAA field offices and Washington Headquarters, continues to rise. The total volume increased from 16 million copies in FY 1967 to 64 million during FY 1976, an increase of 300% in just 10 years. During the past year, close to 15 million copies were made in Washington Headquarters at an estimated cost of over \$468,000. To control the excessive and sometimes unauthorized use of copying equipment and to provide OST with better data for billing operating administrations, master control counters will be installed on all copying machines in Centralized Copy Centers of DOT headquarters, FOB-10A and Trans Point buildings. With the devices installed, copying machines will not operate without the use of a portable cassette (Portacount) which will be issued to authorized personnel. Some time ago, the executive/administrative officer of each FAA office and service was advised of the plan, notices were included in previous INTERCOMs and Change 1 to Order WA 1720.4, Duplicating and Copying Services in the Headquarters Buildings, was published 5/13/76. Prior to implementing the plan on January 3, 1977, a series of briefings were given to office and service directors, administrative and supervisory personnel and will continue to be held for all personnel who will be authorized to use copying machines. The briefings will be conducted hourly in room 3330, Nassif building, from 9 a.m. until 4 p.m., through December 3. Supervisory and administrative personnel who missed the previous briefings are welcome

to attend any of the sessions through December 3. If you have any questions regarding the new system, contact your executive staff; Jim Westerkamp or Dennis Driscoll, AMS-130, x63580.

TRAINEE SELECTION ANNOUNCED

The Training and Career Development Branch, APT-130, recently announced the ten employees selected to participate in the 1977 Management Training Opportunities Program. Selectees will attend courses in the field of management sciences and public and business administration at the U.S. Civil Service Commission and at local colleges and universities. They will also attend the Initial Supervisory Course at the Management Training School, Lawton, Oklahoma. The participants are: Melvinia P. Wright, APT-220; Joaquin Reyna, ALG-433.1; John D. Hospital, AMS-330; Paul J. Przedpelski, ALG-410; Thomasina R. Stenhouse, APT-150; Ralph E. Dantine, ABU-300; Dr. Jamil A. Abbasi, AAF-560; Phyllis W. Burbank, APT-130; Louisa Stimpert, ACR-3, and Donald H. Turnbull, ARD-243.

AWARDS AND REWARDS

The Flight Standards Service presented Quality Increases to Tilda Butler, Mary Ann Guntow and Raymond E. Ramakis; and Special Achievement Awards to John D. Rawson, Robert J. Rebushatis, John W. Flavin and Richard L. Collie. The Airway Facilities Service presented Quality Increases to Donna Easley and Nick Brixius; and Special Achievement Awards to Kathleen Tate, Catherine Henry and David Orochena.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-49 December 6, 1976

2-APA-4

FOR AUDUBON READ BIRDI, FOR WOODS HOLE, WORMY . . .

Audubon has been changed to BIRDI, Woods Hole has become WORMY and Apple Springs now goes by the name of JUICE. It may sound like a new word game, but actually the agency is changing the names of intersections and waypoints in the national aviation system to five-letter pronounceable codes that can be used by computers. The old names designating these fixes had to be changed to three-letter code words by controllers or FSS specialists before being processed by the computer. This took time and increased the chance of a coding error. In the new system, the charting name and computer code will be the same. Chart clutter will be reduced with the shorter names, yet the five-letter combination will allow enough unique combinations to accommodate a nonredundant world-wide coding system. Enroute charts already have been changed. Now the agency will begin a two to three year program to convert the fix names on approach and departure charts. The State of Florida will be the first location to undergo area-wide changes, and the new fix names will appear on charts coming out December 30.

AVIATION FUTURE BRIGHT

Predicted aviation growth in the next 12 years is expected to have a substantial impact on FAA air traffic control facilities, according to the agency's annual Aviation Forecasts. Operations (takeoffs and landings) at airports with FAA towers are forecast to increase from 62.5 million in FY 1976 to 107.7 million in FY 1988; aircraft handled by en route control centers, from 23.9 million to 39.2 million; and flight services by flight service stations, from 58.2 million to 120.1 million. According to the report, the number of passengers carried by the U.S. scheduled airlines will more than double in the FY 1976-1988 period, reaching 428.5 million at an annual growth rate of 5.9%. General aviation flying is projected to show similar growth: the size of the general aviation aircraft fleet is expected to grow 4% annually, from 168,500 aircraft in FY 1976 to 267,000 in FY 1988. Hours flown in GA are forecast to grow 6% a year, from 35 million to 72 million over the same period.

