



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-01 January 3, 1977

AGENCIES ASKED TO SAVE ENERGY

In response to a Presidential request to Federal agencies, FAA Headquarters has directed offices, services, regions and centers to implement energy-saving actions that will result in using no more energy in FY 1977 than was actually used in FY 1975. In setting this goal, President Ford also directed the Federal Energy Administration and the General Services Administration to work with agencies in setting individual targets and to identify energy conservation projects. Associate Administrator for Air Traffic and Airway Facilities William Flener called on agency elements to meet the goal "consistent with safety and efficient operations" and said "we must initiate innovative ideas and programs to conserve energy so we can remain within our given limits of consumption."

THE HEAT'S OFF

Tests to monitor radioactivity on high altitude flights, requested by FAA in the wake of recent nuclear bomb explosions in China, indicate that contamination did not constitute a hazard to any passengers, crew members, ground personnel or the general public. Over 100 aircraft, both subsonic and supersonic, were involved in the testing which was conducted by Radiological Assistance Program personnel of the Energy Research and Development Administration. Ground tests, which consisted of checking radioactivity levels on planes that flew into suspect areas, were conducted at destination airports. Also, selected high altitude trans-Atlantic flights carried special equipment to monitor airborne radioactivity.

1976--A SAFE YEAR

Preliminary figures available through December 29 indicate that 1976 was a very good year for aviation safety in the U.S. When we get the final figures, we'll spell it out in more detail, but just now let's take a peek at how we've done. Scheduled air carriers flew an estimated 5.8 million hours during 1976. In all those hours, there were 42 fatalities for an estimated rate of .71 fatalities per 100,000 hours flown. This rate is less than one tenth of the 1974 rate of 8.25 fatalities per 100,000 hours and about a third of the 2.2 rate for 1975. There were three fatal accidents in scheduled air carrier service during 1976, and one of these involved a twin-engine light Cessna being operated as a scheduled air carrier.

HEADQUARTERS PERSONNEL NOTES

SUMMER EMPLOYMENT FOR COLLEGE STUDENTS

An important change has been made in the 1977 Summer Employment Program for college students which should help to eliminate certain questions and problems that arose during last year's program. Beginning in 1977, Federal agencies have been granted authority to reappoint undergraduate college students who have worked for them the previous summer. This provision covers only undergraduates in positions up to GS-4. These students are no longer required to take the CSC Summer Employment Examination or renew their eligibility to be reappointed. However, the examination procedures still apply to students seeking employment with agencies for which they did not work the previous summer, and to those seeking employment for the first time. Please note also that this change generally does not apply to graduate students. Previously hired graduate students must reapply to the Department of Transportation for consideration for FAA jobs, just as all other graduate students seeking summer employment. Two important facts to note concerning the graduate program are: (1) applicants are ranked, in part, according to the date their applications are received by DOT; (2) the deadline for filing applications is February 15, 1977. For further information concerning the Summer Employment Program, contact Thomasina Stenhouse, APT-150, 8-426-3229.

TRAINING REQUIREMENTS

In January 1977, each Headquarters organization will be asked to submit to the Training and Career Development Branch, APT-130, its FY 1978 training requirements. Two basic types of training will be identified: agency and out-of-agency. This process begins at the first level of supervision, where each supervisor is required to determine the training needs for his or her employees for the coming fiscal year. The proposed courses are coordinated by each office/service's executive staff and submitted for final approval to APT-130 in Headquarters. Careful planning, particularly for out-of-agency training, is necessary to ensure availability of funds later in the year. Supervisors are required to discuss training needs with their employees at least annually in conjunction with the Performance Evaluation Record (PER), and these needs should be reflected in the annual submission from each organization. Employees are urged to be aware of the forthcoming annual submission process so that they can be prepared to assist with the input. Information about courses and schedules available to Headquarters employees is contained in the FAA Catalog, 3010.6E, and in various other catalogs, brochures, and listings which are distributed through the training representative in each office and service. Additional information can be obtained from the APT-130, 8-426-3320.

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HEADQUARTERS
intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-02 January 10, 1977

**ADMINISTRATOR THANKS ALL
FOR SUPERB SAFETY RECORD**

As predicted in last week's INTERCOM, which went to press before the year quite ended, 1976 was a banner year for aviation safety. The story of what was accomplished is best told in a message to all employees from Administrator McLucas who said:

"We have just completed one of the safest years in commercial aviation history and I want to congratulate and thank each and every one of you for your part in that achievement.

"The airlines, with 45 fatalities--most of them in the Virgin Islands accident--had the best safety record in more than 20 years, a record which is all the more remarkable when you consider that 1976 set a new record for the number of passengers carried by the U.S. airlines--about 220 million. The number of fatalities also dropped in business and private flying, from 1280 in 1975 to 1188 in 1976, and that despite the fact that the number of hours flown had increased.

"This remarkable safety record is a most appropriate culmination of a year which included the 50th anniversary of the Air Commerce Act and the 40th year that FAA and its forerunner agencies have been involved in operating the nation's air traffic control system. And it confirms the foresight of those back in the 1920's and 1930's who wisely thought that, because of the need for strong safety standards, the Federal government ought to be involved in the burgeoning field of aviation.

"Safety is a shared achievement, of course, and we cannot take all the credit. But all of you--air traffic controllers, flight service specialists, maintenance technicians, Flight Standards inspectors, as well as those in support roles, had a very definite part to play in establishing last year's safety record. Safety is the result of dedication, attention to detail, and teamwork. So, when there is success, everyone involved can justifiably accept the applause. (See SAFETY, p. 2)

SAFETY (from page 1)

"But, records are fleeting and no guarantee for continued success. They do point up, however, what can be done by hard work and professionalism. So, mindful of your important role in the safe performance of the national aviation system, I urge you to rededicate yourselves to the challenges of 1977, which marks the beginning of the second half century of commercial aviation. Meantime, with 1976 behind us and safely tucked away in history, accept my salute for a superb job of helping to make air travel safer." Besides this message, Administrator McLucas sent a telegram to the nation's air carriers congratulating all concerned for making the year 1976 "in terms of passengers carried, the safest in commercial aviation's 50-year history."

CIVIL RIGHTS GAINS

Among the most satisfying success stories in the agency in the past year was the promotion of Kenneth G. Borrego, a graduate of the "150 Program," to GS-11 assistant chief of the Pierre, S.D. flight service station. He joined the agency in 1970 as a GS-4 predevelopmental air traffic control specialist...The Office of Civil Rights also reports that as of last June 30, 26 major U.S. airlines employed 33,540 members of minority groups, or 13.33% of total airline employees. Female employment stood at 30.95% of the 251,441 total. Three new female and 15 new minority airline pilots were hired in the first half of 1976, bringing the totals for these groups to seven and 368 respectively.

NATIONAL AF SECTOR WINNERS

For outstanding performance in 1976, the Wichita General NAS Airway Facilities Sector and the Atlanta ARTCC Airway Facilities Sector have been named national winners in their respective categories of the Sector of the Year Award. With its award, Wichita becomes the first sector to win national honors two years in a row and also the first to win more than once since the competition began seven years ago. The Director or Deputy Director of the Airway Facilities Service will present a handsome plaque in ceremonies at each sector, and each employee also will receive a personal certificate of accomplishment. The winners were rated on reliability and availability of facilities they maintain, resource and personnel management, and productivity of sector staff.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal, 2 years - PC-40/76 Chief, External Relations Office, P-5, Gross: \$30,540 per annum and Net (free of tax): 25,703 per annum. Applications due in AIA-29 by March 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.

NEW EXEC AT NAFEC

Frank D. Munroe has been named Executive Officer of NAFEC, succeeding the retiring Harold H. Williams. Formerly special assistant to the Center Director, Munroe will supervise seven of NAFEC's 14 divisions: personnel, accounting, budget, logistics, auditing, management systems and security. During the last 16 months, he played a key role in developing plans for NAFEC's new \$45 million technical and administrative complex, for which ground will be broken in about a month. Munroe has served in Headquarters, the Southwest Regional Office and once before at NAFEC as personnel officer in 1958-1962.

STUDYING THE STRATOSPHERE

In order to learn what effect high-flying aircraft have on the Earth's protective ozone layer, a study to measure oxides of nitrogen--present in all aircraft engine emissions--and ozone in the stratosphere--has been initiated by the agency. The one-year measurement program, to be conducted by York University of Ontario, Canada, will begin next spring in cooperation with the National Oceanic and Atmospheric Administration's Aeronomy Laboratory in Boulder, Colo. Measurements will be made by lofting detection instruments in balloons to a height of 22 miles. The study--part of FAA's High Altitude Pollution Program--will involve the first-simultaneous measurement of three types of nitrogen oxides and ozone--an important step in understanding the role of oxides of nitrogen in maintaining the ozone balance.

O'HARE HITS RECORD

A recent report on daily air traffic operations in the U.S. has the notation: "Heavy." The report adds that Chicago's O'Hare International Airport for the first time broke the 700,000 mark for yearly operations (takeoffs and landings). The preliminary 1976 O'Hare total stands at 717,877 operations. While this incredible amount of traffic flowed in and out of O'Hare, delays of 30 minutes or more at the airport sank to an eight-year low--9,318--thanks to the efficiency of the air traffic control system, reliability of hundreds of airway facilities and favorable weather.

FLYING IS BIG BUSINESS

The world's scheduled airlines flew more miles, passengers and freight in 1976 than ever before, achieving the record with an overall 10% increase over 1975. According to the International Civil Aviation Organization, the airlines of its 135 member nations flew 4.75 billion miles and carried 580 million passengers and 10.4 million tons of freight. In addition, more people, on average, were riding in each airplane, as shown by the 2% increase to 61% in the passenger load factor, meaning that percentage of seats was filled. The overall 10% growth compares with a growth of only 5% during 1975. All this is a considerable improvement over aviation's first year, 1903, when an unscheduled aircraft flew approximately 1,200 feet, carried two pilots (one at a time) and no freight.

MORE GEE WHIZ

The National Air and Space Museum has yet another treat in store for the public: Silver Hill. In that Maryland community, just southeast of Washington, are located many more of the museum's airplanes and rocketry-spaceflight hardware, reposing in a warehouse where they are restored prior to eventual exhibition. The Silver Hill warehouse opens to the public on January 11, for tours by appointment, Tuesdays through Saturdays. Included are a Bleriot airplane of the same type that first flew the English channel in 1909; the renowned British Hawker Hurricane fighter; a Curtiss "Jenny"; a V-2 rocket engine; several missile nose cones; and other items. Tour groups are limited to a maximum of 30 persons. Call 381-4056 to make arrangements.

AETNA CLAIM FORMS

Effective January 1, 1977, the Indemnity Benefit health insurance plan, (AETNA) will no longer automatically supply claim forms to enrollees each time a claim for benefits is submitted. Under an agreement between AETNA and the Civil Service Commission, Federal agencies are now responsible for maintaining a supply of the claim forms. A supply of AETNA claim forms will be available in the Employment Branch reception area, room 512.

W-2s OUT EARLY

Wage and Tax Statements (W-2) for the 1976 tax year were distributed by the Accounting Operations Division, AAA-200, on December 30 for Washington Headquarters payrolled personnel. This sets a new record for Headquarters and may be a record for the entire Federal government.

XMAS FOR CHILDREN

Employees of the Office of Accounting and Audit donated \$103 to Children's Hospital in lieu of exchanging Christmas Cards this year.

AWARDS AND REWARDS

The Flight Standards Service presented group Special Achievement Awards for outstanding work on the Part 135 Regulatory Review Conference held last November in Denver to: Clifford L. Weaver, David W. Kress, Janis G. Pressley, Anthony DeSilvio, Lauren D. Basham, Robert D. Blacker, Wayne N. Dixon, Felix Kurdys, Leo J. Weston, Richard Beitel and George W. Tenley both of the Office of Chief Counsel, Hugh E. Waterman, Nancy A. Beals, Laurie C. Norman and Rebecca Taylor.

ALL THOSE CALLS AND LETTERS

The Office of Public Affairs' Public Information Center (APA-430) answered 7,574 telephone queries from the public in 1976, a big increase from 4,881 calls in 1975. Mail requests--for everything under the FAA sun, ranging from career information to technical standards, specifications, reports, advisory circulars, etc.--came to 18,964 letters (vs. 19,318 for 1975). More than 5,000 visitors were served. Documentation and orders are provided in Room 108; main staffing is in Room 907B in the Community & Consumer Liaison Division.

AN EARFUL

The FAA Headquarters Hi-Fi Club will meet January 19 at 12 noon in conference room 7C. New members are welcome.

SPECIAL Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

Jan. 15, 1977

EXECUTIVE DEVELOPMENT OPEN FOR APPLICANTS

The Executive Development Program is now open for applications from employees who aspire to top management jobs. The program, which began in 1972, has been revised to permit highly individual development for those who are selected. This involves more flexible scheduling of assignments to eliminate frequent trips away from home and regular jobs, as well as a greater voice for candidates in choosing their own assignments and training.

Applicants who enter the program after passing a rigorous selection process begin a period of continuing development, which can extend for several years. Development includes both special work assignments and formal training. The basic aims of development are to broaden the candidates' knowledge of FAA activities and to sharpen managerial skills. Also emphasized is mobility—both geographic and functional. For example, required activities include a four-week regional assignment and a 30-to-90-day assignment in an occupational area different from the candidate's previous experience. Other assignments usually will include, to name a few, a DOT intermodal stint for at least a month; the Management Training School and the FAA Executive School.

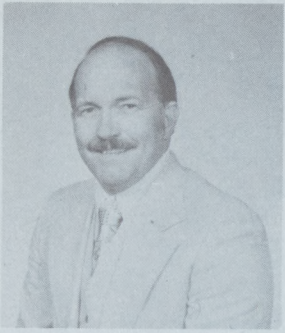
The selection process strongly emphasizes proven managerial ability. Permanent employees in any part of DOT who hold a GS-15 position are eligible to apply, and office/region directors may nominate GS-14 employees who otherwise meet the criteria and who have shown exceptional potential. To apply,

an employee must submit to his or her local personnel office a current SF-171 and Performance Evaluation Record and a letter citing any restrictions on mobility. Non-FAA employees of DOT should send materials to the Departmental Office of Personnel and Training, TAD-14. For full information on the program and application procedure, see Announcement No. APT-76-4028 and Order 3110.13C. The program closes for applications this January 28 and will be reopened periodically.

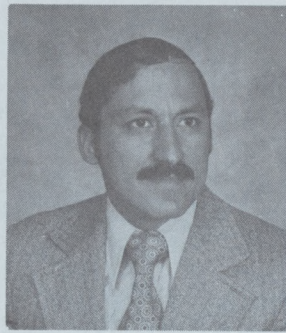
The selection process includes local review by Personnel and the applicant's office or regional director; the National Assessment Center for simulated management exercises; review by the Executive Personnel Board; and final approval by the FAA Administrator and Secretary of Transportation.

Once selected, candidates either remain in their present jobs or move to another management position at the same grade (GS-15), providing a base from which they can begin their developmental assignments. Candidates work out their Individual Development Plans cooperatively with their office or regional director and the Washington office, which has final approval.

Target jobs for the candidates are: region and center deputy director and executive officer; office and service director and deputy; deputy assistant administrator; and region, center and Headquarters division chief. Promotion to a target job is not automatic, but when it comes—based on good performance after selection—it is considered a further development activity, which can lead to a still higher job, all the way to associate administrator or regional director.



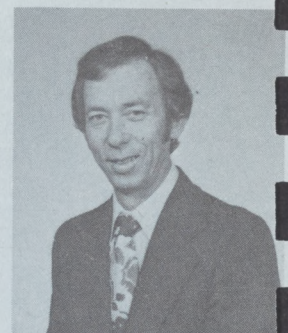
BARLOW



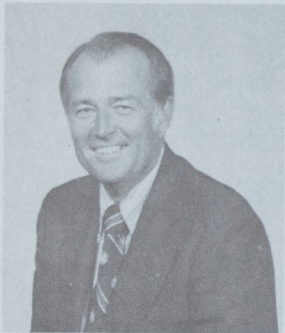
CRUZ



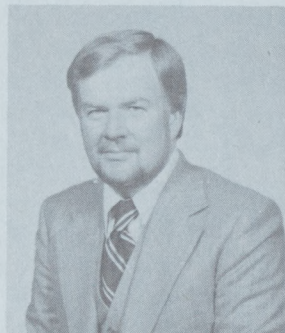
ETGEN



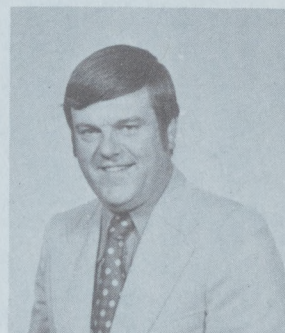
FISHER



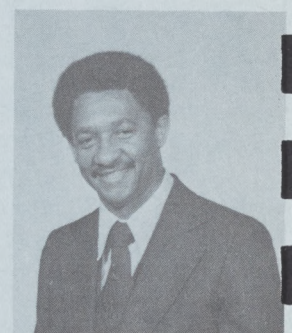
HUNT



JAEGER



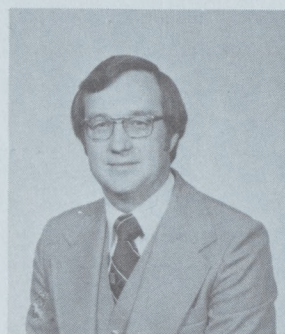
KENNEDY



MacARTHUR



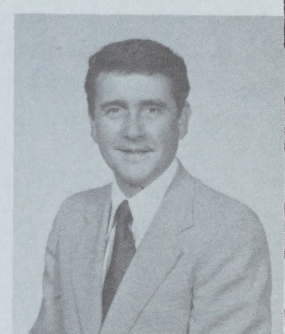
McCARTHY



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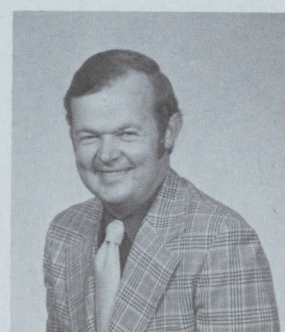
MULLER



O'BRIEN



SEWELL



SPECK

NEW EXEC DEVELOPMENT GROUP TAKE ON CAREER CHALLENGES

Here are brief biographical sketches of the 14 most recently-selected Executive Development candidates.

Wayne J. Barlow--Present job: Chief, Airports Division, Great Lakes Region... Joined FAA in 1959 and served in several field, staff and management positions in the Western and Rocky Mountain Regions.

Juan E. Cruz--Present job: Chief, Analysis and Guidance Branch, Environmental Policy Division, Office of Environmental Quality... Began his Federal career in 1969 at the Naval Air Test Facility, Lakehurst, N.J... Joined FAA in 1970 in Environmental Quality.

James R. Etgen--Present job: Assistant Chief, Automation Engineering Division, Airway Facilities Service...Began career as technician in Sandston, Va., Airway Facilities Sector...Held various technical and supervisory jobs in Eastern Region...Sector Manager, Baltimore, 1971-1976.

Richard L. Fisher--Present job: Sector Manager, Pittsburgh, Penna., Eastern Region...Began FAA career in 1960 as electronics installation technician in the region...Served later as personnel officer; in budget and Flight Standards.

Kenneth S. Hunt--Present job: Chief, Accident Investigation Staff, Flight Standards Service...Early career as air carrier operations inspector, Miami...Moved to Flight Standards Service, Headquarters, in 1964.

Fred H. Jaeger, Jr.--Present job: Chief, Planning Staff, Rocky Mountain Region... Joined FAA in 1961 as management analyst, Installation and Materiel Service... Served later, Airports Service, Headquarters, and Planning and Appraisal, New England Region.

Edmund P. Kennedy--Present job: Assistant Chief, Airway Facilities Division, Rocky Mountain Region...Joined FAA in 1960...Served later as budget/management analyst in N.Y. Area Office; also as sector manager, Philadelphia airport.

George A. MacArthur--Present job: Chief, Avionics Staff, General Aviation Division, Flight Standards Service...Joined FAA in 1958...Served in Flight Standards, Western Region, until 1973 when he moved to Flight Standards, Headquarters.

Robert J. McCarthy--Present job: Assistant to Associate Administrator for Administration...Early career with General Services Administration and Dept. of Health, Education and Welfare in personnel...Joined FAA in 1973 as personnel officer.