FACILITIES FOR UPGRADES NAMED

The Civil Service Commission's preliminary announcement on November 12 concerning grade classification of controllers specified that journeyman controllers in eight or possibly nine facilities will be upgraded to the GS-14 level. The facility names were identified by CSC last week. They are the Chicago, Cleveland and New York en route centers, the New York Common IFR Room, the Oakland Bay TRACON, and ATC towers at Chicago O'Hare, Atlanta and Los Angeles. The ninth facility which may be upgraded is the Washington center. According to preliminary FAA estimates, approximately 1900 controllers will be upgraded to the GS-14 level. The final controller classification report, which also raises middle-level controller grades in at least 22 ATC facilities, is due to be issued January 15 by CSC.

SIGN THOSE SF-171s

Personnel Management Divisions have been receiving increased numbers of unsigned SF-171s, Personal Qualification Statements, from employees bidding for promotion or reassignment vacancies. The SF-171 is an official document which must be signed to be valid. Personnel Management Divisions will not consider any bids which are accompanied by an unsigned SF-171. Although the SF-171 form may be duplicated, each copy must be signed individually.

LOW ALTITUDE WARNING

A new low altitude warning feature has been added to the automated radar terminal systems (ARTS III) at Washington's Dulles International Airport and Los Angeles International Airport. Seven additional ARTS III sites--Detroit, Denver, Houston, Orlando, Seattle, Providence and St. Louis--are scheduled to receive the added safety feature by February, and the new program will be in use at all 63 ARTS III sites by May 1977. The new feature, called Minimum Safe Altitude Warning (MSAW), monitors aircraft altitude, which is transmitted to computers by the plane, and compares the height to an altitude table programmed into the ARTS III computer. If the computer determines that the aircraft is hazardously close to terrain or obstructions, a five-second aural alarm sounds and the words "LOW ALT" appear on the controller's radar scope above the appropriate aircraft target. Generally, MSAW monitoring begins when an aircraft enters the terminal area and is picked up by radar, about 55 miles from the airport. Service is provided automatically to planes flying under instrument flight rules (IFR) and upon request for planes under visual flight rules (VFR). In either case, the plane must be equipped with the 4096-code transponder and an altitude encoder.

9TH REVIEW CONCLAVE

FAA's Ninth Annual Aviation Review Conference has been set for May 16-18, 1977 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.

AUTOMATION PAYOFF

Radar Data Processing (RDP) has increased controller capacity by as much as 15% at enroute centers, according to a report prepared by the Mitre Corp. for the agency. This conclusion was reached from studies conducted at the Indianapolis, Los Angeles and Miami centers. Essentially, RDP provides controllers with data tags that follow the appropriate targets on the radar scope. The tag, which is written electronically on the scope, shows the aircraft's identification, actual altitude, assigned altitude and other data. The Mitre study went on to say that increased controller capacity has been translated into a staff saving of approximately 11% at each center. Staffs at centers already have been adjusted to compensate for these savings. A reduction in the number of activities performed by controllers is the reason for the increased capacity and consequent savings in staffing. When the automated equipment is used, communications are simplified and fewer manual activities are required. The conclusions in the study were based on data gathered both before and after RDP implementation at the three centers.

Amy

THERE'S BEEN SOME CHANGES

The Flight Inspection National Field Office (FINFO) has gained new responsibilities and a new name. It's now called the Flight Standards National Field Office, AFS-500, and has taken on the functions of the Safety Data, Operations, and Engineering and Manufacturing Branches formerly located in the Flight Standards Technical Division. This division has been renamed the Airmen and Aircraft Registry, AAC-200, Aeronautical Center. These changes will be reflected in Flight Standards and Aeronautical Center organization charts. Complete information appears in Order 1100.2, Change 169 and Order 1100.5, Change 124.

RETURN RIGHTS

If you have been thinking about accepting an assignment in Washington, here's some good news. You now are guaranteed return rights to your present grade in your present region/center after serving four years in Washington. Similar return rights apply to employees who accept a field assignment from Washington. This new program was established by the Office of Personnel and Training and is discussed in Order 3330.6B. For further information, contact your local personnel office.



CLIMATE STUDY NETS AWARDS

The Award for Superior Achievement, the highest that may be given by an administration of DOT, was presented to FAA employees Joe Howell and Joe Gwiazdowski for their work on the Department's Climatic Impact Assessment Program. The program, which ran from 1972 to 1975, examined the probable effects of high-flying aircraft, especially SSTs. Howell served as administrative chief of the program and Gwiazdowski led the biological studies. The final CIAP report concluded that improvements in engine technology would be necessary to prevent "significant disturbance of the environment" if the number of aircraft flying in the stratosphere increases at a high rate after 1980. The report also said that operations of present day SSTs scheduled to enter service--Concorde and TU-144--would cause climatic effects "much smaller than minimally detectable." Gwiazdowski's award citation recognized him for "outstanding...leadership with which he organized and coordinated the biological studies" of the program. Howell's citation honored him for "exceptional technical competence and administrative leadership demonstrated in his outstanding management" of CIAP.