Homer C. McClure--Present job: Chief, General Aviation/Air Carrier Branch, Flight Standards Division, Central Region...Held several jobs in commercial aviation before joining FAA in 1970 as Flight Standards inspector in Great Lakes Region... Also held Flight Standards positions at FAA Academy.

David F. Muller--Present job: Chief, Nav aids/Radar Facility Branch, Environmental Systems Division, Airway Facilities Service...Joined FAA in 1959...Early career in Airway Facilities, Eastern Region...Served later in research & development.

(Continued next page)

Robert M. O'Brien--Present job: Assistant Chief, Air Traffic Division, Rocky Mountain Region...Began FAA career as controller in N.Y. Center, 1956... Served in Headquarters...Chief, Albuquerque Center, 1970-1973.

John W. Sewell--Present job: Assistant Chief, General Aviation Division, Flight Standards Service...Most of 18-year FAA career as flight inspection pilot and as supervisory pilot...Chief, Tokyo Flight Inspection Group, 1972-1975.

L. Lane Speck--Present job: Chief, LaGuardia Tower...Began his FAA career in 1962 as controller at Newark tower...served as supervisor in N.Y. Common IFR Room... Was branch chief in Air Traffic Division, Eastern Region, before present job.



Serving those who fly.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-03 January 17, 1977

YEAR'S TOP FLIGHT SAVES

Nine people aloft, seven aircraft in trouble, bad weather, equipment failure, disorientation... these were the ingredients which went into the outstanding FAA flight assists of FY 1976.

Eugene Traynor, a controller at the Oklahoma City approach control located at Tinker AFB, suddenly had his hands full when in rapid succession five aircraft of a flight of six F-105 jet fighters inbound to Tinker declared emergencies on November 11, 1975. Electronic problems had occurred in two planes, and five of the six had become critically low on fuel. To make matters worse, the precision approach radar normally used for military aircraft landings was knocked out by a thunderstorm. Traynor coolly responded as the distress calls came in. He handled the five planes simultaneously, vectoring them by use of airport surveillance radar, along with the sixth, to safe landings at Tinker even though poor weather prevented the pilots from seeing each other or the runway until just before landing. Traynor later received the Air Force "Save Award," the first civilian controller so honored. (See SAVES, page 2)

ATC GRADE CLASSIFICATION STANDARDS SET BY CSC

The Civil Service Commission has approved a final classification standard establishing the grades and pay of air traffic controllers. Application of the standard by FAA is expected to have these results:

- Controllers at eight of the nation's busiest facilities will be upgraded to GS-14 with salaries ranging from \$28,725 to \$37,347 per year. Those facilities include five terminals-- New York Common IFR Room, Chicago O'Hare, Atlanta International, Oakland Bay TRACON, and Los Angeles TRACON; and three centers-- Chicago, Cleveland, and New York.
- Approximately 37 air traffic control facilities will be upgraded to levels below GS-14. FAA said that only one facility, Dallas (Love Field), currently has positions at grade levels that are clearly out of line with the standards approved by the Commission. At that facility, 18 full performance controllers and four supervisory controllers could be downgraded if FAA placement efforts are unsuccessful. The agency also indicated that there are approximately three other facilities that are considered (See CLASSIFICATION, page 2)

SAVES(from page 1)

On a night flight in Oregon on April 14, 1976, pilot of a Cessna 205 with one passenger ran into severe icing over the Blue Mountains, began losing altitude and radioed for help. Controllers James Parcell and James Foster at the Seattle ARTCC heard the call and advised the pilot that minimum altitude to stay above obstructions was 7,700 feet. The controllers could not see the plane on radar and the pilot could not maintain the minimum altitude. Listening carefully to the pilot's position reports, the controllers matched his position with terrain shown on aeronautical charts and recommended headings to take the still-descending aircraft away from mountain ridges. Thirty long minutes later, radar contact was made, and the controllers told the pilot that Hermiston, Ore. airport was one mile away at the pilot's 10 o'clock position. The pilot replied that ice was beginning to break off his windshield and he landed safely soon after.

With his son aboard, the pilot of a Cessna 150 over Ohio on July 2, 1975 on what began as a pleasure flight radioed "Mayday" on the international distress frequency, declaring he was lost, critically low on fuel and needed immediate assistance. Lloyal Miller, working the in-flight position at the Zanesville, Ohio, Flight Service Station, answered the call and attempted to begin direction-finding procedures. Because of the airplane's low altitude and the pilot's reluctance to climb due to low fuel, DF contact was impossible, and Miller had to recognize terrain as described by the pilot in order to learn the aircraft's

position. In turn, Miller gave the pilot a route to follow by describing terrain features to him, enabling the airman to make a safe landing, with usable fuel exhausted, at the Richard Downing Airport at Coshocton, Ohio. For these three outstanding flight saves, Traynor, Parcell, Foster and Miller will be honored in award ceremonies at FAA Headquarters on February 15. Their flight saves were but three out of 3,058 made by ATC specialists at towers, centers and FSSs during FY '76.

MORE AND MORE WOMEN

The agency's special emphasis program to bring women into the Airway Facilities technical workforce last year showed the largest increase of women in technical positions since the program began in June 1974. During 1976, the number of women in engineering, general facilities and equipment technician and electronics technician categories increased from 65 to 107. In 1974, women in these categories numbered 11.

CLASSIFICATION (from page 1)
"border line" in grade level. The new standard provides for retaining the present grades of controllers at such facilities at least through the implementation phase. Unless there is serious deterioration in the future level of activity at those facilities, it is expected that downgrades will not be necessary. In developing the final standard, the Commission staff consulted frequently with the FAA and the Professional Air Traffic Controllers Organization. The final standard is being sent to FAA and PATCO. FAA intends to implement all controller upgrades within 30 days.

CONCORDE QUIETER

The supersonic British/French Concorde was a little quieter in December according to the monthly FAA report which covered 52 operations at Dulles International Airport. Agency experts say the muffling is due to more efficient operation of the world's first scheduled SST in the colder, heavier winter air. Noise measurements taken at 12 different sites on and around the airport averaged 117.8 EPNdB for takeoff and 114.6 for approach operations during the month. This compares to an overall average since operations began last May of 119.8 on takeoff and 117.9 on approach. The number of noise complaints were also slightly down during December. A total of 91 were received, compared to 95 for the previous month. No sonic booms were recorded by monitoring equipment at the three Coast Guard stations along the Concorde flight tracks.

FAA WORLD'S RETROSPECT

This year's "Year in Review" offers a comprehensive but briefer survey of FAA programs and happenings in 1976. . . Billionaire Howard Hughes died in 1976, but few recall that he was an "Airman Extraordinaire." His aeronautical talent is described by FAAers who worked with him . . . "The Trouble With January" is that it's time to start thinking about income taxes. IRS is playing a new ballgame this year, and WORLD details some of the changes . . . "Our Man In Lima" isn't Alec Guinness but Rene Cardona, who handles a complex job under difficult conditions. . . You'll also find a Word Search, Direct Line, Federal Notebook, Faces and Places and Small World.

THE BETTER TO SEE

Guidance for using a variety of visibility equipment manufactured around the world for airport use is described in the recent publication "Airport Visibility Measuring Systems - Elements of Deployment Cost Analysis," FAA-RD-76-170, prepared by the Transportation Systems Center for FAA. In addition to describing and analyzing visibility equipment, it shows the costs of various equipment that meet existing standards of visibility measurement for aircraft operations at airports. The report presents deployment schedules of FAA visibility measuring equipment through the FY 85 time period. Copies of the report may be obtained from ARD-451, FAA, Washington.

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 Kuwait for the following position: Civil Engineer (Airport), FC-810-10/11 (GS-13/14); Announcement No. AIA-77-3, opening date: 1/12/77; closing date: 2/2/77. Applicants interested in the position should forward an SF-171, Personal Qualifications Statement, and current DOT Form 3430.1, Performance Evaluation Record, directly to: Employment Branch, APT-150, FAA, 800 Independence Avenue, SW, Washington, D.C. 20591.

CLUB CONCEIVES CLASSES

The FA Club announces the following schedule of classes:

Income Tax Procedures (basic):

January 21 and 28, 12-12:30.

Income Tax Procedures (covering new and unusual procedures):

February 11 and 18, 12-12:30.

Auto Mechanics: March 7-10, 12-12:30; March 14-17, 12-12:30.

Knitting: January 31, February 2, 7, 9, 14, 16, 21 and 23 (each Monday and Wednesday for 4 consecutive weeks beginning 1/31).

Crocheting: March 22, 24, April 5, 7, 12, 14, 19 and 21.

(each Tuesday and Thursday for 4 consecutive weeks beginning 3/22).

Needlepoint: April 26, 28; May 3, 5, 10, 12, 17 and 19. (each Tuesday and Thursday for 4 consecutive weeks beginning 4/26).

Room numbers will be posted in the FA Club. The only requirement is that you are a current member of the FA Club. Submit your name and choice of classes to the club or contact Betty Tate, x63537. There are vacancies in all classes, so enroll while they last.

... AND CLOSES TEMPORARILY

The FA Club, room 115 in FOB-10A, will be closed for inventory the week of January 17. If anyone has deposit money for scheduled club trips, please call the club manager, x63542.

CONCORDE PILOT TELLS ALL

The first pilot of the Concorde SST will tell the story of the aircraft's design and construction and what it's like to fly the sleek bird in an illustrated lecture at the National Air and Space Museum on January 25 at

8 p.m. Captain Brian Calvert also will compare flying the Concorde with piloting other aircraft. Admission is \$4. Discounts are available to Smithsonian Resident Associates. Call 381-5157 regarding advance purchase of tickets which will be sold at the door only if available...Hours at the National Air and Space Museum and several other Smithsonian museums are extended to 9 p.m. this week in observance of the Presidential inaugural.

SF-171 WORKSHOP

All interested employees are invited to attend a 45-minute workshop on preparing a better SF-171 at 12 noon, February 2, in conference room 7AB. Topics to be covered: how to make your 171 represent you as an individual; what aspects of your experience to highlight; how best to describe your experience, training, awards, outside activities; how to edit and prepare the document. If you have been out of the running for jobs you applied for, improving your 171 may be a big help the next time around. The workshop is sponsored by the Office of Civil Rights, ACR-3.

INAUGURAL HOLIDAY

Inauguration day, this Thursday, is an official day off for Federal employees in the Washington metropolitan area.

\$\$\$ TO CHILDREN'S HOSPITAL

For the 13th consecutive year, employees of Airports Programs donated money to Children's Hospital in lieu of exchanging Christmas cards. Donations totalling \$248 were collected and forwarded to the Hospital.

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



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-04 January 24, 1977

AIRCRAFT THEFTS DOWN

The number of aircraft and avionics thefts declined significantly last year, according to the International Aviation Theft Bureau. Nevertheless, total losses for the year still amounted to an estimated \$3,311,500. Eighty-three U.S.-registered aircraft valued at a little over \$2.9 million were reported stolen during 1976. This is down from the 98 reported stolen during the previous year. Estimated value of avionics stolen during the year is \$410,664. Of the stolen aircraft, 19 were recovered and returned to their owners. Another 11 were located but could not be recovered because they were taken out of the country beyond the jurisdiction of U.S. law enforcement agencies. The most expensive aircraft reported stolen was a \$250,000 Piper Navajo. The largest single haul of avionics occurred when thieves made off with \$50,000 worth of radios and other equipment.

\$2.7 BILLION FAA BUDGET GOES TO CONGRESS

The President's FY 1978 budget message submitted to Congress last week includes a \$2.7 billion request for FAA, an increase of \$144 million over the FY 1977 total. The budget request provides for 59,177 full-time, permanent positions in FAA, a net increase of 951 positions over FY 1977. The funding categories are: Operations (salaries and other expenses)--\$1.8 billion; Facilities, Engineering and Development (aircraft safety, environmental protection, aviation medicine)--\$18 million; Operation, Maintenance, Construction, National and Dulles Airports--\$27.3 million; Grants-in-Aid for Airports--\$550 million (of this, only \$475 million can be obligated for grants in FY 1978); Facilities and Equipment (radar, automation, air navigation, ATC facilities)--\$212.6 million; Research, Engineering and Development ("R&D")--\$85 million.

SE HABLA ESPAÑOL AQUÍ

A Spanish-language version of "Sites for Public Airports" has been published by the Office of Airports Programs to inform Hispanic Americans of their legal rights when displaced by an airport development project. Entitled "Sitios Para Aeropuertos Públicos," the 18-page pamphlet answers basic questions about property acquisition such as appraisal procedures, determination of fair market value and the property owner's right to legal counsel during negotiations. It explains procedures used when public airports acquire property through the power of eminent domain in cases where the airport owner and property owner cannot reach agreement. It also discusses relocation assistance.

FOLLOW THAT HIGHWAY

The pilot assured controllers at the Cleveland en route center that he was instrument rated, but he refused to climb to his assigned altitude. Apparently badly disoriented and sometimes screaming into the mike, he told controllers that he would lose control of the airplane if he got into the clouds. Controllers didn't argue. They instructed the disconcerted pilot to keep the ground in sight and follow a four-lane highway to a nearby airport. Although radar contact was intermittent because of the single-engine plane's low altitude, controllers led the lost airman right to the airport, giving him directions so the runway was precisely in front of him and he couldn't miss seeing it. Shook up, but still alive, he landed safely at Bradfield Airport in Barnesville, Ohio.... During December, 266 flight assists were reported—113 by flight service stations, 111 by towers and 42 by centers. There were a total of 547 people reported on board the aircraft involved. There were 142 pilots assisted by use of radar, 93 assisted with DF, 68 with VOR orientation and 23 by use of geographical references. During calendar year 1976, 3,058 flight assists were reported—1,332 by flight service stations, 1,245 by towers and 481 by centers. Aboard the aircraft involved in these "saves" were a reported total of 5,118 people.

CANCELLATION OF AAF ORDERS

The following Airway Facilities orders are cancelled and will be reflected in the next edition of the FAA Directives Checklist: 3450.23, Test Program to Automate the Retrieval and Evaluation Process of AF Employee Suggestions; SM 3700.2, Systems Maintenance Service Equal Employment Opportunity Action Plan.

SMOKE DETECTORS

Installation of smoke detectors in FAA-owned employee housing is under active consideration by the agency and may be accomplished this year. A proposed change to the agency order on housing (4660.1, chapter 6) would require installation at government expense of the alarm devices. For single-story houses, a single device would be used; in two-story houses, two devices might be used. The proposed requirement affects some 800 housing units in Alaska, the Canal Zone, Virgin Islands, the Pacific and several western states.

AIRPORT CORNUCOPIA

The number of civil and joint-use landing facilities in the U.S. and its possessions showed a net increase of 519 in 1976, bringing the year-end total to 13,770. An increase in privately-owned landing facilities accounted for the majority of the gain. These were up from 8,678 in 1975 to 9,103 in 1976. Publicly-owned facilities increased from 4,573 in 1975 to 4,667 in 1976 for a gain of 94. Included in the 1976 year-end total were 11,555 airports, 1,674 heliports, 500 sea-plane bases and 41 STOLports/STOL runways. Also included were 42 airports in the U.S. possessions and territories, of which 23 were in Puerto Rico, 4 in the Virgin Islands and 15 in the Pacific. The 1976 increase was achieved despite the abandonment of 296 landing facilities during the year. Texas continues to lead all states with 1,217 landing facilities, followed by Illinois with 867, California with 804, Alaska with 762, Pennsylvania with 644, Ohio with 558, New York with 496 and Michigan with 421. Lighted runways are provided at 4,362 locations and paved runways at 5,106. So, Happy Landings.

HATCH ACT CHANGE?

Bills have been reintroduced in the House and Senate to revise key features of the Hatch Act. Similar to the bill that was vetoed by President Ford last year, the new measures stand a good chance of eventual passage. The proposed legislation includes provisions to:

- permit Federal employees to run for office and participate in partisan political campaigns;
- prohibit political campaigning in Federal buildings;
- prohibit all forms of political pressure or coercion directed at government workers;
- retain existing Hatch Act provisions for employees in sensitive positions in the Justice Department, Internal Revenue Service and CIA.

MEMORIAL EDUCATION FUND

The Robert Horonjeff Memorial Fund has been established at the University of California to underwrite a fellowship program in air transportation. Professor Horonjeff, who died November 29, 1976, was an advisor to CAA/FAA since 1950 on a variety of matters which shaped today's air transportation system. He also taught classes in the Air Transportation Systems Specialist program at the University of California-Berkeley where he was both friend and mentor to many agency employees. Employees wishing to donate to the fund may send checks, annotated with "Horonjeff Memorial Fund" and payable to the University of California-Berkeley Foundation, to: North Gate Hall, University of California Development Office, Berkeley, Ca. 94720. Donations are tax deductible.

GOT AN EXTRA PIPER CUB?

The National Air and Space Museum in Washington is looking for someone to donate an authentically restored Piper J-3 Cub for display in the new museum. The general aviation gallery will be revamped this year and more emphasis will be placed on light aircraft such as Cubs and Aeroncas which put more people in the air than any other planes in aviation history. The museum assures that the person who donates the Cub will have his or her name prominently displayed with the airplane. If you're interested and able to contribute a little piece of aviation immortality, contact Robert C. Mikesch, Associate Curator, National Air and Space Museum, Washington, D.C.

IFR TRAFFIC FORECAST

The number of aircraft flying under instrument flight rules handled by FAA air route traffic control centers is forecast to increase from the actual count of 23.9 million in FY 1976 to 39.2 million in FY 1988, according to the agency's latest "IFR Aircraft Handled" report. Air carrier traffic is forecast to show modest growth, while IFR general aviation and air taxi traffic is expected to increase substantially. In 1976, air carrier departures totaled 4.6 million; 1988 is forecast at 6.6 million. For general aviation, the figures are: 2.6 million and 5.8 million; air taxi is 668,000 and 2 million. Military IFR traffic is expected to decline slightly, from 1.5 million departures in 1976 to 1.4 million in 1988.

RECORDS STORAGE

Officials who have records due for transfer to the Federal Records Center or the National Archives should contact their respective records liaison officer. The records liaison officers, after insuring packing and marking is in accordance with procedures detailed in Order 1350.14, are requested to notify AMS-140, Mr. Styer, x68735, that records are ready for transfer. Mr. Styer will examine the shipment, provide any assistance required and then arrange for removal of the records to the FAA records holding area and subsequent shipment. The next revision of Order 1350.14 will incorporate these procedures for transfer of records.

SF-171 WORKSHOP

All interested employees are invited to attend a 45-minute workshop on preparing a better SF-171 at 12 noon next Wednesday, February 2, in conference room 7AB. Topics to be covered: how to make your 171 represent you as an individual; what aspects of your experience to highlight; how best to describe your experience, training, awards, outside activities; how to edit and prepare the document. If you have been out of the running for jobs you applied for, improving your 171 may be a big help the next time around. The workshop is sponsored by the Office of Civil Rights, ACR-3.

MORE DONATIONS

The Office of Systems Engineering Management donated \$90 to Children's Hospital in lieu of exchanging Christmas cards this past holiday season.

NASM DOINGS

Sometimes the thought comes to mind when you look up at the stars on a clear winter night. "Man's Place in the Universe"-- that's the thought and also the topic of a lecture this Wednesday, January 26, from 12:30 to 1:20, by Dr. George Piper in the theater of the National Air and Space Museum. Dr. Piper, Director of Sciences, Goddard Space Flight Center, will examine the question in terms of the Copernican and Darwinian intellectual revolutions of the past and the technological revolution of the present which is enabling scientists to explore and communicate far beyond the bounds of Earth.

AWARDS AND REWARDS

Washington National Airport presented Special Achievement Awards to Walton L. Kimble and Bonnie Annis; a Quality Performance Award to William F. Entwisle, Jr.; and Beneficial Suggestion Awards to Julia Harris (two suggestions), Donny Cherry and Patricia Cowden. Office of Airports Programs presented Quality Increases to Helen Shields, Harry Siedentopf and Edward Aikman; and Special Achievement Awards to Judith Street, Martin Bevilacqua and Joyce Hooker. The Office of Accounting and Audit presented Quality Increases to Sidney A. Mays and Ronald L. Wilson. The Office of Management Systems presented Special Achievement Awards to Betty Cayce and Pat Beardsley. The Office of Associate Administrator for Administration presented a Quality Increase to Rita A. Lutz.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-05 January 31, 1977

GOOD ADVICE ON ATC

FAA Air Traffic officials say "very useful and worthwhile" work is being done by the Air Traffic Procedures Advisory Committee which held its sixth meeting recently. The committee was established in November 1975 to study, clarify and standardize ATC terms and procedures. The committee, composed of highly experienced members of the aviation industry, made 84 recommendations in its first five meetings and closed out 57 following satisfactory responses by FAA. Further action is being taken on the remainder by AT staffers. In addition to scrutinizing the Air Traffic Procedures Handbook (7110.65) for any needed clarifications, the committee is examining the Airman's Information Manual, Part 1, to be sure that FAA is telling pilots and controllers the same things about air traffic control. The committee will convene again April 26-29. Meetings are open to the public and are held in the FAA Headquarters building.

AREA NAVIGATION POLICY ANNOUNCED BY AGENCY

Administrator McLucas has approved the concept of area navigation (RNAV) and outlined a plan to bring about its use in the national airspace system. RNAV is based on the use of small airborne computers which process signals from existing ground navigation aids and automatically chart whatever course a pilot desires to fly. Under the present VOR system, pilots must fly direct routes between ground stations. The more flexible area navigation would benefit both aviators and the ATC system. The Administrator said RNAV equipment will not be required in the near future to operate in the ATC system. He said the following steps in the plan will be closely coordinated with airspace users:

- Eliminate existing RNAV routes which do not meet user requirements.
- Establish on a case-by-case basis RNAV routes with their accompanying RNAV transition segments.
- Promote the establishment of RNAV approaches at non-instrumented airports.

(See RNAV, page 2)



EXEC PAY RAISE POSSIBLE

Substantial pay raises for top-level GS employees were proposed by former President Ford in his budget message and will become effective February 16 unless disapproved by either the House or Senate. The proposal would remove the present \$39,600 salary ceiling, which begins at Step 7 of GS-15, and raise the limit to \$47,500. Also increased would be pay of members of Congress, Federal judges and political appointees, up to \$57,500. For GS executives, pay scales would look like this:

GS-15, steps 7 through 10:
 \$40,545; \$41,671; \$42,797;
 \$43,923. GS-16, steps 1 through 6:
 \$39,629; \$40,950; \$42,271;
 \$43,592; \$44,913, \$46,234 (the remaining steps at the \$47,500 limit). GS-17, step 1: \$46,423 (remaining steps at the limit).
 GS-18: \$47,500.

PLANE HITS ATC TOWER

A single-engine plane attempting an instrument landing in fog grazed the top of the Olympia, Wash., airport control tower and crashed on the runway, killing the pilot just after 7 p.m. last Thursday. The single controller on duty in the tower was not injured and damage to the tower was minor. The plane, with only the pilot aboard, struck two lightning rods and part of the air conditioning unit atop the tower cab. The tower, which normally closes at 8 p.m., was immediately checked out by maintenance technicians from the Olympia Airway Facilities Sector and resumed service the next morning.

SECRETARY SWORN IN

Brock Adams, 50, was sworn in as the fifth Secretary of Transportation in ceremonies at the White House on January 23. Adams, who resigned from the U.S. House of Representatives to accept the DOT post, took the oath simultaneously with seven other members of President Carter's new cabinet. The new Secretary was born in Atlanta but reared in Iowa, Oregon and Washington. After two years in the Navy, he enrolled at the University of Washington, where he was graduated summa cum laude in 1949 with a degree in economics. He received a law degree from Harvard Law School in 1952 and then entered private law practice until 1961 when he became U.S. Attorney for the Western District of Washington State. He was first elected to Congress in 1964, becoming a member of the Subcommittee on Transportation and Commerce and chairman of the House Budget Committee. He also served on the National Transportation Policy Study Commission. Adams is married and has four children.

RNAV (from page 1)

- Establish a program to educate pilots, air traffic controllers, flight service specialists and flight standards specialists about RNAV.
- Develop a national waypoint system to help pilots select direct routes.
- Develop and promulgate RNAV avionics minimum performance standards.

BY THE NUMBERS

The agency has released a new "Statistical Handbook of Aviation" together with two other statistical publications providing additional data on air traffic activity and the civil aircraft fleet. The "FAA Air Traffic Activity Report, Fiscal Year 1976" contains activity data and rankings for all FAA-operated towers, flight service stations and air route traffic control centers. It shows that the en route centers handled 23 million instrument movements during FY 1976 and

that control towers logged 62 million takeoffs and landings during the same period. Current figures on the total registration of the U.S. civil air fleet are contained in the "1975 Census of U.S. Civil Aircraft." The "FAA Statistical Handbook of Aviation, Calendar Year 1975" offers current and historical information on FAA appropriations and personnel; aircraft operations; numbers of passengers; tons of cargo and mail; and accidents.

HEADQUARTERS PERSONNEL NOTES

INCLUDE PER WITH BIDS

Employees must submit a current Performance Evaluation Record (PER) as well as SF-171 in order to be considered for any job announced under the merit promotion system. Recently, several otherwise eligible employees could not be considered for announced jobs because they failed to submit a PER.

Another reminder: be sure that your SF-171 is signed (if Xeroxed, sign the copy) and that every item is completed. If you have questions on how to bid on a job under merit promotion procedures, check with your supervisor or call or visit the Employment Branch, APT-150, phone x68007.

NEW VETERANS RULES

Applicants for Federal civil service jobs will no longer be entitled to peacetime veterans preference if they entered military service after October 14, 1976. However, those who enlist after that date and become disabled or serve in future campaigns will continue to receive veterans preference. The Veterans Education and Employment Assistance Act of 1976, signed October 15, established benefit programs for the post-Vietnam era and fixed termination dates for veterans benefits associated with the Vietnam era. Another feature of the new law provides that, except where prohibited by provisions of other law, the facilities of any agency of the United States may be used to provide unpaid training or work experience as part or all of a veteran's program of vocational rehabilitation when the Administrator of Veterans' Affairs determines that such training or work experience is necessary for rehabilitation.

PERSONNEL FOLDERS IMPORTANT

Is your personnel folder up-to-date? It is important that your personnel folder contain all the documents that deal with the progress of your Federal career, since management often reviews your folder prior to taking personnel actions which affect you. All official personnel actions are filed in your folder by the personnel office, APT-100, but part of the job of keeping your folder complete is up to you. Certificates of completed out-of-agency training or outside education, letters of commendation, copies of Civil Service notices of rating, etc., should be taken to room 512, FOB-10A, or mailed to the Employment Branch, APT-155, for inclusion in your folder. For your protection, it is also recommended that you keep your copies of personnel folder material in a secure place at home in case your official personnel folder is destroyed by fire, lost in the mail, etc.

LANGUAGE LABORATORY

FAA has a language laboratory in FOB-10A available to any Federal employee for job-related use during work hours and for general use after hours. The laboratory provides facilities for self-training in Spanish or French through practice tapes and lesson books. 55 Spanish and 24 French tapes, ranging in length from one-half hour to an hour, are on file to assist elementary through advanced learning. To schedule time to use the lab, contact Phyllis Burbank, APT-130, x63320.

WHAT YOU DON'T KNOW . . .

Headquarters Personnel Notes is a newsletter published monthly in INTERCOM by the Personnel Management Operations Division, APT-100, to give employees new as well as general background information on various personnel programs. We would like to hear from you about subjects you want explained. Do you know all you need to know about bidding on jobs, seeking out training, the provisions of special benefit programs, etc.? Address such general interest questions to APT-100; we will endeavor to answer them through this newsletter.

SF-171 WORKSHOP

All interested employees are invited to attend a 45-minute workshop on preparing a better SF-171 at 12 noon this Wednesday, February 2, in conference room 7AB. Topics to be covered: how to make your 171 represent you as an individual; what aspects of your experience to highlight; how best to describe your experience, training, awards, outside activities; how to edit and prepare the document. If you have been out of the running for jobs you applied for, improving your 171 may be a big help the next time around. The workshop is sponsored by the Office of Civil Rights, ACR-3.

BACK BY POPULAR DEMAND

The security film, "The Intrusion Conspiracy," will be shown in the auditorium at 11:30 a.m. and 12:30 p.m., February 10. This film covers some of the security problems which can arise in a public building and received rave reviews when first shown some months ago.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-06 February 7, 1977

McLUCAS ANNOUNCES DEPARTURE PLANS

Administrator McLucas has announced that his target date for leaving the agency is April 1. He will continue to be active up to the resignation date and will provide advice on selection of the next FAA Administrator. Dr. McLucas also has accepted an invitation to serve on the Robert J. Collier Trophy selection committee which will choose a recipient for the oldest and most prestigious award in American aeronautics and astronautics. The date for the 1976 selection is March 24. After his resignation, Dr. McLucas said he expects to return to the private sector and is thinking of an industry, foundation or university position.

BLACK HISTORY MONTH

February is Black History Month and will be marked by observances, exhibits and cultural events throughout the country. This annual recognition of the Black experience and culture is sponsored by the Association for the Study of Afro-American Life and History. This year, interest in Black heritage runs particularly high, in the wake of the epochal book and television series, "Roots."

(See pages 3 & 4 for local events)

WINTER'S VENGEANCE

"What happened to us is incredible." That's how Mike Henry, specialist at the Watertown, N.Y., Flight Service Station, characterized the five-day blast of snow, high winds and sub-zero cold that devastated the small upstate town where he works. The blizzard, which began Friday afternoon, January 28, buried the community under 49 inches of snow and trapped two flight service specialists and an electronic technician at the FSS for five days. The snowbound specialists, Gilbert Clifton and Keven Larkin, finally were relieved by Henry and specialist Norm Helbock who made their way to the FSS last Tuesday afternoon. ET Craig Schoff went off duty on Wednesday. The Watertown airport closed down--and was expected to remain that way all week--but the FSS specialists stayed on the radio, helping to guide Marine helicopters on numerous medical evacuation and supply missions in Watertown and the surrounding villages. The Marines just happened to be in the area on "Alpine" military exercises and got even more than they bargained for. Technician Schoff did what he could to check the airport's air navigation and landing facilities, but 10-foot snowdrifts prevented nearly all movement about the airport. Most of the facilities stayed in operation despite the arctic (See WINTER, page 2)

WINTER (from page 1)
 weather. During their five-day marathon, Clifton, Larkin and Schoff shared food with other people at the airport. The same storm also buried Buffalo, N.Y., more thoroughly than it already was, halting nearly all civilian air activity at the airport. Numerous military aircraft and helicopters flew supplies into the airport while the town groaned under 13 feet of snow. The Niagara Falls, N.Y., tower was evacuated for four hours when heat and power went off, and the Pittsburgh tower was temporarily evacuated due to a gas leak in the building. The Rochester, N.Y., Muncie, Ind., and Cleveland airports also curtailed or halted flights. At Buffalo, hardest hit of all, Airway Facilities Sector Manager Ernie Fernsten reported that last Wednesday was the 45th consecutive day of snowfall and that Christmas Day was the last time the temperature went above freezing. "All our electronic gear has functioned very well," he said, adding that only the runway visibility range indicator was knocked out by ice. Assistant tower chief at Buffalo, Robert Dilla, said several controllers remained overnight at a motel a short walk from the tower when roads home were blocked by snowdrifts, some of them touching the bottom of overhead traffic lights. "Friday evening, hundreds of passengers were stranded in the terminal where the heat had gone off," he said. "We couldn't help all of them, but we invited several elderly ladies up to the day room, gave them hot coffee, snacks and a brief tour of the radar room, which they found quite interesting. They were very appreciative." Elsewhere in the East, FAA operations were virtually normal by the middle of

last week. However, extreme cold in the Chicago area and New England hampered aircraft servicing and forced some airline delays.

MEISTER JOINS AIRLINE

Frederick Meister, Acting Associate Administrator for Policy Development and Review, leaves the agency this Friday. He will become vice president for Public Affairs with Frontier Airlines, effective February 14.

FLIGHT RULES REVIEW

In order to review the general flight rules governing the operation of all aircraft in U.S. airspace, the agency will hold a four-day public meeting in Washington, August 1-4. The meeting is one of a series of regulatory review conferences being conducted by FAA in a comprehensive program to revise and update the Federal Aviation Regulations in a systematic and timely manner. A conference on air taxi rules was held in Denver last November and another on structural fatigue requirements for transport aircraft is scheduled for March. Discussions at the August meeting will focus on Subpart B of Part 91. This section includes rules governing rights-of-way, acrobatic flight, minimum safe altitudes, compliances with air traffic control clearances and instructions, operations at airports with and without a control tower, terminal control areas and special-use airspace.

EXPERTS WANTED

The agency's Office of International Aviation Affairs, Technical Assistance Division, Western Area Operations Branch, is seeking qualified candidates for its technical assistance projects in: Spain - Electronic Engineer, FC-855-12 (GS-15), Announcement No. AIA-77-61 and Electronic Engineer, FC-855-12 (GS-15), Announcement No. AIA-77-76, opening date: 2/9/77 and closing date: 3/2/77; Venezuela - Chief, Civil Aviation Assistance Group, FC-340-12 (GS-15), Announcement No. AIA-77-60; Electronic Engineer (NAV/COM), FC-855-11 (GS-14),

Announcement No. AIA-77-59; Electronics Technician (NAV/COM), FC-856-10 (GS-13), Announcement No. AIA-77-58 (2 positions); Engineering Technician (Electro-Mechanical), FC-802-9 (GS-12), Announcement No. AIA-77-75 (2 positions). For all Venezuela positions - opening date: 2/7/77, closing date: 2/27/77. Applicants 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, SW, Washington, D.C. 20591.

BLACK HISTORY MONTH**SECRETARY ADAMS:
'JOIN WITH ME'**

Secretary of Transportation Brock Adams said in a letter to DOT employees "we can and should take pride in our diverse ethnic and cultural backgrounds...join with me in honoring Black Americans by taking the opportunities that the special films and exhibits afford to become better acquainted with Black history and heritage."

BLACK ARTIFACTS WANTED

Employees who have household items, photographs, musical instruments and other artifacts illustrating the culture of U.S., Caribbean or African Blacks are invited to call the Federal Women's Program Coordinator, FAA Office of Civil Rights, x63785, for possible inclusion of their items in the Black heritage display on February 25.

Schedule of EventsFebruary 2 - 11

Black History Exhibit
"Focus on the Black Woman"
Room 4338, Nassif Building
9:00 a.m. to 5:00 p.m.
Bill Johnson, HPA, Exhibitor

Thurs., Feb. 9 -- 12:00 noon
"When Blacks Went West"
The story of pioneer Blacks on the American frontier.
Tues., Feb. 7 -- 12:45 p.m.
Wed., Feb. 8 -- 12:00 noon
Thurs., Feb. 9 -- 1:00 p.m.

February 7, 8, 9

Films
Auditorium, FOB-10A
"From King to Congress"
The story of Andrew Young, former Congressman from Georgia and now Ambassador to the U.N.
Tues., Feb. 7 -- 11:45 a.m.
Wed., Feb. 8 -- 12:30 p.m.

February 7 - 25

Exhibit - Lobby, FOB-10A
"Aviation: The Third Century"
Display of prize-winning airplane models built by students in Washington's Randall Aerospace/Marine Science program, contest sponsored by Tuskegee Airmen's Association
(Continued on page 4)

February 7, 1977

- 4 -

SCHEDULE OF EVENTS

February 10

Film

"What Africa Means to Me -
Heritage in Black"
Trans Point Building
Time and Room to be posted

February 10, 11, 14

Video-Tape

The Brookland School
"Black Youth Reporting the News"
DOT Information Center
Nassif Building
12:00 noon and 12:30 p.m. daily

February 11

Commemorative Program
"We Remember Dr. King"
Speaker: Bill Johnson, Public
Information Office, FHWA
Room 2230, Nassif Building
11:30 a.m. to 12:30 p.m.

February 15

Black Heritage Program
"Roots Revisited"
Speaker: George Haley, USIA,
brother of author Alex Haley
Room 2230, Nassif Building 2 p.m.

February 15, 16, 17

"From King to Congress"
Room 2230, Nassif Building
Tues., Feb. 15 -- 11:45 p.m.
Wed., Feb. 16 -- 12:00 noon
Thurs., Feb. 17 -- 12:30 p.m.

February 18

"Racial Stereotypes in Films"
(Focus on Blacks)
Speaker: C. R. Gibbs, Howard
University, Rm. 2230, Nassif Bldg.
11:30 a.m. to 1:00 p.m.

February 22, 23, 24, 25

"From King to Congress"
Room 2230, Nassif Building
Tues., Feb. 22 -- 12:45 p.m.
Wed., Feb. 23 -- 12:30 p.m.
Thurs., Feb. 24 -- 1:00 p.m.
Fri., Feb. 25 -- 11:30 a.m.
"When Blacks Went West"
Tues., Feb. 22 -- 12:00 noon
Wed., Feb. 23 -- 11:45 a.m.
Thurs., Feb. 24 -- 12:15 p.m.
Fri., Feb. 25 -- 12:45 p.m.

February 23 - 24

Black Heritage Exhibit from
"The History and Culture of
Minorities"
Room 6332, Nassif Building
9:00 a.m. to 5:00 p.m. daily
Carlton A. Funn, Exhibitor

February 24

Ethnic Art Exhibition
Room 5AB, FOB-10A
"Positive Images Through Fine Art"
8:30 a.m. to 5:00 p.m.

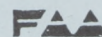
February 25

Display - Mezzanine, FOB-10A
Black women of FAA collect and
display artifacts and heirlooms
from early Black American families.

February 28

Films
Room 2302, Trans Point Building
"When Blacks Went West" 12:15 p.m.
"From King to Congress" 12:45 p.m.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-07 February 14, 1977

FAA HISTORY TAKES OFF

"Aviation captured the public imagination in the fifties as the railroad had a century earlier and as space travel would in the 1960s.... Pilots, their daredevil image of the 'lone eagle' days long faded, became folk heroes of a different sort...a skilled, reliable breed, their uniforms symbolic of a new frontier and a new mastery...."

Thus reads an excerpt from "Takeoff at Mid-Century," subtitled "Federal Civil Aviation Policy in the Eisenhower Years, 1953-1961"--a lively and informative new book by Dr. Stuart I. Rochester, published by FAA. The first in a four-volume series covering the history of Federal aviation regulation and promotion since 1918, the 352-page work was written under the direction of FAA historian Dr. Nick A. Komons, Office of Public Affairs. It is on the shelves at the FAA and DOT libraries in Washington and in regional office libraries. It also can be bought at GPO bookstores for \$6, stock number 050-007-00355-2.

JANUARY BEST EVER

In spite of the fact that the nation was buffeted by blizzards and intense cold for most of last month, it was the best January ever in terms of significant air traffic delays--those of 30 minutes or more. According to reports received by the National Airspace System Communications staff, there was a record low average of 83 daily delays during the month. This adds up to 2,589 delays in approximately 830,000 operations at major air carrier hubs.

AIR TRAFFIC CONTROLLER UPGRADES EFFECTIVE

Promotions of full-performance air traffic controllers to GS-14 at the eight busiest ATC facilities and to grades below GS-14 at 30 other facilities were effective on February 13, in accordance with the Civil Service Commission's new controller classification standard and FAA's commitment to make the upgrades by that date. Approximately 1,900 controllers received upgrades. In addition, approximately 600 facility staff and supervisory employees also received upgrades. Of great help in processing these personnel actions within one month after CSC announced the final classification standard was FAA's computerized Personnel Management Information System (PMIS). Headquarters staff used this system to identify eligible controllers at the facilities, and personnel staff in the regions used their computer terminals to process all the upgrades in far less time than it otherwise would have taken.

ATCS: ABET SAFETY PROGRAM

Air traffic controller participation in the Aviation Safety Reporting System administered by NASA is increasing, according to a recent report from the space administration. Of the 1,497 incident reports received during the second quarter of the program (July 15 to October 14), 48% were originated by controllers. During the previous quarter, controllers provided only 34 percent of the 1,464 safety-oriented reports. According to NASA, one reason for the rise in controller participation is growing confidence in the waiver of disciplinary action promised to those submitting reports. (The waiver does not apply in cases of criminal violation or accidents.) The program is designed to protect the identity of persons who make the reports or are involved in the reported incident. Although incidents occurred under widely varying circumstances, a majority took place in daylight. Most reported incidents, 31%, occurred in airport traffic areas. NASA said multiple reports on the same incident show that reports tend to be objective.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL, 3 years - PC-42/76 Language Officer (Translator), P-2, Gross: \$19,040 per annum and net (free of tax): \$15,096.40 with dependents and \$14,149.20 single, per annum. Applications due in AIA-29 by March 18, 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.