NEW FA CLUB OFFICERS

Winners in the recent election are: Stanley Gray, AAF-620, Vice President; Gloria Swanson, AAT-310, Secretary; Lorelei Anderson, AAT-500, Director of Membership and Russ Williams, ALG-322, Director of Athletics.

AWARDS AND REWARDS

The Office of Aviation Policy presented a Quality Increase to C. Wesley Carson. The Office of Airports Programs presented a Quality Increase to Lynne P. Sparks.

MIDDAY MATINEE

"MLS: A More Precise Approach" is FAA's new 15-minute film describing the Microwave Landing System, which can accommodate a full range of aircraft in most weather and environmental conditions. The film compares MLS with the conventional Instrument Landing System (ILS), and offers an in-depth explanation of the Time Reference Scanning Beam (TRSB) MLS technique. TRSB is the American candidate in an international competition for a worldwide MLS standard. The film will be shown in the FAA auditorium on Tuesday, December 7, and Wednesday, December 8, at 11:30, 12 noon and 12:30.

 FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Public Affairs...Editor, Ted Maher...Production Assistant, Anne Catlett...APA-330...Room 907C...x63483.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-50 December 13, 1976

CONTROLLERS SHATTER TAKEOFF & LANDING RECORD

The record for the number of "Takeoffs and Landings at Different Airports During Daylight Hours" was shattered last month by an air traffic controller and supervisor. SATCS W.A. "Al" Yates from the Fort Worth Center and Robert Phoenix from the Dallas/Fort Worth TRACON set out to break the record from Mangham Field in Fort Worth at 6:51 in the morning, just as the sun came up. That day they flew approximately 900 miles and made 98 takeoffs and landings, all of which were made at airports within 100 miles of the Dallas/Fort Worth Airport. Flying Yates' 172 Cessna, N1469V, they bettered the previous world record—a mere 65 takeoffs and landings made in England—early in the afternoon when they made their 66th takeoff from Lancaster Airport in Dallas. But after breaking the record, the two pilots continued flying until sunset, when they set down at Dallas/Fort Worth Airport with the record of 98 takeoffs and landings. Certifying the record flight were three members of the 99s, the woman pilot organization. Each of these observers flew one of the three legs with the FAAers.

AUTOMATION 24 HOURS

An important step towards eventual 24-hour, 7-day operation of en-route centers' automation systems was taken early this month when a new check-out method was approved. The new procedure permits technicians and data specialists to "certify" the proper operation of the center's complicated computer system once each day without turning off the system. Previously, the system had to be shut down each day to make the checks, at which time controllers had to use their radar scopes without benefit of the electronically-written aircraft information tags. Since the beginning of this year, the centers have been using the auto- (See AUTOMATION, page 3)

NEW BUILDINGS FOR NAFEC

The National Aviation Facilities Experimental Center will move into a new \$45 million technical and administrative complex in about two years. The complex, to be built by the Atlantic County Improvement Authority, will be leased to the agency for \$5.2 million annually for 20 years. After that, the complex will be rent-free for (See NAFEC, page 3)

EPA PROPOSAL

An Environmental Protection Agency proposal which would require operators of air carrier airports to develop and implement comprehensive noise abatement plans will be the subject of a meeting scheduled by the agency for January 17. More than 800 airports would be affected by the proposal, which is aimed at reducing noise levels in airport communities. Among the actions to be considered in developing the plan are noise abatement takeoff and landing procedures, preferential runway use, limitations on classes of aircraft using the airport and compatible use of noise-impacted land. However, airport operators would tailor the plan to meet specific noise problems at their locations. Then, all noise plans would be submitted to the agency for approval and, if accepted, would be incorporated into the airport operating certificate.

PRISON SKY RESTRICTED

The agency has put a temporary airspace restriction over the Utah prison where Garry Gilmore is incarcerated and where he may or may not be executed in the near future. The temporary flight restriction, issued as a NOTAM under FAR Part 91.91 by the Rocky Mountain Region on November 12, prohibits flights within a one-mile radius of the prison at 1,500 feet and below. The restriction was requested by the warden of Utah State Prison and will be in effect until further notice.

FAA WORLD'S SEASON GREETINGS

Apropos of our cover, we have a story of a center controller watching his scope as "Mr. C Does His Thing" . . . FAA and the Customs Service get together in "Catching a Smuggler by His Blip" at our country's borders . . .