PRESIDENTIAL CITATION

A NAFEC mathematician has received a Presidential citation for devising improved navigation routes between California and Hawaii that will conserve 5 million gallons of aviation fuel a year--and cut some \$1.5 million in operating costs. John R. VanderVeer developed a computer simulation program so that various proposed routes could be compared, enabling the best to be selected. His new system was adopted and placed into operation between the West Coast and Hawaii last May. The new routes not only save time, fuel and other costs but also assure improved air traffic spacing without additional equipment or facilities.

AIRPORT AID

After almost a year's hiatus while legislation was pending, the Airport Development Aid Program is on the move again. During the first quarter of FY 1977 (Oct. 1, 1976 to Dec. 31, 1976) allocations totalling \$18,096,777 for 58 development projects were approved by the agency. These allocations are for airport improvements in 29 states. They include 41 projects at general aviation airports, one of which is classified as a reliever airport and 17 projects serving all segments of aviation. An allocation is a first step toward an ADAP grant. Before grants are made, airport sponsors must comply with all applicable Federal regulations.

ARCHITECTS AT WORK

A contract for the development of a standard architectural and engineering building design for new FAA facilities has been awarded to a minority business firm by the agency. Under the \$200,000 contract, Charles F. McFee Architects of Wichita, Kan., will develop a standard design for buildings to house the National Airspace Data Interchange Network facilities (NADIN), scheduled to be built at the Atlanta and Salt Lake City en route centers. The NADIN facility consists of a computer-controlled switching and processing system capable of automatically directing air traffic control communications throughout the nation's air traffic control system. The standard design will provide for the eventual expansion of the facility to include the processing of aviation weather communications.

MAKING BETTER RUNWAYS

More than 50 U.S. and foreign professional papers on aspects of Portland cement concrete pavement design will be offered for discussion at the FAA Co-Sponsored Conference on Concrete Pavement Design this week, Feb. 15-17. Other sponsors of the conference being held at Purdue University in West Lafayette, Ind., are the Purdue School of Civil Engineering, Federal Highway Administration, Portland Cement Association, Transportation Research Board and Indiana State Highway Commission. The conference will bring together experts to discuss the problems and breakthroughs in the design of pavements for airfields and highways.

ONE SMALL STEP

"Enterprise," the country's first space shuttle--half spaceship, half aircraft--is scheduled to make its initial flight this week on February 18. On this jaunt, the giant space freighter will be airborne as a "captive," riding piggy-back on a NASA 747, which was converted for the unique task at the Boeing plant in Seattle under FAA's watchful eyes. The purpose of the flight will be to test balance and the strength of the 747-shuttle tiedowns. The 747 is designed to ferry the shuttle from landing sites to Cape Canaveral, Fla. The shuttle is expected to try its wings for the first time this July. It will be carried up to 28,000 feet by the 747, cut loose and glide on its stubby wings to a landing at Edwards Air Force Base in California. First orbital flight of the shuttle is scheduled for 1979.

UNION ACTIVITY

At the end of last year, 36,596 FAA employees were represented by labor unions, according to the Office of Labor Relations. This included 9,542 in Airway Facilities; 21,805 in Air Traffic; 1,280 in Flight Standards; and 3,969 in other categories. Of the total represented by unions, 25,981 employees were covered by contract agreements between their unions and FAA management. There were 82 labor units in the agency recognized by management (including many small, separate units organized by only a few different unions) and 43 negotiated agreements with the labor units.

FAHRENHEIT 65 (CELSIUS 18.3)

Despite last week's respite of spring-like weather, daytime heat in Federal buildings must be kept at 65 degrees F, in accordance with a Presidential directive. Temperature is turned down to 55 at night. Building managers in FOB-10A, Nassif and Trans Point are monitoring temperatures and will adjust the heat if temperature drops below 65 in large office areas. Each office, however, does not have individual heat control, so building managers are doing their best to keep average temperature at 65 degrees. It's a good idea for employees to dress warmly or keep a sweater handy. If you feel adjustment is necessary, call your building manager: FAA (FOB-10A)--x63340; Nassif--x62458; Transpoint--x69109. The FAA building is heated by one of two coal and oil-burning steam-generating plants in Washington which serve all Federally-owned buildings. The Nassif and Trans Point buildings are heated by commercial electric power. All energy sources must be conserved in this harshest of winters so there will be enough energy to serve thousands of office buildings, factories and residence.

HONORED FOR FLIGHT SAVE

The Outstanding Flight Assist of the Year Awards will be presented this Tuesday in the auditorium at 10 a.m. to: Lloyal U. Miller of the Zanesville, Ohio, Flight Service Station; Eugene E. Traynor of the Oklahoma City approach control; and James T. Parcell and James B. Foster of the Seattle Air Route Traffic Control Center. Take a few minutes and come to honor these employees for their life-saving efforts. Their flight assists resulted in happy--and safe--landings for nine people aboard seven aircraft. In the finest tradition of FAA, these air

traffic control specialists gave calm, reassuring guidance to wayward airmen just when it was most needed. Also worth remembering: these flight saves were but three out of 3,058 made by towers, centers and FSSs in FY 1976. See INTERCOM, January 17, for details of the outstanding assists.

ANNUAL SPEECH CONTEST

The Federal Aviation Toastmistress Club presents "A Carnival of Creativity"--the annual speech contest on Saturday, February 19, at The Channel Inn, 650 Water St., SW. The affair begins at 6:00 p.m., with a cash bar. Reservations can be made with Lucy Dunson, x63589, or Gwendolyn Goode, x60680. Speechmaking is just one phase of International Toastmistress Club training; among others are leadership training, organizational techniques, and parliamentary procedures. If you can't attend the speech contest but would like to see what ITC can do for you, attend a regular business meeting of the Federal Aviation Toastmistress Club any Wednesday at 12 o'clock noon, usually in Conference Room 5A. On the other side of the oratorical gender line, FAA Speechmasters/Toastmasters Club 2996 has elected new officers for 1977: Jerry Hawkins - President, APT-150; Col. Harvey Miller - Educational VP, ATF-10; John Ohman - Admin. VP, APT-5; Sharon Wildes - Secretary/Treasurer, AAM-12; and Bud MacLennan - Sgt. at Arms, AAT-520. Meetings are held the 1st and 3rd Tuesdays of each month in room 5AB, 12:00-1:00 p.m.

HEALTH FLICK

The Midday Matinee features "On With Your Life," a film about the benefits of regular medical checkups, on February 24 and 25, at 12 noon and 12:30, in the third floor auditorium.



HEADQUARTERS intercom

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-08 February 22, 1977

NEW CONDUCT REGULATIONS TO BE DISTRIBUTED

Copies of the new Part 99 Regulations which contain important rules of conduct for all FAA employees, along with a clear and comprehensive summary, will be distributed to employees in the near future. Major changes in the revised regulations, which became effective January 14, include:

- changes in the conditions whereby it is permissible for an employee to accept a business lunch;
- new limitations on the actions of employees seeking jobs with outside firms;
- a new requirement that all employees must disclose within 10 days any transaction involving real or personal property in which an employee has an interest and in which DOT is a buyer, seller, lessee or leasor; and
- an expanded list of positions whose incumbents must file statements of Employment and Financial Interests. Those employees will be required to file complete new statements in the very near future. Necessary forms and instructions will soon be distributed.

Questions concerning these revised regulations should be directed to appropriate headquarters, regional, or center counsels, or to an employee's Personnel Management Division.

KUDOS FOR CONTROLLERS

For preventing what could have been serious accidents and possible loss of life, three controllers and a FSS specialist were honored last week at Washington Headquarters. Receiving Outstanding Flight Assist of the Year Awards from Deputy Administrator J. W. Cochran and Air Traffic Service Director Ray G. Belanger were Eugene E. Traynor of the Oklahoma City Approach Control Facility; James T. Parcell and James B. Foster of the Seattle en route Center; and Lloyal U. Miller of the Zanesville, Ohio, FSS. Belanger, speaking before an enthusiastic audience in the FAA auditorium, characterized the achievements as most outstanding, but still representative of the performance of controllers and specialists throughout the system. He noted that hundreds of other FAAers assisted 3,196 aircraft during the year. Cochran said the men represented the best in all of us and suggested they had earned "a very special award from knowing they had saved someone's life." Besides a free trip to Washington for the ceremony, each man received a cash award of \$400.

UNAUTHORIZED PARTS DISCOVERED

The agency has taken action to require removal of certain unapproved parts furnished to several airlines and installed on their Boeing 727 and 737 airplanes. The alleged source of these unapproved parts is ADS Supply Company of Bellevue, Wash. All or most of these unapproved parts reportedly were represented as having been manufactured by Boeing with service tags attached. The tags reputedly were issued by Air Repair, Inc. of Renton, Wash. They indicated that the parts had been modified and functionally tested. FAA action, contained in an airworthiness directive signed on February 11, requires the removal of certain parts supplied by ADS Supply Company found in Boeing 727 and 737s. FAA assessment indicates that at this time the use of these parts does not constitute an immediate safety hazard. However, the agency is not certain that the parts conform to FAA requirements and the investigation is continuing. In a similar but unrelated action, FAA in Los Angeles has launched an investigation into the alleged sale and use of unauthorized and potentially unairworthy parts on helicopters.

MS. IS OFFICIAL

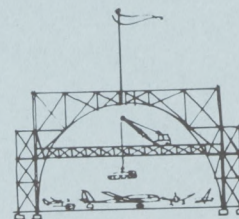
Something new has been added to official forms, and it's "Ms." Women employees and job applicants now can choose between Miss, Mrs. or the noncommittal Ms. The Civil Service Commission made it official, and agencies of the Federal government have been instructed to make the change on all agency internal forms. New forms will be available as the obsolete Mrs.-Miss forms are used up. Mr. remains simply Mr. on all forms.

EXECUTIVE PAY RAISE

Substantial pay raises for top-level GS employees will go into effect February 20. Although employees in these pay grades received a five percent adjustment in 1976, they have not had a regular pay raise since 1969. Since 1976, a ceiling of \$39,600 has been imposed on salaries above GS-15, Step 6 level. The salary limit now has been raised to \$47,500. At FAA the pay raises become effective February 27, the beginning of the first pay period after the effective date of the salary adjustment. New pay scales are: GS-15, steps 7 through 10: \$40,545; \$41,671; \$42,797; \$43,923. GS-16, steps 1 through 6: \$39,629; \$40,950; \$42,271; \$43,592; \$44,913; \$46,234 (the remaining steps at the \$47,500 limit). GS-17, step 1: \$46,423 (remaining steps at the limit). GS-18: \$47,500.

LIGHTNING PROTECTION

Methods of grounding and protecting electronic equipment and facilities from lightning will be the topic of the Fourth Annual Grounding and Lightning Protection Workshop co-sponsored by the agency and the Florida Institute of Technology at the Institute in Melbourne, Fla., April 19-21. The three-day workshop will feature 22 U.S. and foreign presentations on various aspects of grounding and lightning protection in large electronic systems and facilities.



ANNUITIES UP

Federal employees who retire on or before February 28 and those already on the retirement rolls will receive a 4.8 percent cost-of-living annuity increase. The increase is based on a rise in the consumer price index from December 1975 through December 1976. The new law covering annuities for Federal employees provides for semiannual cost-of-living adjustments. These will be effective March 1 and September 1. The March adjustment will be determined by the CPI change from June through December of the previous year, while the September adjustment will be computed on the basis of the CPI change from December of the previous year to June of the same year. If there is no change in the CPI during these periods, or if the CPI should decrease, the amount of the annuity will stay the same.

SCIENTIFIC REPORTS AVAILABLE

A list of 54 scientific and technical reports available to the public was released recently by the agency. The list covers the period from October through December 1976. The reports cover aircraft safety, airports, air traffic control, aviation medicine, communications, navigation, weather and miscellaneous subjects. Copies of individual reports are available by writing to DOT, TAD-443.1 in Washington. Copies of the complete list of reports are available to FAA employees from APA-300, FAA, Washington.

DON'T ARGUE WITH CONTROLLERS

An airline pilot's license has been suspended because the pilot refused to heed a controller's instructions and then tied up the radio frequency by arguing with the controller. Although the pilot appealed the original 60-day suspension of his airline transport pilot certificate imposed by FAA and an administrative law judge, the National Transportation Safety Board recently upheld the FAA decision. According to the NTSB docket, the pilot who was landing an United Air Lines B-727 at Chicago's O'Hare Airport on Jan. 12, 1975, refused to reduce his speed from 200 to 180 knots as instructed by the controller and refused to accept a clearance that would have taken him out of the landing sequence. NTSB said the controller's instruction to reduce speed was "eminently reasonable under the circumstances" and the pilot's refusal "was not reasonable." However, NTSB emphasized the heart of the violation was that the pilot initiated "steady conversation which monopolized the frequency and precluded the controller from giving the appropriate attention to the other aircraft under his control." The pilot persisted in continuing the dispute in spite of the fact that at one point the controller said, "I will vector you. I will give you special handling, and we'll talk this out when you get on the ground."

WHERE WAS THE FIRE?

The fire in FOB-10A Friday morning was not what would be called a conflagration but smoke was pouring out of a radiator in the reception area of NTSB Chairman Webster Todd's eighth floor office. D.C. firemen, carrying extinguishers, got the situation under control in short order. The fire hose brought into the building was for back-up purposes only.

FREE GOLF LESSONS

FA Club women members who want to learn to play golf or improve their skills can sign up on the board in the FA Club, room 115. Women signing up for the course are encouraged to attend all sessions. Instruction on the use of different clubs will be provided by Mike Ego of Air Traffic Service who was a professional golf instructor in the Philadelphia area for two years. All equipment will be supplied by the instructor, and those attending the sessions will be invited to participate in golf outings sponsored by the FA Club Golf committee. Lessons will be given from noon to 12:30 p.m. on March 1 and 3 in room 6C and on March 8 and 10 in room 5B.

FILM ABOUT CANCER

As part of this agency's ongoing health program, the American Cancer Society will present a film showing "On With Your Life", in the 3rd floor auditorium on February 24 and 25 at 12:00 p.m. and 12:30 p.m. Dr. Westura will be on hand to answer any questions. Cancer of the colon and rectum occurs in both men and women about equally. It strikes 76,000 each year, more than any other type of cancer -- over 42,000 people die of cancer of the colon and rectum annually. This loss of life is tragic, since rectal cancer is highly curable. When it is found and treated in time, about three out of four patients can be saved.

MONEY TALK

Primarily for the convenience of FAA Headquarters payrolled employees, the Accounting Operations Division will furnish a magnetic tape of 2,300 employee allotments biweekly to the Transportation Federal Credit Union. The tape will be available to be entered by the credit union computer in the employees' accounts before payday. This will expedite the reporting of current loan and account balances. This new system will eliminate recording errors which can occur during manual reentry of data. The system was fully tested, coordinated with Treasury Department and credit union officials and was implemented beginning on pay period 3, February 7.

TECHNICIANS AT WORK

An Airway Facilities Sector Field Office has been established in FOB-10A. The office, part of the Eastern Region and directly responsible to the sector manager at Washington National Airport, is located in room 113A, across from the FA Club. Technicians provide maintenance support to the FAA headquarters, in particular to the Communications Control Center (10th floor), the Telecommunications Center (1st floor), and the ATC Systems Command Center (6th floor). They will also provide preventive and corrective maintenance for the communication, recording, video, and data terminal equipment, SSB transceivers, and crypto and teletype equipment. In the near future, they will be given responsibility for the installation and maintenance of the data terminal equipment in the ATS Systems Command Center that provides the central flow controllers rapid access to the NAS.

HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-09 February 28, 1977

A FULL LOAD OF ICE

Time was running out for the single-engine pilot. He was lost in the clouds; his engine was running rough; and he was carrying ice two inches thick on his wings, with a layer three-quarters of an inch thick obscuring his windshield. He couldn't climb and he could barely fly.

Although his radio was functioning only intermittently, he managed to contact specialist Walter J. Pawelek of the Redmond, Ore., FSS. With the help of ATCSs Harry Hubbard and Jan E. Markey, Pawelek established a direction-finder line on the wallowing aircraft. With the plane located, the three specialists guided the pilot to the Redmond Airport. But problems remained. The plane's transmitter virtually stopped working, so the pilot was told to click his mike button twice to acknowledge receipt of instructions from the ground. In this way, communications were maintained. Following an emergency DF approach, the plane landed safely, still carrying its full load of ice. During the month of January 1977, 268 flight assists were reported--106 by flight service stations, 118 by towers and 44 by centers. There were a total of 565 people reported on board the aircraft involved.

'DOT IS THE CENTER'

"Your Department is the center of the largest expenditure of our gross national product," President Carter told a group of DOT employees last week. Speaking in the plaza of the Department Headquarters building, he said, "Twenty percent of the GNP goes to transportation. And this means that in many ways, you individually, the agency in which you work, the department as a whole, touches the lives of American people." Speaking briefly in the cold drizzle, the President said, "We have a need for a comprehensive approach to the challenges (See page 2)

ADAP TO GET MORE \$\$\$

One of the new administration's proposed amendments to the FY 1978 budget request was the addition of \$75 million to the pending request of a \$465 million obligation level for the agency's Airport Development Aid Program (ADAP). This amendment, if approved, would permit an ADAP program of \$540 million, a level consistent with the FY 1978 authorization contained in the Airport and Airway Development Act Amendments of 1976.

TAKING THE WEATHER WITH YOU

Providing weather information to airborne pilots, the Enroute Flight Advisory Service (EFAS) now has been implemented in 32 of the planned 44 Flight Service Stations. Specially trained FSS specialists provide enroute pilots with a continuous exchange of timely weather information. The system, inaugurated on the West Coast in 1972, is expected to be implemented at all 44 nationwide locations by Dec. 1, 1977. It broadcasts on a frequency of 122.0 MHz from 6 a.m. to 10 p.m., with some West Coast facilities operating around the clock.

CARTER (from page 1) that comes from transportation decisions." He emphasized, nevertheless, that during the process of reorganizing the department no one is going to be fired or be demoted. He added that some people might be transferred but assured the audience that those transferred to new jobs would be retrained at government expense.

FEB. WORLD A LITTLE LATE

But better than never with seven great features, including "They Want To Make a Difference" about Executive Development; "Recollections of a FAM Fan"; and racing "FAA Pilot Thinks Small and Fast"; plus the regular departments.

ATC SPECIALISTS WANTED

The Office of International Aviation Affairs, Technical Assistance Division, Western Area Operations Branch, is seeking two qualified candidates for its technical assistance project in Madrid, Spain, for the following positions: Air Traffic Control Specialist (terminal), FC-2152-12 (GS-15); Announce-

ment No. AIA-77-95, opening date: 2/28/77; closing date: 3/21/77. Air Traffic Control Specialist (enroute), FC-2152-12 (GS-15); Announcement No. AIA-77-96, opening date: 2/28/77; closing date: 3/21/77. Applicants interested in the positions should forward an SF-171, Personal Qualifications Statement, and current DOT Form 3430.1, Performance Evaluation Record, directly to: Employment Branch, APT-150, FAA, 800 Independence Avenue, S.W., Washington, D.C. 20591.

BOGUS AIRCRAFT PARTS PROBED

The agency amended the Airworthiness Directive of February 11 dealing with unapproved parts on Boeing 727 and 737 aircraft to require either the immediate removal of three of the parts from 737 aircraft or the immediate adoption of special procedures to be followed to eliminate any hazard. This precautionary action was taken after investigation showed that the consequences of possible malfunction of the parts in question--a landing gear accessory unit and a fire detection accessory unit and an associated fire control module--are more serious than for the other suspect parts because of substandard workmanship and inadequate compliance with specifications. It is believed that the parts involved have been installed in a relatively small number of the fleet of approximately 190 Boeing 737 aircraft. There have been no reports of the three parts failing or malfunctioning. Further amendments to the AD will be issued if the continuing investigation indicates that other of the suspect parts pose a possible hazard and immediate action is required.