The agency is "Managing a Torrent of Words" as it adopts the new techniques of word processing . . . Higher-grade FAAers have "Expanding Perspectives and Horizons" in long-term training. We detail the five programs available . . . "On Your Guard" alerts you to methods of self-protection against personal attack . . . An FAA alumna and other "Women Pilots Learn the Ropes" in Operation Raincheck. You'll also find a "Mental Minute" puzzler, Direct Line, Faces and Places, Federal Notebook and Small World.

EXEC DEVELOPMENT OPEN

FAA's Executive Development Program is now open for applications from interested and qualified employees. The program is designed to give additional managerial experience to employees who have demonstrated the potential take on high level FAA jobs. The program is open to full-time permanent GS-15 employees of FAA or any other part of DOT. GS-14s may be considered for the program if they are nominated by their office/region/center director. Target jobs for program participants include office/service director; division chief; region/center executive officer and deputy director. Applications must be submitted to your servicing personnel office by January 28, 1977 and include a current SF-171; Performance Evaluation Record; and a letter identifying any restrictions on mobility. Non-FAA employees of DOT should send applications to TAD-14, Office of Personnel and Training, Washington. For full information, see Announcement No. APT-76-4028.

ALL SEVEN SAFE

Not one, but seven planes were in trouble. They were single-engine Cessna 172s making the big jump from Santa Barbara, Calif., to Hilo, Hawaii.

According to the flight plan they were supposed to land about 9:30 p.m., but at that time they were still almost two hours from their destination, getting short of fuel and unsure of their position. That's when controllers began taking steps to help. Honolulu Center alerted Coast Guard Search and Rescue, and a C-130 took off to intercept the flight. The planes were instructed to "home" on a local radio station. About 11 p.m. Hilo approach control made direct radio contact with the lead aircraft, and the planes were given the go for straight-in landings. But they still had problems. The first plane was a mile from touchdown, when number two in line radioed that his engine had quit due to fuel exhaustion. At this point, number one slipped gracefully aside and number two glided in for an uneventful, dead stick landing. During November, 270 flight assists were reported, 91 by flight service stations, 119 by towers and 60 by centers. There were a total of 407 people reported aboard the aircraft involved. The primary reasons for the assists included 152 lost pilots, 36 low on fuel, 49 involved in weather and 76 with some type of equipment malfunction.

FAA or STILL PLAINS MAYOR

By a landslide margin of 19 votes, A.L. Blanton, a controller at the Albany, Ga., airport control tower, beat out Billy Carter in a hotly-contested and widely-publicized non-partisan race for the mayor of Plains, Ga. Blanton, the incumbent mayor, took the election from the brother of the President-elect by a 90 to 71 vote.

AUTOMATION (from page 1)
mated system 20 hours a day. Approval of the new procedure, contained in Change 19 to Order 6100.1, means that enroute centers may now, at their option, run their automated systems 24 hours a day. Twenty-four hour operation every day of the week will not begin immediately, but centers can take advantage of the capability when they deem necessary, such as during special military air exercises, poor weather or holiday periods when more controllers are on leave.

NAFEC (from page 1)
government use. Characterized as one of the biggest building projects to be undertaken in the mid-Atlantic area in recent years, the new complex will contain some 500,000 square feet of floor space. It will replace 36 of the obsolete World War II buildings currently used by the center. NAFEC, with a staff of some 1,800 employees, conducts wide-ranging test and research work designed to advance civilian aviation safety and progress.

IN THE TRADITION

The lore of Loch Haven is cozily ensconced among several life-long friends who are FAA employees in the Washington-Baltimore area. Ken Kress, the subject of a feature article in the September edition of FAA WORLD magazine, is chief of the Baltimore General Aviation District Office. Down here in Headquarters, his brother Dave, formerly chief of the South Bend, Ind., GADO, now works in the Operations Review Branch of the Safety Regulations Division, Flight Standards Division. Chief of the branch is Cliff Weaver. The Kress brothers and Weaver grew up in Loch Haven, Pa., where they all cut their aviation teeth working for Piper Aircraft Corp. in the late 1930s. Ken test flew literally thousands of Piper Cubs and Dave flew them for delivery to numerous places in the country. Weaver worked in the factory, doing fabric covering and finishing and some welding. All the "boys" knew each other even before they went to work for Piper. Ken is reputed to have the lowest-numbered pilot's certificate among current FAA employees, while Weaver owns the second lowest. Another Loch Havenite and friend of Weaver and the Kresses, Lynn Probst, retired a few years ago as chief of the Philadelphia GADO. Weaver reports that Probst gave him his first airplane ride some 40 years ago.

CLOTHING FOR CHRISTMAS

The "Clothing for Kids" campaign is still on--through this Wednesday, December 15--so bring in good, used clothing that will be a welcome Christmas gift for needy youngsters. Items may be donated for youths from primary through high school age.

FAA INTERCOM, APA-330.

Collection boxes are placed conveniently in the lobbies of the DOT buildings: FOB-10A, Nassif and Trans Point. All clothing is distributed free of charge at the Children's Boutique at 2728 Sherman Ave., NW in Washington.

GOOD NEWS FROM CFC

Thanks to you, the Federal government in the metropolitan area this year exceeded its goal of \$9.7 million in Combined Federal Campaign, which helps finance numerous local, national and international charity agencies. FAA exceeded the DOT-wide employee participation average with an 87% rate. Throughout the Department, 8,679 employees voluntarily contributed over \$424,000, making the average DOT employee donation of \$49 among the highest in the government.

GET READY FOR SPRING

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 Washington this spring through the Federal After-Hours Education Program. The College of General Studies, George Washington University, offers opportunity for individuals to enroll in undergraduate and graduate courses leading to Associate in Arts, Bachelor of Science and Master of Science degrees. Those individuals seeking self-improvement courses designed to broaden their career may enroll as non-degree students. Registration for the spring 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 January 5 and 6, 1977. For information call 676-7018.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-51 December 20, 1976

J. P. A. - 4

MERRY CHRISTMAS

The approaching holiday season is more than a celebration of an event; it is a symbol of hope and a time to reflect on our achievements.

One of the best yardsticks for measuring the success of our efforts is the aviation safety record for the past year. By that standard, the agency has done well. The year 1976 promises to be one of the safest in history for air travel, and we all ought to take pride in that accomplishment.

Safeguarding the airways and ensuring the safety of flight around the clock, day in, day out, requires highly skilled and dedicated professionals in many disciplines. To all of you, my heartfelt appreciation for work well done.

Our success shows what can be achieved by dedication and hard work. In that spirit, I urge you to rededicate yourselves to meet the fresh challenges of 1977.

It is with gratitude and pride that I wish all of you and your families the best of holiday seasons and the most happy and healthy of new years.



 **Happy** 
Holidays

John L. McLucas
JOHN L. McLUCAS
Administrator

NEW SECRETARY NAMED

Representative Brock Adams from the State of Washington has been selected for the Secretary of Transportation post by President-elect Jimmy Carter. An expert on transportation matters, Adams is a member of the House Interstate and Foreign Commerce Committee's subcommittee on transportation. He also is chairman of the House Budget Committee. Adams graduated from the University of Washington and Harvard Law School. If confirmed by the Senate, Rep. Adams will succeed William T. Coleman, Jr., who was sworn in as Secretary of Transportation on March 7, 1975.

172 RULE CHANGES

As a result of a regulatory review program begun in 1974, the agency has adopted 172 amendments to its airworthiness rules. The amendments, covering a wide range of standards, are the third in a series of changes intended to make FAA's airworthiness rules more up-to-date, understandable and consistent. The 172 amendments deal with aircraft, rotorcraft, engine and propeller certification regulations; operating regulations which contain airworthiness standards; and related procedural requirements. Specifically, the amendments are related to such items as engine controls, landing gear and tires, flight and navigation instruments, cockpit caution and warning lights, emergency exits, weight limits, ditching, pressurized cabins and fuel systems.

BATTLE AGAINST BIRD STRIKES

FAA has launched a national effort to detect and control bird hazards at the nation's airports. Under the new program, which will be directed by the Office of Airports Programs in Washington, each region will establish a bird hazard control group composed of airports, air traffic and flight standards personnel with participation by other agencies as appropriate. The group will work with field offices and facilities to identify those airports with a potential or critical bird hazard and initiate corrective action through the airport operator in each case. A Notice to Airmen (NOTAM) will be issued on each airport with a critical bird hazard problem and will remain in effect until the situation is remedied. In signing the order establishing the new program, Administrator McLucas noted that the seriousness of the bird hazard problem had been dramatically demonstrated by the Overseas National Airlines Accident at New York's Kennedy Airport in November 1975. The ONA jet was destroyed by fire after ingesting birds on the takeoff run but all 139 on board escaped without serious injury.