GENERAL AVIATION FACTS AND FIGURES

Sophisticated navigation and communication equipment is the rule rather than the exception in the U.S. general aviation fleet, according to a new report published by the agency. The report, "General Aviation: Aircraft Owner and Utilization Characteristics," confirms that 77.7 percent of all general aviation aircraft are equipped with two-way VHF (very high frequency) radios and 76.8 percent have VHF omni

range (VOR) navigation equipment. The report, which summarizes data primarily from 1974 on general aviation aircraft, flying, ownership and use, is packed with information on topics ranging from the numbers of different aircraft types to the occupation of the owners. A limited number of copies of the report are available to agency employees from AVP-120, FAA, 800 Independence Avenue, SW, Washington, D.C. 20591.

HEADQUARTERS PERSONNEL NOTES

AWARDS, AWARDS, AWARDS

Employees interested in kudos and cash for outstanding performance are reminded by the Labor Relations Branch (APT-140) that there are three types of incentive awards which are given out based on job performance: Quality Increase Awards, Special Achievement Awards for Sustained Superior Performance, and Special Achievement Awards for a Special Act or Service.

- o A Quality Increase Award is an additional within-grade increase in regular pay. It is designed to reward employees who have demonstrated high quality performance of their regularly assigned duties over a period of at least six months and whose performance is expected to continue at that level.

- o A special Achievement Award for Sustained Superior Performance is a one-time, lump-sum cash award designed to recognize high quality performance over a minimum period of six months, but based only on past performance.

- o The Special Achievement Award for a Special Act or Service is a one-time, lump-sum cash award

designed to recognize employee achievements which are of a one-time, non-recurring nature such as special assignments or projects or performance while on a detail. For further information on these award programs call APT-140, x68916.

COLLEGE AND CSC COURSE INFO

A display rack containing current catalogues and pamphlets describing local college and Civil Service Commission courses is maintained at the entrance to the Training and Career Development Branch, APT-130, room 515. This information is available to all employees. If you are unable to visit the Branch, you can obtain this information by calling 426-8034.

PERFORMANCE EVALUATION

One of our readers expressed concern regarding the length of time Performance Evaluation Records (PER's) remain in employees' Official Personnel Folders. Your PER, along with any remarks you may want (Continued on page 4)

PER (from page 3) attached to it, will remain in your personnel folder until you leave DOT. If and when you leave the Department, all of your PER's will be removed and destroyed at that time. However, PER's which reflect either an Outstanding or Unsatisfactory Performance Rating, are exceptions to this policy and remain a permanent part of your Official Personnel Folder. If you have any questions concerning your PER or the performance improvement program, call the Labor Relations Branch, APT-140, x68916.

IN CASE OF AN ATTACK...

Current Civil Service directives require that all Federal employees be reminded at least once each year of their responsibilities under the system for Nationwide Post-Attack Registration of Federal Employees. This system provides for the location and mobilization of trained Federal employees in the event of an emergency brought on by an attack on this country. Each of us, as citizens and Federal employees, has a responsibility to contribute to the strength of our nation, particularly in times of emergency. In the event of an attack, as a civilian employee of FAA, you have an obligation, whether you have an emergency assignment or not, to follow these procedures. If you are prevented from going to your regular place of work because of an enemy attack, or if you are prevented from reporting to any emergency location, go at once to the nearest post office. Ask the postmaster for a Federal employee registration card, fill it out and return it to the postmaster for forwarding to the Civil Service Commission office serving your area. When the Commission receives your card, the

FAA will be notified. Appropriate authorities will then decide where and when you should report back to work. For further information see the Federal Personnel Manual, Chapter 910, which is available in your personnel office.

KEEP THOSE LETTERS COMING

Training and Career Development Branch, APT-130, is pleased with those employees who have sent in official notices of completion (grade cards/certificates) for out-of-agency training courses and evaluation statements for those courses. It is extremely important for APT-130 to receive completion notices and evaluation statements to properly credit an employee's Official Personnel File.

NEW PERSONNEL OFFICER

Bill McCormick was recently selected for the position of chief of the Personnel Management Operations Division. Formerly chief of the Executive Personnel Board Secretariat, Mr. McCormick replaces Carol Arnold, who recently became the chief of the Policies and Standards Division, Office of Labor Relations.

PRESCRIPTION GLASSES FOUND
Did you lose a pair of prescription glasses? If so, they are available at the guard desk in the lobby of FOB-10A. This is the lost and found center for Headquarters employees. If you lose something, check with the guards, and if you find personal property in the building, turn it in at the lobby desk.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-10 March 7, 1977

AWANS EQUIPMENT DELIVERED TO WASHINGTON FSS

A system that provides automated weather and flight data from a single source, the Aviation Weather and Notice to Airmen System (AWANS), has been delivered to the Washington Flight Service Station (FSS). It will go into operation this fall after the consolidation of the Charlottesville and Richmond FSSs as well as the Washington FSS at the Washington ARTCC. Purchased under a \$2 million contract, the AWANS equipment provides flight and weather information from a computer on a TV-like cathode ray tube display. In addition to streamlining the operation, the installation will provide data for the upcoming Baseline FSS Automation program and also be a practical demonstration of the use of automation in a consolidated FSS. An AWANS is in operational service at Atlanta in a single FSS configuration.

MURPHY TOP SUGGESTOR

Suggesting a form that will simplify reimbursing employees who transfer from one permanent duty station to another has won Ms. Rudell Murphy of the Southern Region a \$400 check as well as a handsome plaque. Ms. Murphy received her awards during special ceremonies during the Administrator's (See page 3)

TOUGHER NOISE RULES

A new rule requiring the next generation of transport aircraft to meet even more stringent noise standards than those applied in the certification of such aircraft as the L-1011 and the DC-10 was adopted last week by the agency. Affected by the new rule are all transport category and turbojet aircraft which apply for new type certification after November 5, 1975, or amended type certificates after March 5, 1976. The new noise levels are not retroactive to aircraft already type certificated. Major provisions of the rule are:

- Noise levels of Federal Aviation Regulation (FAR) Part 36 are reduced one to six Effective Perceived Noise Decibels (EPNdB) for four-engine aircraft, three to eight EPNdB for three-engine types and three to nine for two-engine types, depending on aircraft weight. FAR Part 36 is the regulation that governs type certification of aircraft for noise purposes.
- Separate takeoff noise limits are established for two- three- and four-engine aircraft.
- For all aircraft, sideline noise will be measured at a point 0.25 nautical miles from the runway centerline.

ANNUAL AWARDS TIME IS HERE

Although FAA doesn't run them anymore, the General Aviation Mechanic of the Year and the Flight Instructor of the Year award programs are alive and well and looking for nominees. FAA will continue to support the programs at all levels, but the actual operation has been taken over by industry committees that will process the entries and select the winners. Under the revised procedures, individual mechanics and flight instructors may nominate themselves, and nomination forms will be sent directly to the governing committee instead of to FAA General Aviation District Offices as in the past. All entries received prior to May 15 will be considered in the judging. Nomination blanks with complete instructions are being sent to all mechanics and flight instructors of record, but additional forms may be obtained from these sources: Mechanic of the Year Program, c/o Irving Birnbaum, Aviation Maintenance Foundation, Inc., 203 Oxford St., Chevy Chase, Md. 20015, or Flight Instructor of the Year Program, c/o Ms. Jean Scheerer, National Association of Flight Instructors, Box 20204, Columbus, Ohio 43220. Awards to the national winners will be presented on June 28 at an Aero Club luncheon in Washington, D.C.

ORDERS CANCELED

The following AAF order is canceled and will be reflected in the next edition of the FAA Directives Checklist: 6410.4A, Bright Radar Indicator-Tower Equipment Implementation Handbook-Brite I. Also canceled is AAT Order 1110.57, Flight Service Station Modernization Committee.

NAFEC FINDS FAME

NAFEC will begin three months of testing in March on FAME, a new type of runway approach system designed to aid pilots by giving them vertical guidance when shifting from an instrument to a visual approach. FAME--which stands for final approach monitoring equipment--uses radar beacon information to pinpoint the airplane and then informs pilots by lights in the approach zone if they are on the glide slope or above or below it. A series of flashing colored lights, placed at five locations between 2500 and 500 feet from the end of the runway, gives pilots visual cues. Green lights indicate the aircraft is on the desired three-degree glide path. If it's too low, the lights are red, and too high, yellow. Pilots wishing to fly and comment on the system should contact the project manager, Bret Castle, at (609) 641-8200 Ext. 3713.

NEW TOWER UP NORTH

A new air traffic control tower is to be built at Fairbanks International Airport, Alaskan Regional Director Lyle K. Brown announced recently. Although the cost of the new structure is estimated at \$1.5 to \$2.5 million, actual construction cost cannot be determined until bids for the contract are opened in Anchorage on March 20. Construction of the new tower is expected to get underway this summer. The anticipated completion date is August, 1978. The 75-foot-high structure will be located across the field from the present airport tower. The new location will be adjacent to the flight service station.

EXPERTS WANTED

The International Civil Aviation Organization, Technical Assistance Bureau is seeking experts for its technical assistance projects in Saudi Arabia and Brazil for the following positions. SAUDI ARABIA, JEDDAH - TA-74/37 Air Transport Adviser, Level 5, Step 1. TA-76/48 Aviation Statistics Expert, Level 4, Step 1. Duration of assignments in Saudia Arabia is one year with prospects of renewal. Applications due in AIA-19 as soon as possible. SAO JOSE DOS CAMPOS, BRAZIL - TA-74/17 Quality Control Expert, Level 5, Step 1. TA-74/18 Flight Test Engineer, Level 5, Step 1. TA-75/36 Systems and Equipment Engineer (Electrical/Electronic), Level 5, Step 1. Duration of assignments in Brazil is 18 months. Applications due in AIA-19 by June 23, 1977. SALARY - Level 5, Step 1: Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum; Level 4, Step 1: Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. NOTE: Salary structures are in the process of being revised in March 1977; if approved, they will be retroactively effective to January 1, 1977: Level 5, Step 1 - Gross: \$38,190 per annum and Net (free of tax): with dependents \$26,298.80; without dependents \$24,298.35. Level 4, Step 1 - Gross: \$20,940 and Net (free of tax): with dependents \$12,755.80; without dependents \$20,209.10.

SUGGESTOR (From page 1) Weekly staff meeting last week after her suggestion was adopted as the agency's Suggestion of the Year. The suggestion is expected to save the Southern Region \$48,000 a year by eliminating paper work and time consuming gathering of details.

STRUCTURAL FATIGUE CONFERENCE

Problems of structural fatigue in transport-category airplanes will be the subject of an FAA regulatory review conference March 15-17 in Arlington, Va. Scheduled for discussion at the two-day meeting are a series of proposed amendments to Part 25 of the Federal Aviation Regulations, which sets structural fatigue standards for transport airplanes. These proposals were submitted by industry, the public and FAA in response to a notice issued last November. Conference recommendations will become the basis for future rule-making changes by the agency. The conference is the latest in a series being conducted by FAA in a broad program designed to update the FARs.

55 ALSO SAFER

Fifty-five mile an hour speed limits are apparently here to stay. The lower limits have not only saved fuel but also have provided an extra dividend. According to Department of Transportation figures, our nation's highways are considerably safer. From 1967 through 1972, highway deaths were rising about one percent each year. In 1973, before enactment of the 55 mph speed limit, the national death toll reached 55,069--but in 1974 it dropped to 45,717, a significant 17 percent drop in traffic fatalities. In a recent study of turnpike fatalities, the National Safety Council found that, while traffic on these very high-speed roads in 1975 was close to 1973 levels, the death rate in 1975 was 40 percent below that for all of 1973. It is even more revealing to compare the first ten months of 1973--before the 55 limit--with the first 10 months of 1975. For this period the '75 death rate was down 47 percent.

NEW NAVY LIAISON POSITION

A new position of U.S. Navy Liaison Officer has been established in FAA Headquarters. The primary function of the position is to facilitate communications between the FAA and Naval headquarters. The position is operated out of the Air Traffic Service Director's Office, and the incumbent, Cdr. C. J. Jorgensen, AAT-6, is located in room 420C; x68802.

BIKERS UNITE

With spring less than a month away, the Federal Bicycle Council (F.B.C.) is gearing up to promote bicycling and bike commuting through such activities as Bike Week (scheduled for April), developing bike-commuter routes and maps for the D.C. area, and working with various agencies and organizations to improve and expand bike paths, storage facilities and general bicycling conditions. Anyone who is interested in these activities or who would like information about commuting by bicycle to FAA buildings is invited to contact the current FAA-employee representative to the FBC, Bob Chen, at x58933 in room 836B of FOB-10A or at 544-0727 in the evenings.

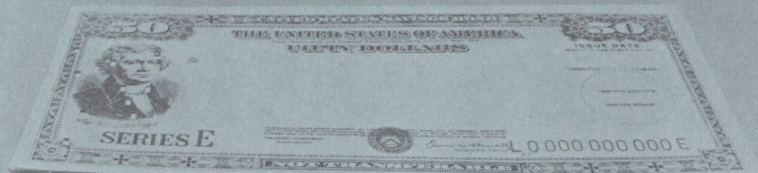
'WE THE WOMEN'

All employees are invited to attend an auditorium showing of a film recently purchased by the Office of Civil Rights entitled "WE THE WOMEN." The film, narrated by Mary Tyler Moore, has been highly acclaimed by various U.S. women's organizations as accurate as well as entertaining. The members of the Headquarters Women's Program Committee who previewed it recently unanimously agreed that use of the film throughout FAA was an excellent way to increase the understanding of employees concerning the history and the present status of equality for U.S. women. The film will be shown in the Auditorium of FOB-10A at noon on March 16 and 17. An audience participation discussion will follow both showings, led by the Federal Women's Program Coordinator. The entire program will last approximately 45 minutes.

MUSEUM FORUM

Want to know more about the first man and the first plane to fly across the U.S.? The man was Cal Rodgers and the plane was the Vin Fiz. They will both be the subject of an Air and Space Forum, National Air and Space Museum theater Wednesday, March 9, from 12:30 p.m. to 1:20 p.m.

Take stock in America.
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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-11 March 14, 1977

CONTROLLERS' DECISION SAVES PILOT'S LIFE

The wrong decision might well have meant a man's life, and controllers Thomas Lyles and Jay Waggoner of the Shreveport, La., Tower didn't have a lot of time to come up with the answer. They weighed the factors and turned the light plane into the teeth of a gusting headwind. Previously the pilot had radioed to say he had encountered heavy rains in the darkness and to report that his fuel situation was becoming critical. In order to get to the closest airport--the one downwind--the pilot, who was not instrument rated, would have had to fly through an area of hazardous weather and land in severely adverse weather. So the controllers, with the cooperation of local law enforcement officers on the ground, guided the lost pilot to the more distant field. With adequate visibility at the alternate field, the pilot made a safe night landing. Still it was a close thing. Gauges on both fuel tanks showed empty. (Weather at the alternative airport: measured ceiling, three hundred overcast; visibility, one mile in thunderstorms and heavy showers--an eloquent testimony to the accuracy of the controller's decision.)

CABIN SAFETY STUDIED

A special FAA staff study of Air Carrier Cabin Safety has produced 17 recommendations designed to protect passengers from death and injury in aircraft accidents and incidents. Noting that "Cabin safety exhibits the greatest potential for safety productivity," the study report recommends accelerated action on both regulatory projects and research and development efforts aimed at reducing fires, preventing fatal and non-fatal injuries and speeding evacuation in survivable accidents. It also suggests that FAA and NTSB develop a uniform data-collection system relative to cabin safety and crashworthiness. Four of the recommendations deal with the vital safety role of flight attendants and include such items as training, food and beverage service and coordination and communication with the flight crews during critical phases of flight. Other recommendations cover improved procedures or equipment for pre-flight passenger briefings, carry-on baggage stowage and emergency communications. The study was initiated by Administrator McLucas last July and conducted under the direction of Assistant Administrator for Aviation Safety (See page 3)

NEW COMPUTER AT NAFEC

Two of the older computers at NAFEC are scheduled to be replaced this May by a shiny new \$1.8 million mental marvel built by Honeywell Information Systems, Inc., of McLean, Va. The new computer will be employed primarily for scientific programming in support of various projects. Access to the computer will be for personnel working on projects in the field who will be able to use the new computer from remote locations. This computer will also be linked directly to computers at various airports for the purpose of gathering information for the windshear project. In addition, the computer will be used for about 40 administrative functions, such as payroll and inventories.

OVERTIME PAY

The process for payment of overtime accrued under the Fair Labor Standards Act during the period of May 1974 through July 3, 1976, will begin March 15. This is the period between the passage of the Act and the date the agency began to pay for overtime on a current pay-period basis. At present payment plans developed by each region/center are being approved by the Office of Accounting and Audit. The actual payment schedules will vary due to the complex effort involved in computing the entitlements and the capability of each location to handle the abnormal workload. Most payments will begin by the end of the calendar year.

LOOKING AT VORTICES

A three-day international conference on aircraft wake vortices, sponsored by the Department's Transportation Systems Center in Cambridge, Mass., will be held next week, March 15-17. Representing the agency at the high-level meeting will be Robert W. Wedan, deputy director of the Systems Research and Development Service, who will give opening remarks and will chair a session on Vortex Sensors and Data. Joseph Tymczyszyn, Sr. of the Western Region will also chair a session on Vortex Alleviation. Wake Vortices are the turbulent swirls of air produced by aircraft that may cause damage to a lighter, following aircraft. Learning more about vortex behavior and the airspace affected will lead to increased traffic capacity and enhance safety.

2,000 FEET FOR SAFETY

The agency has turned down a petition from the Air Transport Association (ATA) to reduce required vertical separation from the present 2,000 feet to 1,000 feet above flight level 290 up to and including flight level 450. ATA contended that altitude-measuring equipment on civil and military planes had improved sufficiently to justify the reduced vertical separation. The Air Line Pilots Association (ALPA), the Department of Defense and the National Business Aircraft Association (NBAA) all disagreed with ATA's position. In consideration of the evidence, FAA denied the petition, noting that ATA had not presented adequate reasons to justify a change in the Federal Aviation Regulations.

HOT PILOTS FOR A COLD GRAVE

The "hot pilot" is the airman most likely to land in a cold grave, according to a recent U.S. Navy study. A profile of the pilot most likely to crash, appearing in this month's *Approach*, a Navy safety oriented publication, characterizes the flying liability as a swashbuckling braggart, "an egocentric perfectionist." The accident-prone pilot is also "resentful of authority... He portrays himself as a sociable extrovert, the life of the party, and a ladies' man. He has a low tolerance for tension, is less in harmony with his environment, and drinks too much. He feels he is above ordinary mortals and lives (and dies) by his own rules." In other words, he is the archetypal "hot pilot" fostered by movies, novels and television. The conclusions, according to the Navy, came from a behavioral analysis of naval pilots involved in 1975 and 1976 crashes for which pilot error was blamed.

72 MORE RULES FOR SAFETY

The agency has adopted 72 additional amendments to its airworthiness regulations governing the certification of aircraft engines and propellers. This action brings to 225 the total number of amendments adopted in a two-year program aimed at making the agency's airworthiness rules more up-to-date, understandable and consistent. The regulatory changes relate to a wide spectrum of safety items, including the installation of engine cowls and nacelles to permit easy access for pre-flight inspections, the location and shielding of exhaust-system parts to prevent fires

NEW PLANES FOR FREE

caused by any leakage of flammable fluids or vapors, the design and construction of engines to prevent power loss during periods of heavy rain and the installation of fire-detection systems in certain airplane types where this equipment is not now required. FAA expects to publish additional amendments to its airworthiness rules in the near future as a result of its two-year regulatory review.

NEW PLANES FOR FREE

The General Aviation Manufacturers Association (GAMA) has announced that six new private pilots will win airplanes worth up to \$50,000 each in a new \$300,000 "Takeoff" airplane sweepstakes. Those eligible to win an aircraft produced by a GAMA member must complete private-pilot training and receive their FAA certificate between Jan. 1, 1977 and Dec. 31, 1979. Every six months a winner will be selected by an independent judge from entries submitted by the recently certificated pilots. Entry blanks are available at any one of the approximately 1,500 flight schools participating in the "Takeoff" program or directly from GAMA. Entry blanks will also be sent to all new pilots receiving a medical certificate after Jan. 1, 1977.

CABIN SAFETY page 1)

Marion Roscoe. The 250-page report also includes a summary of 15 FAA cabin-safety programs and identifies 13 "recurring, persistent cabin-safety problems." Copies of the report--"Air Carrier Cabin Safety"--are available from the FAA Office of Aviation Safety, ASF-1.

HEADQUARTERS NEWS

NEW EEO COUNSELORS

Fourteen new EEO counselors have joined the ranks of those already providing this essential service to employees at FAA Headquarters. During a special meeting to welcome the new counselors, Administrator McLucas emphasized the importance of cooperation between counselors and management in seeking informal resolutions in discrimination complaint cases. The counselors are regular, full-time employees of the agency. Appointments may be made with them through the Office of Civil Rights or by calling the counselors directly. Current counselors are:

Bob Barton, AFS-824, x68196
John Brown, AAA-410, x68137
Polly Bryan, APT-305, x68844
Lillian Dickerson, ABU-300, x63394
Barbara Gordon, ATF-4, x63326
Lonnie Gordon, ALG-237, x69345
Tom Hoffman, AFS-260, x68144
John Iseman, AMA-133, x72054
Ruby Jones, ARD-100, 69332
Richard Layne, ABU-500, x63742
Kenneth Lopez, ASE-200, x68743
Rod Marriot, ALG-240, x68246
Ardie Mercer, AMA-225, 471-5930
Donald Pace, AMA-111, 420-2464
Vicki Ratcliff, AEM-12, x69553
Walter Smith, AMA-215, 471-5248
Sherman Tynes, ARD-223, x60986
Joseph Wynne, AMA-124, x72656

'WE THE WOMEN . . .'

It will be narrated by Mary Tyler Moore and it will be shown in the third floor auditorium at 12, noon Wednesday and Thursday, March 16 and 17. The film will be followed by an audience participation program led by the Federal Women's Program Coordinator.

AWARDS AND REWARDS

The Office of Airports Programs presented Quality Increases to Joan A. Schroeder and John R. Goodwin. The Assistant Administrator for General Aviation presented a Special Achievement to Susan L. Pompell. Flight Standards Service presented Quality Increase Awards to Ruth K. Benedict, Frank Rock, Robert J. Dame, Robert L. Goodrich, Angelo R. Mastrullo, Ginny S. Hoover, Thomas J. Ward, William J. Sullivan, Robert Baker, Robert A. Owens and Raymond E. Bauer, Jr.; and Special Achievement Awards to Mildred M. King, Kenneth S. Hunt, Martha J. O'Connor, Gernot P. Rasmussen, Joyce E. Gantt, Denise Jackson, Regina Allen, Patricia C. Reed, Pamela Smith, Lori Collins and Maxwell L. Maslyn.

EXPLORING ANTARCTICA

The use of aviation in the discovery and exploration of Antarctica in the twentieth century will be reviewed by Dr. Peter Anderson, Assistant Director, Institute of Polar Studies, Ohio State University, during the National Air and Space Museum's Air and Space Forum at 12:30 p.m., March 23, in the Museum theater. The presentation will be illustrated with photographs ranging from the 1902 manned balloon flights to today's long range ski equipped C-130 Hercules.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-12 March 21, 1977

SABRES CUT THE MUSTARD

Down in Texas recently there was a lot of work that had to be done quickly. The Flight Standards National Field Office (FSNFO) in Oklahoma City assigned one model 80 Sabreliner and three different flight crews to the task. The plane flew for a total of 14 hours that day and flight crews checked a terminal radar at Tulsa, commissioned a VORTAC at Dallas/Fort Worth, and completed periodic inspection of several ILSs at Dallas. During an overlapping six-day period the same plane flew a total of 51 hours. This new record points out something that already was becoming quite clear: that the new flight inspection jets--the 20 Sabreliners and four Jet Commanders--are doing the job even better than expected. The prediction was that they would do the work twice as well as the old DC-3s that they replaced. The record indicates that the new planes have already cut flight hours by more than 50 percent. Although the new planes are still being broken-in, a saving of \$7.1 million has already been realized. This saving is the result of a number of factors. First, cutting flight hours by almost 18,000 hours saves flight (See page 3)

INTERNATIONAL PANEL VOTES U S SYSTEM THE BEST

The International Civil Aviation Organization's All Weather Operations Panel (AWOP) last week selected the United States' Time Reference Scanning Beam as the preferred technique for the international microwave landing systems (MLS). Developed under FAA leadership and research contracts, the U.S. entry in the international competition was selected by a surprisingly decisive six to one vote. Receiving the single dissenting vote was the British DMLS, a system based on the Doppler principle. If adopted by ICAO, the new MLS will replace the "old standby" instrument landing system (ILS) as the standard for all-weather approach and landing systems worldwide. The MLS is a more reliable and more adaptable system which increases an airport's capacity by affording a variety of curved or straight-in approach paths. The recommendation for the U.S. entry will be presented by the panel to ICAO's Air Navigation Commission (ANC) which is tentatively scheduled to meet this spring. The ANC in turn is expected to recommend the scanning beam system to the worldwide organization for adoption as the international standard.

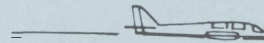
WATCH THAT FANCY PRINTING

The Joint Committee on Printing has requested all Departmental and Agency heads to save energy in Government printing. One of the best ways to do this is to restrict the use of "coated stock" and "full reverse printing." Coated stock requires 30 percent more energy to manufacture than regular offset book paper. Printing requires more energy since coated paper is not absorbent and considerable heat is required to dry the ink. In "full reverse printing" and "large solids printing" too much energy is required for drying time; productivity decreases by up to 60 percent and presses often must run more slowly. JCP is restricting use of coated paper to the "relatively few fine publications requiring highest fidelity half-tone reproduction" and full reverse printing to printing "where that heavy ink process is absolutely essential." AMS-100 at Headquarters can give advice and assistance in implementing these requirements. New regulations will be included in the revision to Order 1720.13, Printing, Duplicating and Distribution Services.

STATE AIRPORT AID TAKES OFF

The agency has approved grant agreements, totalling \$5.8 million, with Arizona, Michigan, Pennsylvania and South Dakota as part of a special demonstration program that makes these states responsible for the administration of federal Airport Development Program (ADAP) funds for the construction and improve-

ment of general aviation (non-airline) airports. The agreement will provide Arizona with \$1,068,967 for Fiscal Year 1977; Michigan with \$1,580,862; Pennsylvania with \$2,482,438 and South Dakota with \$687,862. Each agreement represents the state's allocation of general aviation funds and a share of the discretionary funds except in the case of Pennsylvania which requested only its state allocation. The Airport and Airways Development Act Amendments of 1976 authorized the participation of up to four states in the demonstration program to assess the capability of state agencies to manage funds now controlled solely by FAA.



HOT PLANES LISTED

As part of its continuing campaign to help squelch aircraft heisting, FAA will publish the list of stolen aircraft, compiled by the agency's Office of Investigations and Security. The list will appear in the Airman's Information Manual beginning in late March. The item in the Notices to Airman, Part 3a section, will ask the aviation community to report the sighting of stolen aircraft to the local FSS which then will relay the information to the appropriate law enforcement agency. The Airman's Information Manual has an estimated circulation of 10,000 subscribers, including fixed base operations, airport operators and airmen throughout the country.

FLIGHT SAFETY COMMENDED

A flight safety award was presented to the Civil Air Patrol (CAP) by the agency recently for reducing the number of aircraft accidents in the 1974-1976 period. John Sewell, Assistant Chief of Flight Standards' General Aviation Division, made the presentation to Brigadier General Thomas C. Casaday, National Commander of the CAP. A second award was presented to Brigadier General Carl S. Miller, USAF, who received a certificate appointing him as an Honorary Accident Prevention Counselor for his outstanding support of the safety objectives of both the CAP and FAA's Accident Prevention Program.

CANCELLATION OF ORDER

Order 1210.15A, Report of Consultative Meetings and Conferences (RIS: SP 1210-1), has been cancelled and will be reflected in the next edition of the FAA Directives Checklist. The Office of Aviation System Plans has determined that sufficient data has been obtained under the provisions of this Order to indicate FAA's continuing responsiveness to the aviation needs of the American public. Accordingly, and in line with the agency's efforts to increase efficiency and effectiveness, there is no longer a requirement to formally report these meetings. However, headquarters and regional offices may find it useful to maintain their own informal data on the effectiveness of their consultative meetings. The cancellation of this order in no way minimizes the importance of the consultative process and the desirability of obtaining frequent input from the public/user relative to agency plans and policies.

ICAO SEEKING APPLICANTS

The following assignments are now available with the Internal Civil Aviation Organization (ICAO). PARIS 2 yrs-PC-3/77 Administrative Officer, P=3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. LANGUAGE REQUIREMENT: Command of French language and a good working knowledge of English essential: A working knowledge of Russian or Spanish desirable. MONTREAL 2 yrs-PC-1/77 Editorial Office, Spanish, P=3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. LANGUAGE REQUIREMENT: Spanish native tongue or the language used for the purpose of education and a sound knowledge of French essential, with a working knowledge of the structure, grammar, punctuation, rules of capitalization and idiomatic use of Spanish and French. PC-2/77 Chief, Statistics Section, P=5, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Applications due in AIA-29 by April 14, 1977. Additional information concerning duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

SABRES (From page 1)

crews' as well as maintenance crews' salaries. Also the higher speed of the jets and the opening of the FSNFO in Oklahoma City enabled the agency to close 10 field offices and eliminate approximately 300 positions. All these moves have saved the taxpayer money and increased the efficiency of FAA employees and proved once more that, after all, modern design does make the big difference.

WANT FAA FILMS?

If you are interested in borrowing FAA films for school programs, PTA meetings or whatever, remember you must plan ahead so that you will receive your film in time to meet your scheduled showing. Prints are not available in Washington, but must be ordered from the Film Library in Oklahoma City. Although the library normally processes requests within a day of receipt, time must be allowed for mail service both ways. They recommend at least two weeks prior to showing date. Send requests to: Film Library, AAC-44E, FAA, P.O. Box 25082, Oklahoma City, Okla-
homa 73125.

CULTURE AT OUR DOORSTEP

Looking for something new and different to do at noon? How about taking in a movie at the Hirshhorn Museum, just across Independence Avenue from the headquarters building? Free noon-time films for April, to be shown in the Museum's basement auditorium are: Tuesday, April 5 and Thursday, April 7, noon, three documentary films on Pablo Picasso. Tuesday, April 12, noon, "American Art of the '60's", a documentary film by Michael Blackwood. Contacts: Sidney Lawrence, (Hirshhorn) 381-4303, Gerald Lipson, (SI News Bureau) 381-5911.

MS. CAROL SMITH

Carol Ann Smith, 33, secretary of the Airport Division, Systems Research and Development Service, died of cancer on Monday, March 14, at the Windber, Pa., hospital. Any of her friends wishing to contribute to a memorial to the Cancer Fund in Ms. Smith's name are requested to contact Ms. Barbara White, Program Officer, on extension 63551.

GET COLLEGE CREDITS

More than 60 college-level courses will be offered after working hours to civilian, military personnel, and the general public in 31 downtown Federal buildings in the District of Columbia this summer through the Federal After-Hours Education Program. The College of General Studies, George Washington University, offers an opportunity for individuals to enroll in undergraduate and graduate courses leading to Associate in Arts, Bachelor of General Studies, Bachelor of Science in Administration and Master of Science in Administration degrees. Those individuals seeking self-improvement courses designed to broaden their career may enroll as non-degree students. Courses to be offered include Accounting, Anthropology, Art, Business Administration, Economics, English, Geography, Geology, History, Humanities, Management, Mathematics, Political Science, Psychology, Public Administration, Sociology, Speech and Drama, and Statistics. Courses leading to a Master's Degree in various fields are also offered. Tuition is \$81.00 per semester hour and all courses are three semester hours. This compares with a cost of \$105 per semester hour for courses taken on the George Washington University Campus. Registration for the Summer Semester is open now at 706 20th St., 9 a.m. to 5 p.m. daily. The Government Employees Training Act of 1958 gives Federal agencies broad authority to pay all tuition costs and other fees if courses to be taken are related to present or anticipated job requirements.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-13 March 28, 1977

NO, BUT NO GUNS ON PLANES

FAA is urging law enforcement agencies to warn persons receiving permits for the carriage of a concealed weapon that the permit does not authorize them to take the weapon aboard an aircraft and that the weapon must be declared at the airport security check point. The agency also suggests that a form similar to one developed by the Sacramento County, Calif., Sheriff's Department be used to convey this information. The form reads: "A concealed weapon permit does not authorize a person to carry a firearm or any dangerous weapon aboard commercial airlines. Further, a person must declare that he or she is carrying such firearm or dangerous weapon before entering the boarding area of an air terminal where security checks are made. Such a violation can result in arrest by either local or federal authorities or both." The form includes a space for the signature of the person receiving the permit and it can be filed for use, if needed, to show that the person was informed of the regulations concerning the carriage of weapons aboard aircraft.

THEY'RE DOING SOMETHING ABOUT THE WEATHER

A new way to look at the weather and a new way to disseminate weather information is being tested by controllers at the Clarksburg, W. Va., Benedum Airport Tower. The semi-automated weather observation system, developed by Systems Research and Development Service, is undergoing a three-month test. Here's how it works: first, surface wind direction and velocity, temperature and dewpoint and the altimeter setting are transmitted to the tower from an Automated Meteorological Observation System on the airport and displayed on the controller's TV-like monitor. The controller then adds, by means of a typewriter-like keyboard, currently observed weather, such as sky and cloud condition, visibility, rain, snow and smoke. The combined weather data then is stored in the system until it is polled--that is, called for electronically by the Kansas City Weather Message Switching Center for dissemination throughout the country. This system may some day replace today's time consuming method which requires a tower controller to relay observations to a flight service station where it is translated into a tape for transmittal to the Kansas City Switch.

ASTRONAUTS WANTED

NASA is still looking for astronauts and has asked the agency to help find suitable candidates for the space shuttle program. NASA is particularly interested in qualified minorities and women for the astronaut program. Specifically, NASA is planning to fill 15 positions for astronaut pilots and 15 positions as astronaut mission specialists. Qualified applicants must have a bachelor's degree in a science such as engineering, physics, biology or mathematics. In addition, pilot applicants must have a minimum of 1,000 flight hours with 2,000 hours preferred. To apply write Astronaut (Pilot or Mission Specialist) Candidate Program, Code AHX, NASA, Johnson Space Center, Houston, Texas 77058. The Space Shuttle will usher in a new era of space transportation in the 1980s, opening the doors to routine operations and expanded experimental investigations in space.

CONCORDE NOISE MEASURED

For the 50 Concorde operations during February noise measurements were made by the agency at 12 sites on and around Dulles airport. They show that the average effective perceived noise level (EPNdB) on takeoff was 116.3 decibels and on approach, 114.1 EPNdB. The cumulative average from the beginning of Concorde operations last May through January was 119.6 EPNdB on departure and 117.2 on arrival which is almost exactly what was predicted before the flights began. This is the tenth month of Concorde operations at Dulles by Air France and British Airways.

WINDSHEAR SLEUTH TESTED

A new surface wind monitoring system to detect low level wind shear caused by thunderstorms and fast moving weather fronts will be tested this summer by the agency. The new Surface Wind Monitoring System (SWIMS) will be tested at six airports: Tampa (Fla.) International; Oklahoma City, Will Rogers; Houston Intercontinental; Denver Stapleton; Atlanta International and New York, J.F.K. Using a minicomputer, the SWIMS will compare measurements of wind speed and direction obtained by sensors located in the runway approach corridors with wind data obtained near the airport center. When a significant difference in the wind speed--approximately 15 knots--is detected, the wind data received from the remote site will be displayed in the control tower cab in digital form. Controllers will provide pilots with an advisory of the wind situation and potential wind shear conditions.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal 2 years - PC-4/77 Aviation Medical Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applicants due in AIA-19 by May 2, 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.

HEADQUARTERS PERSONNEL NOTES

**NEW CLERICAL RANKING
FACTORS IMPLEMENTED**

On January 3 the Personnel Management Operations Divisions, APT-100 implemented standardized promotional evaluation criteria for all clerical/secretarial positions, GS-3 through GS-7, in the 312, 318, and 322 occupational series. This means that all applicants from FAA and outside the agency, for clerical/secretarial positions at the same grade level in the 312, 318 and 322 occupational series will be evaluated against standardized evaluation criteria developed by the Personnel Management Operations Division. These new criteria also allow ingrade/downgrade candidates to be rated and ranked against the same criteria and referred to the selecting official on a single list to assure that the final selection is from among the best qualified. At the end of one year of use, the standardized factors will be evaluated to determine if they have been effective and practical. If positive results are achieved, these criteria will be included as a headquarters sub-plan to the FAA Merit Promotion Program. The Merit Promotion Program (MPP) Unit of the Employment Branch, APT-100, welcomes any questions or comments you might have on the use of these criteria. They can be reached on extension 68007 or in Room 512, FOB-10A.

IF INJURED ON THE JOB

For your own protection it is important that any job-related injury, no matter how minor, be reported immediately to your supervisor. Injury also means "any illness or disease that is caused or aggravated by your employment as well as damage to medical braces, artificial limbs and other prosthetic devices." Every injury must be appropriately documented on Form CA-1, CA-2, or CA-16; detailed instructions and information about benefits are contained on these forms. A "receipt" of Notice of Injury is attached to each Form CA-1 and Form CA-2. Your supervisor should complete this receipt and return it to you for your personal records. For further information call the Labor Relations Branch, APT-140, x68916.

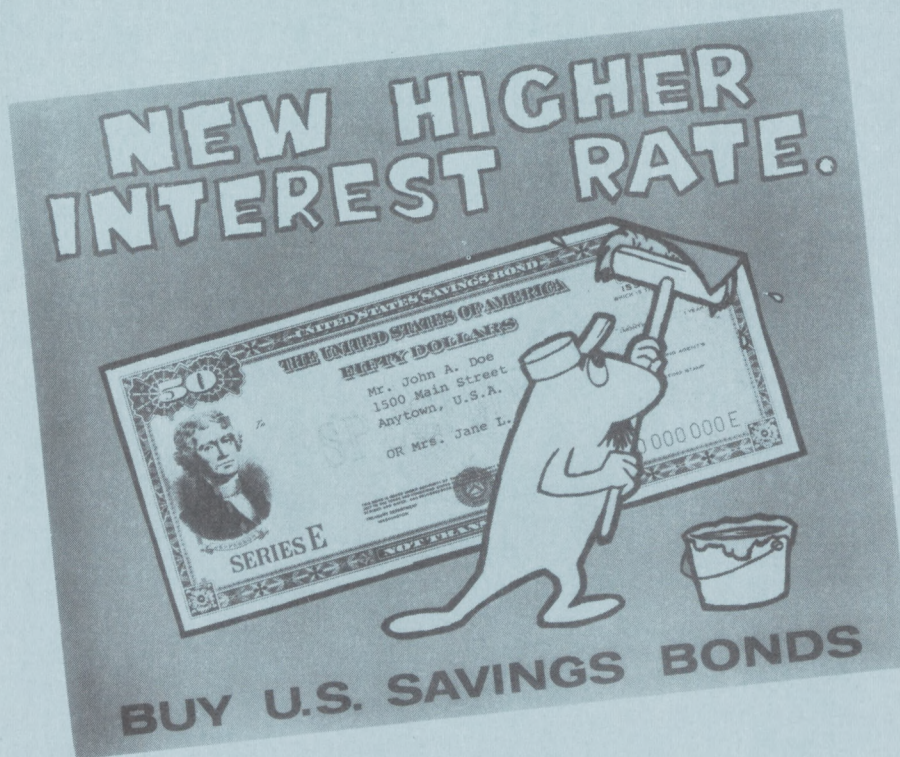
FOR PLANNING PURPOSES ONLY

While looking at job announcements, you may have noticed the statement, "For Planning Purposes Only." This indicates that management anticipates that there will be a vacancy in the future; however, the vacancy does not exist at the time of the announcement. This advance announcement technique enables management to avoid unnecessary delays in filling crucial vacancies. If you bid on a "planning purposes" announcement, it is important to remember that if the vacancy does not actually occur, no one will be appointed.