NOTES FROM ABROAD

Queensland and Northern Territories Air Service, QANTAS, is planning a charter flight to the South Pole on February 13. Passengers on the 747 flight, which is already sold out, will also get a chance to view the Mertz and Ninnis glaciers during the 11-hour nonstop, round trip. The flight will leave from and return to Sydney, Australia... France has issued an airworthiness certificate for the German VFW-614, a short-haul jetliner. According to the German manufacturer, VFW Fokker, this is the first German-built aircraft to be certificated by the French since the end of World War II.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years - PC-36/76 Chief, Projects Implementation Section - Europe and Middle East, P-5, Gross: \$30,540 per annum and net (free of tax): \$21,324 per annum. PC-37/76 Language Officer (Translator), P-2, Gross: \$15,570 per annum and net (free of tax): \$12,025 per annum. Language requirement: Spanish must be native tongue or the language used for the purpose of education; ability to write Spanish translations. A working knowledge of French or Russian would be a valuable additional qualification. Applications due in AIA-29 by January 24, 1977. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

CANCELLATION OF ORDERS

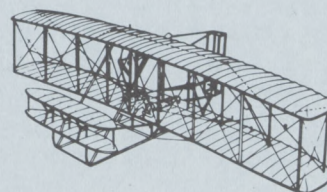
The following Airway Facilities orders are cancelled and will be reflected in the next edition of the FAA Directives Checklist: 6360.2, Air Traffic Control Radar Beacon System Interrogator Usage and Power Reduction Procedure; 6410.4A, Bright Radar Indicator-Tower Equipment Implementation Handbook - Brite 1. Previously cancelled was 6980.15, Type AK-3A Breaker Interchangeability, ARTCC General Electric Electrical Switchgear. Air Traffic cancels the following orders: 7110.69, Establishment of Automated Area B Message Switching System and 7110.70, Cut-Over Plan for Automated Area B Message Switching System. The A-BDIS System is on-line and material is now contained in 7110.10D.

CIVIL ENGINEER WANTED

The Office of International Aviation Affairs, Technical Assistance Division, Western Area Operations Branch, is seeking a qualified candidate for its technical assistance project in Muscat, Oman, for the following position: Civil Engineer (Airport), FC-810-11 (GS-14), Announcement No. AIA-76-4025, opening date: 12/17/76; closing date: 1/11/77. Applicants interested in position should forward an SF-171, "Personal Qualifications Statement" and current DOT Form 3430.1, "Performance Evaluation Record" directly to: Employment Branch, APT-150, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591.

MORE GENERAL AVIATION AIRCRAFT

According to the General Aviation Manufacturers Association (GAMA), billings for general aviation aircraft for the first 11 months of 1976 totaled \$1.1 billion. This was a 17% increase over the same period last year. Delivered were 14,160 units, up 9.6% over the 12,921 delivered during a comparable period in 1975.



DECEMBER 17, THE 73RD
ANNIVERSARY OF FLIGHT

SAFETY COURSES

Eight-week college courses in safety related to engineering, psychology, management and law are given next door in the Forestal Building after working hours by the University of Southern California. A master of science in safety is offered for qualified persons; or courses may be taken individually. The spring term starts on February 7 with two courses: Experimental Design and Safety Research and Philosophical Basis for Accident Prevention. Registration date is January 17, 1977. Courses to be given in the spring include Management of Accident Prevention Programs and Structural Safety and Failure Analysis. For complete information on tuition, schedule and courses, call Jerry Jerome, 521-5025.

PROGRESS PLUS

The Office of Accounting and Audit posted gains in its EEO Program during FY 1976 (including the transition quarter). Minority employment rose 5% during the year to a level of 36%. Female employment at year-end was 49%. Of the new employees recruited by the office, 47% were female and 44% were minorities. Of the promotions made during the year, 55% were females and 45% minorities. The Office indicates it will be concentrating during FY 77 on increasing the percentage of females and minorities employed in the GS-0510 professional accounting/auditing series to a level of 30% and 20% respectively.

IN-BETWEEN SNACKS

In addition to the 5th floor snack bar, vending machines have been placed in the following locations: 4th floor West--coffee machines, soda machine (cans), cigarette machine; 7th floor East and 8th floor West--soda machine (cans), candy and gum machine, cigarette machine. These are available 'round the clock for your convenience. Use but don't abuse.

COME ONE, COME ALL

All FAA employees are invited to join in the Christmas caroling in FOB-10A on December 22 beginning at 2 p.m. If you play an instrument (guitar, accordion, etc.), bring it along. Interested employees should meet in the main lobby by the Christmas tree.

TOWN THAT NEVER WAS

Loch Ness is in Scotland, but where the heck is "Loch Haven"? Well, maybe somewhere, someday, there will be one, but not now, at least not in the great state of Pennsylvania. There is, however, a pleasant town called Lock Haven nestled on the banks of the West Branch of the Susquehanna River in Pennsylvania. This town is the home of the famed Piper Aircraft Corp. where several FAA employees whose story we told in last week's INTERCOM once worked. The town was incorrectly spelled Loch Haven in that article. Our sources tell us that the town was named after nearby canal locks and the haven offered by the shoreline community to the lumberjacks of yesteryear.

FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Public Affairs...Editor, Ted Maher...Production Assistant, Anne Catlett...APA-330...Room 907C...x63483.



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HEADQUARTERS
intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

-76-52 December 27, 1976

NOISE REGULATIONS ISSUED BY AGENCY

The agency issued regulations last week requiring a phase-out or noise modification over the next eight years of jet aircraft that do not meet Federal noise standards. The action, which affects 75% of the nation's current jet fleet, implements a major provision of the FAA/DOT Aviation Noise Abatement Policy, announced on November 18 by Secretary Coleman and Administrator McLucas. Under the rules, operators of large jet aircraft will have the option of modifying or replacing jets that generate noise exceeding levels specified in Part 36 of the Federal Aviation Regulations. In either event, all two- and three-engine jets over 75,000 pounds must meet Part 36 standards within six years, with one half the total in compliance at the end of four years. Aircraft in this category include the B-727 and 737, DC-9 and BAC-111. Older four engine jets--the B-707 and 720, the DC-8 and the Convair 990--have a total of eight years to meet the standards. But one quarter of this group must be in compliance within four years and one-half within six years. The rule does not apply initially to foreign-flag airlines or that portion of the U.S. fleet operated on international routes.

AF AWARDS ANNOUNCED

Two categories of Regional Airway Facilities Sector of the Year Award winners for FY 1976 have been named. The winning sectors from both categories--General National Airspace System and Air Route Traffic Control Center--become nominees for national awards, to be announced in February. Awards are based on availability and reliability of facilities, use of manpower, personnel management, safety, labor management relations, and handling of unique or unusual problems. General NAS Sector winners and the five ARTCC Sectors nominated are: New England: NAS--Windsor Locks, Conn., ARTCC--Boston; Eastern: NAS--Philadelphia, ARTCC--New York; Southern: NAS--Knoxville, Ky., ARTCC--Atlanta; Great Lakes: NAS--Grand Rapids, Mich.; Central: NAS--Wichita, Kan.; Southwest: NAS--San Antonio, Tex., ARTCC--Fort Worth; Rocky Mountain: NAS--Billings, Mont.; Western: NAS--San Francisco, ARTCC--Oakland; Northwest: NAS--Portland, Ore.; Alaska: NAS--Anchorage; Pacific: NAS--Maui, Hawaii.

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HAPPY NEW YEAR

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TRAFFIC UP

Aircraft operations at FAA air traffic control towers increased 6% in fiscal year 1976 over FY 75. There were 62,491,505 aircraft operations in FY 76 compared to 58,934,700 during the previous fiscal year, according to the most recent edition of "FAA Air Traffic Activity Report." Air route traffic control centers handled 23,924,963 IFR aircraft during FY 76. This is 1% more than the 23,585,999 handled in FY 75. Total instrument operations for FY 76 were 28,097,463, an increase of 8% over the 26,063,156 reported for 1975. Flight services at flight service stations showed a small decrease --less than 0.5%; combined station/towers increased 5% and international flight service stations were down 1% from FY 75.

A CAREFUL READING

The Office of Personnel and Training recently issued Change 4 to Order 3430.3A, Evaluating and Improving Employee Performance. APT is gratified that so many employees are reading the directives so carefully. Several employees have already pointed out the printer's error of placing page 1 of appendix 6 on the reverse side of page 1 of appendix 3. Speaking of performance evaluation, APT reminds supervisors that simple courtesy dictates that employees due a performance rating be advised of the time of the performance discussion in advance so they can be prepared, too. Also, supervisors should not forget to advise employees that performance ratings can be reviewed or appealed--it's all in Order 3430.3A.

FAA WOMAN: RHODES SCHOLAR

An FAA part-time employee, Catherine D. Burke, was among the first group of women to win coveted Rhodes Scholarships this month for up to three years of study at Oxford University in England. Miss Burke, a University of Virginia honor student, has spent two summers working in the Office of Personnel and Training and is currently working her second Christmas vacation stint with that office's Classification Branch as a research assistant. She said that not only does she enjoy working for FAA--and enjoy the money which goes toward her college tuition--but also that this experience was a definite asset in winning the scholarship. Besides being an outstanding scholar, she was on the fencing, track and squash teams during her college career. At Oxford she expects to major in Middle Eastern studies and is looking forward to working in the field of political analysis when she finishes her education.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 yrs - PC-38/76 Terminology Officer, P-3, Gross: \$19,670 per annum and net (free of tax): \$14,585 per annum. PC-39/76 Chief, Programme and Budget Officer, P-5, Gross: \$30,540 per annum and net (free of tax): \$21,324 per annum. Applications due in AIA-29 by Feb. 1, 1977. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

LABOR-MANAGEMENT COURSE

A Basic Labor Relations Course appropriate for supervisors and managers is continuously available from the Civil Service Commission's National Independent Study Center in Denver, Colo. This correspondence course is suitable for those desiring basic knowledge of labor-management relations in the Federal government, but is not suitable for experienced LMR specialists or employees who have taken CSC, Management Training School or DOT-sponsored LMR courses. The cost is \$40 per student.