UPDATE YOUR BENEFICIARIES

Is your list of beneficiaries accurate and up-to-date? Beneficiaries are persons named by you to receive money from your government life insurance policy, your Civil Service retirement fund, and any unpaid compensation due you in the event of your death. Beneficiaries can also be firms, corporations, or other legal entities. An accurate designation of beneficiaries is very important because it can prevent costly, time-consuming, and sometimes tragic legal delays. A designation can become out-of-date in several ways. Your designation for life insurance or unpaid compensation is canceled at once if you transfer to another Federal agency. It must be renewed in your new agency. Changes in family status without

a corresponding change in designation may result in a settlement to an heir other than the one you may desire. If you have named a beneficiary for your retirement fund other than your spouse, that beneficiary may become ineligible under certain circumstances. Remember also that some designations are not acceptable, e.g., "payment of just debts," "to John if he uses the money for educational purposes," "to Susie when she reaches age 21." If you want your retirement fund used for such purposes you should stipulate in your will the conditions or restrictions the executor is to follow in handling the benefits. Contact the Labor Relations Branch, APT-140, x68916, for further information.





HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APP-4

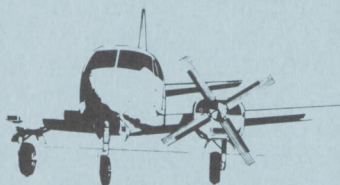
77-14 April 4, 1977

ADMINISTRATOR McLUCAS LEAVES

After 16 months of filling "the top aviation job in the world," Administrator John L. McLucas left the FAA on April 1. As for his future plans, the former Administrator said that he intends to return to private industry. He said he is considering a number of possibilities, but so far has made no definite plans. On the eve of his departure, McLucas was commended by Rep. John J. McFall, Chairman of the House Appropriations Subcommittee on Transportation, for his exceptional service. Cited in the Congressional Record as examples of his accomplishments were the creation of the new Office of Aviation Safety. He also was praised for developing, with then Secretary Coleman, a national aviation noise abatement policy.

LAWYER, CAREER FAAer SLATED FOR TOP JOBS

A man who was there in the beginning as a member of the task force that set up the Department of Transportation, Langhorne McCook Bond, a lawyer with a background in air and space law has been nominated by President Carter to be the new FAA Administrator. Also, a career employee, Quentin S. Taylor, Director of the New England Region, has been nominated to be Deputy Administrator. Both men hold private pilot certificates. Bond, who is currently Secretary of Transportation for the State of Illinois, was a special assistant to Alan S. Boyd, the first Secretary of Transportation, from April 1967 to July 1968. Prior to this assignment, Bond was a member of the task force that developed and promoted legislation which established the Department of Transportation. Bond also was the Assistant Administrator for Public Affairs for the Urban Mass Transportation Administration from July 1968 to March 1969. He received his (See page 3)



TO PAY BACK PAY CLAIMS

The Comptroller General has made some long awaited rulings on the issue of back pay affecting employees who have been detailed to higher grade positions for more than 120 days. In two recent landmark decisions, the Comptroller General stated that employees detailed to higher grade positions for more than 120 days, without Civil Service Commission approval, are entitled to retroactive promotions with back pay for the period beginning with the 121st day of the detail until the detail is terminated. However, retroactive promotions and back pay can be given only to employees who meet all of the eligibility requirements for the higher grade position. The Comptroller General said that employees who do not meet Whitten Amendment (time-in-grade) requirements are not eligible for retroactive promotions with back pay; nor are employees who have been detailed to super-grade positions without prior approval of the Civil Service Commission. The Comptroller General emphasized that an entitlement to a temporary promotion for extended details should not be construed as providing an entitlement to a permanent promotion. Instructions for processing claims have not yet been received by FAA.

IN CASE OF ACCIDENT

A new rule requiring operators of airports serving air carrier aircraft to maintain a detailed medical plan for dealing with accidents and other emergencies was issued last week by the agency. Effective April 18, the rule requires each airport operator to maintain an emergency plan which lists the agencies and personnel who have agreed to provide medical and transportation services for the maximum number of persons authorized to be on board the largest aircraft serving

the facility. The new rule amends the existing Federal Aviation Regulation, Title 14 Part 139.55 which requires emergency plans, but does not outline the elements of the plans. "Compliance with this rule does not mean that operators are required to purchase additional services or equipment or to go beyond the communities served by the airport for assistance," according to Airports Programs director Joseph A. Foster, who added, "Rather, the rule requires operators to make a reasonable effort to secure community participation and make effective use of all available assistance.

AIRPORT FUNDED HALTED

Funding for a new commercial airport to serve the St. Louis area has come to a halt, following last week's decision by Transportation Secretary Brock Adams. The proposed airport site at Columbia-Waterloo, Illinois had been planned to replace Lambert, St. Louis Airport in Missouri as the major air carrier airport for the region. In announcing his decision, Adams said, "It is possible that a new airport to serve the greater St. Louis area may be needed some day in the future, but it is premature to press ahead at this time with funding of a new airport site." The Secretary added: "Forecasts indicate that lack of aircraft capacity probably will not become a serious problem at Lambert until the 1990s. The air carriers serving Lambert have confirmed this viewpoint by extending their use and lease agreements through 1995." Secretary Adams said this was an important factor in his decision. He said another important factor was the substantial opposition to the proposed airport voiced by a majority of residents living in the St. Louis area.

HONORED FOR SAFETY

For his "more than 30 years of dedicated and distinguished service," James E. Dougherty, Assistant Chief of the Engineering and Manufacturing Division, Flight Standards, has been named the winner of the Flight Safety Foundation's 1977 Laura Taber Barbour Air Safety Award. The Foundation commends Dougherty for earning "worldwide respect for his ability, and universal acceptance of the highest standards of safety in aircraft design, structures and materials, developed largely through the persistence of his efforts and his technical competence." The award, established in memory of Mrs. Barbour who lost her life in an aircraft accident in 1945, is presented annually for "notable achievement in the field of aviation safety--civil or military--in method, design, invention, study or other improvement." It will be presented to Dougherty on June 28 in Washington.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal 3 years - PC-3/77 Contracts officer, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-19 by May 19, 1977. Additional information about duties, salary, qualifications and benefits is available at your Manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

HOLDING TOWN MEETING

Transportation Secretary Brock Adams will hold his next Town Meeting on April 20 in San Jose, California. This will be the second in a series of town meetings being held around the country to enable Secretary Adams to get a first hand view of citizens' ideas on transportation and its problems. The San Jose Town Meeting will be held from 1 p.m. until 4 p.m. at a site to be selected. Secretary Adams expects to hear testimony from invited representatives of civic, minority, environment, and consumer groups as well as other organizations representing those with special transportation needs, such as the elderly and handicapped.

TOP JOBS (From page 1)

undergraduate degree in 1959 and his law degree in 1963, both from the University of Virginia. Taylor has been Director of the New England Region since December 1974. Before that he was Deputy Director of the Alaska Region and prior to that Director of Civil Rights. Taylor received a B.S. degree from Howard University and a Masters from the University of Syracuse. He joined the FAA in 1959 as a GS-5 electronic engineer.



THE MAN WITH A HOE

The New World of Urban Gardening will be on view at a plant clinic at the National Arboretum April 22 and 23 from 11:00 a.m. to 5:00 p.m. Experts will be on hand for how-to-do-it demonstrations on vegetables, pruning, vegetables in containers, hanging baskets and house plant care. Displays will include ground covers, vegetable garden, roses, community gardening, tools and lawns and turf. Putting on the show will be the Cooperative Extension Services of D.C., Maryland and Virginia; D.C. Office of Environmental Services; The National Arboretum; Brookside Gardens; National Capital Region-Area Plant Societies and Garden Clubs.

FLOWERS FOR EASTER

The U.S. Botanic Garden's 42nd Annual Easter Show began last weekend and will continue through April 11, 1977. This year's Show promises to be one of the most colorful exhibits the Garden has ever had at their magnificent greenhouse which is just down Independence Avenue from FAA Headquarters. The Show will feature a wide variety of spring flowering plants. Hydrangeas, azaleas, cinerarias and hundreds of Easter lilies will be displayed. The genista shrubs will be in full bloom for the Show as will nasturtiums and ivy geraniums. Gardenias, marigolds, Darwin tulips and daffodils will also be featured. The Botanic Garden's new artificially lit glass cases which contain collections of unusual and dwarf plants will be on exhibit in the front hall of the Conservatory. Cases planted with lithops, dwarf geraniums, dwarf begonia, miniature African violets and English

ivy will be included. The Botanic Garden is located at Maryland Avenue between First and Second Streets, S.W. It will be open from 9:00 a.m. to 5:00 p.m. during the Easter Show. Admission is free.

AIRLINE, RAIL PASSENGERS

The airplane is still King of the Hill in the busy Washington-New York travel corridor but the terrain is getting a bit slippery. Latest comparisons of air vs. rail travel between the Nation's Capital and the Big Apple show that the airlines share of the passenger market has shrunk from 76 percent in Fiscal Year 1971 to 59 percent in FY 1976. Not only has the percentage dropped but the total airline passenger volume also is down from 2.2 million in FY 1971 to 1.7 million in FY 1976. Taking up the slack has been Amtrak conventional rail service which has increased passenger traffic from 294,000 in FY 1971 to 563,000 in FY 1976 and Amtrak Metroliner service which has increased its passengers from 401,000 to 584,000 over the same period. Contact Hugh May, AVP-120, for copies of the report.





HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APP-4

77-15 April 11, 1977

LOOK MOM, NO BOOM

It's possible for aircraft to fly faster than the speed of sound without causing a sonic boom on the ground. This theory was demonstrated convincingly last month when FAA's System Research and Development Service ran a series of tests showing that when wind and temperature are known from routinely available information, then supersonic boomless flight can be attained through careful flight planning. According to project chief Tom Higgins, eight flights were flown at speeds between Mach 1.05 and Mach 1.2 at 36,000 feet in the flight test area at sea off the coast of Maryland, Virginia and Delaware. The FAA sonic boom and sound recording equipment was aboard the Coast Guard cutters Point Franklin and Point Arena which were positioned under the supersonic flight path. The supersonic boomless flights reached ground speeds of 665 knots (765 MPH) compared to the ground speeds of current subsonic jets at Mach 0.80 of 465 knots (535 MPH) under similar wind and temperature conditions, which gives the supersonic boomless flights a 230 MPH edge over the subsonic operations.

TOP ATC FACILITIES NAMED BY REGIONS

FAA has selected its outstanding regional air traffic facilities for 1976 as part of a continuing awards program designed to recognize superior group performance. Winners were picked in the center, tower and flight service station categories and the regional winners now will vie for national honors. The awards are conferred on the basis of overall operational efficiency in terms of productivity, minimizing operational errors, personal and facility appearance, training, employee morale, public relations, security practices and suggestions for improvement. Cited for 1976 are: Eastern: Norfolk, Va., Tower; Washington FSS; Washington Center; Southwest: Dallas/Fort Worth Regional Tower; El Paso, Tex., FSS; Albuquerque, N.M., Center; Southern: Jacksonville Tower; Atlanta FSS; Memphis Center; Central: Des Moines, Iowa, Tower; Garden City, Kan., FSS; Great Lakes: Chicago, O'Hare Tower; Eau Claire, Wis., FSS; Chicago Center; Rocky Mountain; Salt Lake City Tower; Grand Forks, N. Dak., FSS; Denver Center; Western: Los Angeles Tower/TRACON; San Diego FSS; Oakland Center; Northwest: Grant County Tower, Moses Lake, Wash.; Redmond, Ore., FSS; Alaska: Merrill Control Tower, Anchorage; Homer FSS.

NEW LINK WITH CANADA

Last month, the world's first Aeronautical Fixed Telecommunication Network (AFTN) circuit operating faster than 1000 words per minute was commissioned. The new circuit connects the Canadian AFTN computer in Montreal with the FAA's AFTN computer in Kansas City, and operates approximately 1200 words per minute. This is 300 percent faster than the four, 100 word per minute circuits it replaced. In addition to the higher operating speed, the circuit uses a new message format based on computer information interchange standards and circuit control procedures which protect against lost messages and transmission errors. These new communication methods have been proposed by the U.S., for ICAO adoption in upgrading AFTN service. A team of AAT/AAF headquarters and Central Region personnel joined with personnel from the Canadian Ministry of Transport to work out all the arrangements for the new circuit which provides faster, more reliable service at less overall cost than the old, slow speed circuits. Among other things, this improved capability will reduce delays associated with the current method of relaying VFR flight plans between Canada and the U.S.

NEITHER SNOW, NOR SLEET

The snow had not been forecast, but when it came it caused low ceilings and reduced visibility throughout the area. Benjamin P. Rowe, Richard S. Cox and John I. Walden were on duty in the Raleigh-Durham approach control when they received a radio call from a single-engine pilot who was lost and disoriented. First, they located him by assigning him a

discrete transponder code. They found that he was about 38 miles northeast of their airport at 2,500 feet and his visibility was intermittently zero with snow showers. The controllers also determined that the pilot was not instrument-rated although he said he understood the instruments but he needed help. They then located a satellite airport for him, but that wasn't quite enough. The pilot was still unable to find the runway, and he requested a radar approach to Raleigh-Durham Airport. So, the controllers hand carried him to the runway threshold and he landed safely. ...During the month of March, 263 flight assists were reported--125 by flight service stations, 102 by towers and 36 by centers. There were a total of 410 people reported on board the aircraft involved. The primary causes for the assists included 176 lost pilots, 29 low on fuel, 44 involved in bad weather and 60 with some type of equipment malfunction.

NAVY'S MINI-CENTER

The Navy has set up their own little enroute center in Jacksonville, Fla., to prevent spillouts and keep tabs on traffic flying in warning and restricted areas set aside by the military. The Fleet Area Control and Surveillance Facility or, natch, FACSFAC, was dedicated April 1. At the dedication ceremony, Lonnie D. Parrish, Southern Region Air Traffic Division Chief, said that when the Navy facility is in full operation, Navy controllers will be able to make radar handoffs to FAA controllers at the Jacksonville ARTCC and the Jacksonville TRACON. At some time in the future, automated handoffs between the various facilities may be possible.

A BOOK ABOUT US . . .

Although historically accurate, the recently published, lavishly illustrated "CLEARED TO LAND. . . The FAA Story" by Frank Burnham is not, and does not purport to be, a history of the agency. Rather it is the story of FAA people, often told in the words of the people themselves. The author takes the reader on an extended tour of FAA facilities and operations and draws on extensive interviews with air traffic controllers, flight service specialists, inspectors, security agents and test pilots. It is complete with behind-the-scenes accounts of what really happened. Published by Aero Publishers, it is a striking picture book of what we do.



MAPPING SYSTEM ORDERED

Equipment which superimposes a map of the airport terminal area on the radar scope showing air routes, approach and departure paths, runway configuration and other pertinent geographic information has been ordered by the agency. Under a \$1.8 million contract, 79 five-channel video mapping systems were purchased from General Time Corp. of Rolling Meadows, Ill. FAA will install 65 of the mapping systems at 45 airport traffic control towers as part of an on-going program to increase the efficiency of operations. The remaining 14 systems will go to U.S. Navy installations on a reimbursable basis. Delivery of the 79 systems, including auxiliary equipment, will be completed within two years.

NEW ADMINISTRATORS

Senate hearings on the nominations of Langhorne Bond to be FAA Administrator and Quentin Taylor to be Deputy Administrator are scheduled for April 21. Hearing will be chaired by Sen. Howard Cannon of Nevada, Chairman of the Aviation Subcommittee of the Senate Commerce, Science and Transportation Committee. In the meantime, Taylor, who until the end of last month has been Director of the New England Region, is the "Acting Administrator."

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MEXICO 2 years - PC-6/77 Technical Officer, COM, BANGKOK 2 years - PC-7/77 Technical Officer, MET. Salary for the above positions is set at P-4, Gross: \$24,220 per annum and Net (free of tax); \$17,532 per annum. MONTREAL 2 years - PC-8/77 Language Officer (Interpreter/Translator), P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications for all positions are due in AIA-19 by May 26, 1977. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights. LANGUAGE REQUIREMENT - PC-8/77: Russian native tongue or the language used for the purpose of education. Ability to interpret into Russian from English is essential, and from French or Spanish desirable. Ability to write Russian translations, with a thorough knowledge of syntax and stylistics, is essential. A working knowledge of French or Spanish would be a valuable additional qualification.

HEADQUARTERS NEWS

BIKE TO WORK

Washington-area bicycling groups are planning a big weekend of events, April 15-17, 1977. Designed to encourage citizens to discover the convenience and pleasure of using bicycles for transportation and recreation, the three-day program will feature commuting caravans, free bicycle safety inspections, bicycle races, and presentations by local bike clubs and merchants. Kicking off the weekend, caravans led by experienced cyclists will gather Friday morning at various neighborhood locations and ride to the Mall; at noon there will be a noted speaker and rally on the Ellipse. Saturday's activities will focus on safety inspection of bicycles, tours of Washington, and talks on many topics: long-distance touring, racing, hostelling, camping equipment, and club riding. Climaxing the cycling weekend, the National Capital Velo Club will sponsor the National Capital Open bicycle race on Sunday at noon on the Ellipse. This nationally recognized bike race will feature bike racers from throughout the country. This program is sponsored by the Federal Bicycle Council, the Potomac Pedalers Touring Club, Washington Area Bicycle Association, and National Capital Velo Club, in cooperation with the National Capital Parks.

PLANT SHOW

The FA Club is sponsoring a Plant Show to be held on April 12 and 13 from 10 to 3 in the FA Club Exercise Room located next to the FA Club, Room 115, FOB 10A.

MASTERS DEGREE IN PLANNING

The University of Virginia's School of Architecture offers a Masters Degree in Planning in the Northern Virginia Area. Areas of specialized and advanced courses in the Northern Virginia Program include: Public Administration, Environmental Planning, and Housing. This is an on-going program and is expected to take approximately two and a half years to complete on a part-time basis; the semester hour cost is \$40 plus a \$10 registration fee.

1st SUMMER SESSION: Registration: May 11-18, 1977; location of classes: Ft. Belvoir, Humphreys Hall, Bldg. 247

Plan 801: INTRODUCTION TO PLANNING PROBLEMS (4sh) (Core Course) Tuesday and Thursday P.M., May 24-July 12

Plan 855: ENVIRONMENTAL PROCESSES AND LAND USE POLICIES (3sh) Tuesday and Wednesday P.M., May 17.

Dr. David Phillips, Administrator, Master of Planning, will conduct an orientation session at the Ft. Belvoir Office, Bldg. T-1488 Room 15, on May 9, 1977 at 3:30 p.m. and at the Falls Church Center, May 9, 1977 at 7 p.m., Room 208. He will be available for counseling on May 10. For additional information call the University of Virginia office at Ft. Belvoir, 781-7019.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-16 April 18, 1977

EASY RIDING FOR HANDICAPPED

New regulations designed to ensure more equitable treatment of physically handicapped persons traveling on commercial airlines were issued by the agency last week. Under the regulations, each airline must establish procedures that will maximize access to air transportation for handicapped persons who may require assistance during an emergency. FAA will review each airline's procedures and may order changes, if needed, "in the interest of safety or in the public interest." Effective date of the new regulations is May 16, 1977. To assist the air carriers in developing appropriate procedures, FAA has issued an advisory circular which incorporates the results of agency research as well as information and material obtained from interested individuals and organizations in the course of the rulemaking process. Among other things, the advisory circular explains how to assist blind and deaf persons, where to place guide dogs and where to seat handicapped persons.

NAMED PRESIDENT

Former FAA Administrator, John L. McLucas, has been named president and a member of the board of directors of COMSAT General, a Washington based satellite communications corporation.

WOMAN'S DAY PICKED FOR EEO AWARDS

As a result of a proclamation from Acting Administrator Quentin S. Taylor, Women's Equality Day, August 26, has been set aside for the presentation of the Administrator's Annual EEO Awards. Although these awards will be in recognition of the achievements in the entire EEO area, including recruitment, presentation at this time will highlight women's equality, which is, of course, a vital part of the EEO Program. The awards will be given to employees who through superior accomplishments in the fields of training, recruitment or other activity, advance equal employment opportunity in government. Awards also will be presented to supervisors who clearly excel in (1) motivating employees to develop their full potential and to use their skills to a maximum extent, (2) achieving effective employee utilization, and (3) demonstrating sensitive treatment of all employees. The August 26 date marks the anniversary of the ratification of the 19th Amendment to the U.S. Constitution, which in 1920 gave U.S. women the right to vote. For subsequent announcements about the Administrator's Annual EEO Awards, watch these pages.