HOME ENERGY SAVINGS TIPS

America's demands for energy have been increasingly rapidly. As a result, there are shortages of some fuels and consumer prices for energy are rising at an alarming rate. But you can save the nation's energy and your money by practicing energy conservation in your home to help ease the demands on the nation's fuel supplies. To aid in the effort, the National Bureau of Standards has published a flyer entitled "Home Energy Saving Tips," which can be obtained from: Consumer Information, Public Documents Distribution Center, Pueblo, Colorado 81009.

MATERNITY LEAVE STILL PAID

Civil Service Commission officials say the recent Supreme Court decision that private companies are not required to provide maternity leave sick pay to women employees has no effect on the Federal service. CSC says the government's program of providing paid sick leave for maternity reasons will continue. The Supreme Court decision did not prohibit private employers from granting paid sick leave, but only said this benefit is not required.

PROPELLER HAZARD ADVICE

An Advisory Circular issued by the agency recently warns of dangers from airplane propellers and helicopter rotors and suggests standard practices to avoid blade-to-person accidents. "With proper education and discipline," the circular says, "those accidents could be reduced to zero." Among the procedures urged for crew and service personnel: using barriers to prevent wandering near aircraft; maintaining manufacturers' paint schemes to increase blade visibility; treating all propellers as though ignition switches are "on"; turning off engines while passengers are getting on or off; proper instruction on techniques for "handcranking" engines; placing warning signs inside aircraft near the doors.

\$\$\$ DISCLOSURE

A notice signed by the Administrator this month describes improvements in the agency's financial disclosure system. A revised and updated list of positions whose incumbents must file annual financial disclosure statements has been submitted for inclusion in the DOT regulations, Part 99. The new list updates the requirement that some 2,000 employees in key positions make the annual financial disclosure. The notice announces the consolidation under the Chief Counsel of review of the disclosures. It reminds employees that the exemption from disclosure, that was previously applicable to certain holdings with market value of less than \$5,000, was revoked last spring. These changes are all consistent with suggestions in the recent GAO report on the FAA's financial disclosure system.

NEW GSA STORE HOURS

GSA retail store hours recently changed to the following:

Nassif - 9:30 a.m. to 2 p.m.

FOB-10A - 9:30 a.m. to 4 p.m.

Trans Point Bldg. - 9:30 a.m. to 4 p.m.

GSA Regional Office Building - 9:30 a.m. to 3 p.m.

Housing and Urban Development (HUD) - 9:30 a.m. to 2 p.m.

Health, Education & Welfare (HEW) - 9:30 a.m. to 3 p.m.

FAA personnel should take note of these revised hours in order to avoid running out of necessary supply items.

CALLING ALL GREEN THUMBS

Looking for something to keep yourself occupied indoors during the cold gray days of winter? Brighten your home and your spirits and take a free horticultural course on foliage houseplants offered by the U.S. Botanic Garden, a few blocks from the FAA building. The course will be given in three segments: January 6-8; January 9-11; January 13-15, and each class will be held three times a day: 10 a.m., 12 noon and 2 p.m. The first segment covers plants such as ferns, palms, Norfolk Island Pine, banana and spider plant; the second covers Chinese evergreen, coleus, philodendron, dieffenbachia, aralia, pilea; the third, rex begonia, wandering Jew, grape, Swedish, English and German ivy and velvet plant. Classes will meet in the East Display Hall. The U.S. Botanic Garden is located on the corner of First St. and Maryland Ave. SW, at the foot of Capitol Hill.

FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Information Services...Editor, Don Braun.. Production Assistant, Anne Cattlett...APA-330...Room 907C... x63483.

AWARDS AND REWARDS

The Air Traffic Service presented Special Achievement Awards to Barbara Pair, Harryette Schirmer, Lawrence Billow, and Robert McDonald. The Office of Airports Programs presented a Quality Increase to Ida M. Cronauer. The Office of Personnel and Training presented Special Achievement Awards to Peggy H. Morales and Marjorie L. Collins.

FS CHRISTMAS FUND

Personnel of the Flight Standards Service collected \$280 this year and split it to provide equal donations to the Salvation Army and Children's Hospital. These donations add another year to the long-lived FS tradition of donating to charity the money that would otherwise be spent on purchasing and mailing individual Christmas cards to friends and associates within the agency.



CROSSING THE DELAWARE

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