WHAT'CHA WAITING FOR?

The agency has hired a transportation consulting firm to take a careful look at aircraft delays at eight major U.S. airports. The contractor--Peat, Marwick, Mitchell and Company of San Francisco--will provide analytic support for the FAA's Airport Improvement Task Forces. At each of the eight airports the contractor will use a model to identify causes of delays and show the advantages and disadvantages of various methods of reducing them. This information will be used by task forces made up of airport users, management representatives and FAAers at each of the individual airports. The eight airports are: Chicago's O'Hare, Atlanta, Denver, Miami, LaGuardia and JFK in New York, San Francisco and Los Angeles.

NO GUNS AT AIRPORTS

The agency is considering regulatory action to prohibit the carriage of illegal firearms and other dangerous weapons into airport terminals because of the large number of such items still being detected at airports passenger screening stations. At present, Federal regulations pertain only to the carriage of weapons aboard aircraft. FAA also is considering changing the regulation that requires law enforcement officers to be stationed at passenger screening locations. The change would allow a "roving patrol" so that police presence might deter other crimes but still allow quick response, when needed, at the screening stations. The contemplated actions are discussed in FAA's Fifth Semi-Annual Report to Congress on the "Effectiveness of the Civil Aviation Security Program." The report showed that

1,906 firearms, including 859 handguns, were detected at the screening stations in the last six months of 1976.

SLICING RADIO WAVES THINNER

The agency is slicing channel spacing down to 25 kHz (kilohertz) jumps for very high frequency air traffic control communications with aircraft operating above 18,000 feet. Reduction of frequency spacing from 50 to 25 kHz will increase the availability of VHF communications channels needed to relieve current frequency congestion and provide for future air traffic growth. The change affects the upper end of the air traffic control portion of the Aeronautical Mobile Service Band. Initial implementation began on April 1 with the assignment of 25 kHz frequencies to four high altitude areas (above 18,000 feet) at the Cleveland, Indianapolis, Chicago and Kansas City air route traffic control centers. Eight more sectors will be added from May to October. Included will be sectors in Atlanta, Boston, New York and Houston centers.

FINE TUNING

Broadcast interference, automated frequency selection, new system frequency requirements and radiation hazards are among the topics to be discussed at a meeting of the agency's frequency managers scheduled for April 26 through 28. Managers from headquarters and the 11 regional offices will convene in Denver for the periodic get-together. The last such meeting was held in Washington during October of 1975.

MAIL COST RISING

FAA postage cost for the agency this year will be over \$4½ million. Every employee should be aware that FAA does not have "free mailing." Every piece of mail generated by FAA, even using "holey" envelopes to send materials from headquarters to the regions or between regions and facilities, costs money. Folding a letter and putting it in a small messenger envelope instead of the larger flat envelope will reduce the cost from 35¢ to 13¢. Based on the huge volume of mail handled annually, this cost reduction per letter could result in substantial savings to FAA. Order 1770.11A shows additional ways to reduce postage costs.

NATIONAL SECRETARIES WEEK

National Secretaries Week will be observed April 24-30 and to give you an idea of what life would be like without secretaries the editor of Intercom is typing this item him self. Putting intercom together each week would be impossible without the secretaries in the Office of Public Affairs. They do the typing, proofreading, the cutting and the pasting that makes the whole thing come out more or less even every week. So we think we know better than most how important secretaries are in achieving the agency's goals and objectives. If you don't believe us, try typing one of your own memos ~~xxx~~ sometime. And remember, that's only part of what they do. Next week we'll pass on some good ideas about secretaries typed by secretaries.

NO MORE TRIANGLES

It was an old stand-by, but it out-lived its usefulness. Generations of pilots--those brought up on crystal sets and radios that would never quite tune properly--were taught to fly a triangle pattern in case there was an emergency and their radio was not working. FAA spelled out the recommended emergency procedure specifically in the Airman's Information Manual (AIM): fly a left triangle if both the transmitter and receiver were on the fritz and a right pattern if only the transmitter was down. But now as more and more planes are transponder and beacon equipped, squawking 7700--the emergency code--becomes the realistic thing to do in an emergency. Also, in today's radar/beacon environment a primary radar return of a triangular pattern is difficult if not impossible to detect. In IFR conditions the plane that takes time out to fly a triangle may drastically reduce separation from other traffic. All in all, the agency, as well as a number of user groups, felt that pilots facing emergencies could make better use of their time and fuel by investigating other solutions to their problems. For instance, returning to an area where weather is known to be better.

ORDER NOT CANCELED

Order 6300.3, Multiple Radar Displays, which was listed as canceled in a previous Intercom is still current and should be retained.

ABOUT WOMEN'S NEEDS

If you want to find out what various Commissions on the status of women are doing about women's issues, take a look at the exhibit--it's just across the mall from FOB-10A --at the Department of Labor, Library, Second Floor North, 200 Constitution Ave., N.W. It's a national response to women's needs through state and local action and considers such issues as employment, child care and development, housing, insurance, credit, equality under the law and violence against women. The exhibit will be on display until April 22.

AWARDS AND REWARDS

The Office of Accounting and Audit presented Quality Increase to Irmgard K. Dahle (based on Outstanding Performance) and to Vincent M. Melesko. The Logistics Service has presented Quality Within-Grade Increases to David O. Whitt, Richard L. Dixon, Charles C. Trowbridge, Santiago Guerra; and Special Achievement Awards to William Cotliar and Alphonso Barr. The Air Traffic Service presented Quality Increase Awards to James O'Malley, Bonnie Richards, John Rahn, Victoria Bland; and Special Achievement Awards to Ron Harris and Eva Morris. The Airway Facilities Service presented Quality Within-Grade Increases to Blanche Mader, James J. Jamitis, Roger Bair, John Putnam and Harold Rugg. Special Achievement awards were presented to Janice Barther and Joyce Tabbs (Stay-in-School).

GROWING TOO FAST

"Alienation and Growth of Technology" will be discussed by Dr. Paul Hanle, Curator, Department of Science and Technology, NASM, in the season's last Air and Space Forum to be held in the NASM Theater at 12:30 on Wednesday, April 20. Dr. Hanle will look at the pace of technological growth which has been accelerating for the past 175 years. He will suggest that we might feel this acceleration has brought us to the limits of psychic endurance, but points out that generations before us, ever since the so called "industrial revolution" in America, people have felt the same sort of discomfort. Dr. Hanle will explore the fact that the origin of the unique technological alienation of this age lies in effects which are different from acceleration.

LIBRARY WEEK

National Library Week is scheduled for April 17-23. The library has information on all facets of transportation. It is also conveniently located for all, at two locations--room 2200 of the DOT Headquarters Building, and room 930 of FOB-10A. Plan to visit one of these locations during National Library Week, and find out how the library can help you in your work.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-17 April 25, 1977

CONTROLLERS PROMOTED

As a result of the new position classification standards for air traffic controllers issued early this year by the Civil Service Commission and supported by the agency, approximately 3,820 controllers have been promoted. Effective February 13 and March 13, about 2,200 journeymen controllers at 13 of the nation's busiest ATC facilities were promoted to the GS-14 level. Another 420 controllers at nine facilities were upped to the GS-13 grade level, while about 180 journeymen controllers at 11 facilities were raised from GS-11 to GS-12, and an additional 145 at 24 facilities were promoted to GS-11. Although an earlier INTERCOM reported that full performance controllers at the nation's busiest terminals were promoted to the GS-14 level, in fact the criteria for upgrading depends on more than just the number of operations at a facility. Under the new standards, the GS-14 level can be attained only in terminal facilities that use radar for positive air traffic control.

TOP FLIGHT STANDARDS OFFICES GET AWARDS

The Battle Creek (Mich.) Flight Inspection Field Office has been named winner of the 1976 Flight Standards Field Office Award for outstanding performance in conducting assigned safety programs during the year. Under the revised award program procedures, the FIFO was in competition with Flight Standards field offices of all regions for the honor. The Battle Creek office was commended particularly for work quality which was significantly above average and "increased productivity, efficiency and economy of operation . . . achieved through innovative aircraft scheduling and maintenance procedures." A special plaque and certificate will be presented to the office during ceremonies tentatively scheduled for late spring. Runners-up for the national honor included:

- Great Lakes Region - Milwaukee General Aviation District Office
- Southern Region - Jackson General Aviation District Office.
- Alaskan Region - Anchorage General Aviation District Office.
- Southwest Region - Houston Air Carrier District Office.
- Central Region - Wichita Engineering and Manufacturing District Office.
- Eastern Region - Aeronautical Quality Assurance Field Office.

SECRETARY WEEK

This is National Secretary Week-- April 24=30. So maybe it's a good time to give some special thought to these essential people who run our business. Here are some ideas the Federal Woman's Program of the Civil Service Commission suggests we keep in mind:

- Of course, secretaries should participate in staff meetings and social functions.
- For the good of the business they should be encouraged to participate in staff discussions and their ideas should be solicited.
- Demeaning and unnecessary classification such as "non-professional" should be dropped, while realistic time allowances for performance of secretarial work involved in a task should be built into deadlines.
- Titles such as Ms. and Mr. should be used uniformly or dropped across the board--"Hi, Tom." "Hi, Jane." "Hi, Mr. Smith." "Hi, Mrs. Jones."
- (And last but no less essential) Housekeeping and personal errand chores, such as bringing coffee, watering plants and collecting money for and arranging office social functions, should not be expected routinely of secretaries. (Incidentally, when we say "secretaries," we mean clerical workers of all kinds.)

FOR A SMOOTH FLOW

The agency has awarded a \$3.2 million contract to a Silver Spring, Md., firm to provide the Central Flow Control Facility in headquarters with up-to-the-minute information on the flow of traffic in the nation's airways system. The contract calls for a computer system which will tell "Central-

Flow" how many aircraft actually are in the air at any one time instead of the number that are scheduled to be there, as the present system does. CFCF monitors the flow of traffic throughout the country and initiates action to reduce congestion when severe weather or other problems slow traffic movement. The new equipment will help the airlines save fuel by enabling controllers to hold aircraft on the ground when they are scheduled to depart for an area that is experiencing delays.

DAMPING FUEL FIRES

Techniques and devices for preventing or minimizing post-crash fuel fires in survivable aircraft accidents will be the subject of a FAA sponsored five-day meeting in Washington, beginning June 13. As a result of the meetings FAA hopes to develop information on fire prevention systems that are effective in all survivable accident situations. The agency will consider not only the effectiveness of the system but also the relative merits of each, the drawbacks of each, how quickly effective systems can be developed and put into service and what their effect will be on aircraft weight, energy consumption, the environment and the cost to the traveling public. The hearing will feature presentations by both Government and industry experts on such subjects as fuel volatility, crash-resistant fuel tanks, fuel tank inerting, fuel tank foam, engine ignition suppression and anti-misting fuel additives. Also on the agenda are discussions of the transport aircraft accident experience and the current Federal Aviation Regulations for reducing post-crash fire and explosion hazards.

HEADQUARTERS PERSONNEL NOTES

YOUR SF-171 AND YOUR NEXT JOB

Your SF-171 (Personal Qualifications Statement) is the key to your next job in the Federal competitive service and, as such, should give a clear, concise and complete picture of your:

- Experience
- Education and Training
- Awards
- Outside Activities

Personnel specialists and selecting officials review your SF-171 without the benefit of a personal interview with you or a review of your Official Personnel Folder. It becomes your representative, your judge and your jury. Give it all the support and evidence it needs to present your case adequately.

What is the evidence:

Experience: What you have already done, anywhere, which the new job will require you to do. Study the vacancy announcement, it will tell you what general and specialized experience is required. Find out what the evaluation criteria are that will help identify the unique qualifications sought. Your SF-171 should tune in not only to your general qualifications but also to your unique qualifications. Highlight and match!

Education & Training: Don't hesitate to show all the education and training you have had to prepare you for your next job, whether it was formal or informal, whether or not a degree or certificate was awarded.

Awards: You are not compensated for your modesty in this area! Cite letters of commendation, from your boss or your public; mention suggestion awards and tell what your suggestion was. Remember quality increases. Include awards from your church, clubs, organizations outside of government.

Outside

Activities: Whether you received monetary compensation or not, experience in many outside activities is a valuable contributor toward your personal and career development and, as such, may be creditable in the evaluation of your total experience.

For more information ask for "Your 171 and Your Next Job" in the Employment Branch, FOB-10A, Rm. 512, x63229.

SAVE YOUR SICK LEAVE

The average government employee could not afford to buy sickness and accident insurance that would pay his or her full salary for an extended period of time. But that is exactly what sick leave, earned at the rate of 13 days a year under the Annual and Sick Leave Act of 1951, can offer if conserved for use in a real emergency. Although the legitimate use of sick leave is wise and encouraged, extended illness is more likely to strike as one gets older, so it's wise to save as much sick leave as possible. An employee fortunate enough to avoid using sick leave could accumulate these maximum benefits:

- 10 years -- 1040 hours or 130 days
- 15 years -- 1500 hours or 195 days
- 20 years -- 2080 hours or 260 days
- 25 years -- 2600 hours or 325 days
- 30 years -- 3120 hours or 390 days

At the time of your voluntary retirement, such accumulated sick leave is also counted as years of service. This adds to your annuity.

THANKS TO WOMEN'S PROGRAM COMMITTEE

The Personnel Management Operations Division, Employment Branch, thanks members of the FAA Headquarters Women's Program Committee for their assistance in recruiting minorities and women for the Eastern Region Air Traffic Control register. One direct result of their efforts was that of 28 FAA Headquarters employees that were tested non-competitively in January, nine were rated eligible for GS-5 entry-level positions and four were rated eligible for GS-7 entry-level positions.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-18 May 2, 1977

AGENCY LOOKS AT VARIOUS FUTURE SHOCKS

FAA's long-range planners have looked long and hard into their collective crystal ball and found the picture so hazy that they've come up with five alternative futures that take us right up to the year 2000. Actually, the whole process was considerably more scientific than that and computers rather than crystal balls were the primary research tool. But the results are none the less fascinating for futurologists. For example, there is an "expansive growth" scenario that foresees rapid rises in both population and GNP with a corresponding growth in aviation with less government controls. Other scenarios envision futures marked by limited growth and medium growth, respectively. Then there is a scenario for a time of hardship and another of great individual affluence. FAA's Acting Associate Administrator for Policy Development and Review Duane Freer says, "It's impossible to predict with precision the number of planes, the volume of passengers, the types of aircraft and the frequency of flights we'll have to cope with by the end of the century but we can measure how aviation has reacted historically to variations in GNP, birth rates, disposable income, personal spending and other socioeconomic variables and this was the basis for our 'Futures' study." Copies of "Aviation Futures to the Year 2000" are available from AVP=110 (426-3220).

MAKING FLYING SAFER

An NTSB study of air carrier accidents from 1965 through 1974 involving fire shows "significant improvements in occupant survivability" when compared with the preceding 10-year period. Although fire still occurs in about 20 percent of the accidents in scheduled airline service, the ratio of fatalities from all causes has declined 65 percent and the ratio of fatalities from the effects of smoke and fire has dropped 37 percent. One of the principal reasons for the improved record, the (Continued on page 3)

NEW PILOTS IN COMMAND

The Senate last week confirmed the appointments of the agency's new Administrator, Langhorne McCook Bond, and Deputy Administrator, Quentin S. Taylor. Bond comes to the top post from a position as Secretary of the State of Illinois Department of Transportation. Taylor, on the other hand, is a career FAAer. His last job was as Director of the New England region. Bond, nevertheless, has had previous experience with the Department of Transportation. In fact he was a member of the task force that developed and promoted legislation to establish the department and was subsequently a special assistant to Alan S. Boyd, the first Secretary of Transportation. Both are pilots.

NEW ELECTRONIC EYES

Controllers who have had to depend exclusively on visual contact to locate traffic at a number of airports will be getting an assist from a special radar hook-up in the near future. The agency recently awarded a \$3.2 million contract for television microwave equipment to relay data from major airport radar installations to 44 high-activity satellite airports. This equipment will give controllers at the satellite airports a radar capability for the first time, enhancing their surveillance of aircraft in their control areas, especially at night and under conditions of reduced visibility. They will receive radar data from the approach control facility at the primary airport via the microwave link and this information will be presented on special TV-type BRITE IV displays purchased under a separate contract. All 45 units (one for the FAA Academy in Oklahoma City) are scheduled to be delivered and installed in less than two years by the International Microwave Corp. of Cos Cob, Conn.

PLAN AHEAD

Sure 1980 isn't exactly tomorrow, but when you're looking forward to an aerial traffic jam, it's a good idea to plan ahead. That's just what FAA is doing. The agency already is figuring out ways to handle the traffic expected to congregate around the Saranac Lake, N.Y., Airport during the Winter Games of the 1980 Olympics. Among other things, FAA planners are thinking about additional air traffic services, new navigational aids and possible grants for expanded airport facilities. They estimate at least 500 planes will be tied down at the field during the games, and they expect Allegheny Airlines to provide special scheduled air carrier service. But most of all they just plan to be ready.

SEEING THE SURFACE

The agency is improving ground control radar displays at 13 airports where this equipment is used to control and monitor aircraft movements on runways and taxiways areas. New enhancement units, being purchased under a half a million dollar contract from Cardion Electronics of Woodbury, N.Y., will improve the display presentation by providing a clear outline of runway and taxiway areas and at the same time suppressing radar returns from outside these areas. The result will be improved detection of aircraft and other vehicles on the airport surface, especially during fog, darkness and rain. The enhancement units are to be installed on ground control radars at: Boston, Logan; New York, JFK; Newark; Washington, Dulles and Andrews AFB; Chicago, O'hare; Cleveland; Portland (Oregon); Seattle; San Francisco; Atlanta; Los Angeles; and NAFEC.

REPORTS AVAILABLE

A list of 101 scientific and technical reports available to the public was released recently by the agency. The updated list covers the period from January through March 1977. Included on the list are reports pertaining to aircraft safety, airports, air traffic control, aviation medicine, communications, navigation, weather and miscellaneous subjects. Copies of individual reports are available by writing to DOT, TAD-443.1 in Washington. Copies of the complete list of reports are available to FAA employees from APA-300 FAA, Washington, D.C.

BUYING BONDS TIME

It's U.S. Savings Bonds time again so we thought we'd remind you of three good reasons for buying bonds again:

- There is no better--or safer--way to save. Bonds are a guaranteed investment and, in turn, they guarantee savings. The Payroll Savings Plan is as close to being a painless way to save as any program yet devised. You don't see the money, you don't spend it. It is there, however, if needed. For example...Bonds can be cashed in at full purchase price anytime after two months...they can easily be replaced if lost or destroyed...their interest is compounded semi-annually and guaranteed...they are not subject to local or state income tax, and Federal tax can be deferred until the Bonds are redeemed--often after retirement when most people move to a lower tax bracket.

- The Payroll Savings Plan makes a significant contribution to improving employee relations and, consequently, employee morale. It increases productivity and it has the complete backing of organized labor. After all, financially secure employees do better jobs... and better-performed jobs make better aviation. Bonds also provide a welcome supplement to company retirement programs. And, because employees can use their Bond holdings as a cash reserve to meet financial emergencies, your established office thrift plans are protected against continual withdrawals.

- The Savings Bond program is vital to the sound management of America's financial obligations.

Bonds are a crucial factor in the noninflationary administration of the national debt and they contribute in no small measure to the overall stability of the dollar. The success of the U.S. Industrial Payroll Savings campaign is important to our nation: some 60% of the total Savings Bonds purchased are bought through the Payroll Savings Plan by employees who have decided to "Take Stock in America."

SAFER

(From page 1) report states, has been the replacement of piston-engine aircraft with turbojet airplanes which have an inherently stronger design, better reliability and burn a kerosene-type fuel which is less volatile than aviation gasoline. In addition, the report notes, there have been improvements in occupant restraint systems and considerable advances in suppression and extinguishing systems to prevent engine fires. It also points to positive improvements in the flammability standards for cabin interior materials. Looking to the future, the report says new FAA regulations requiring improved fire/crash/rescue capabilities at airports, as well as the development of emergency plans, are expected to improve even further occupant survivability in accidents involving fire. Entitled "U.S. Air Carrier Accidents Involving Fire 1965 Through 1974 And Factors Affecting Statistics," the report updates a previous NTSB study covering the 1955 through 1964 time frame.

BOND KICK OFF

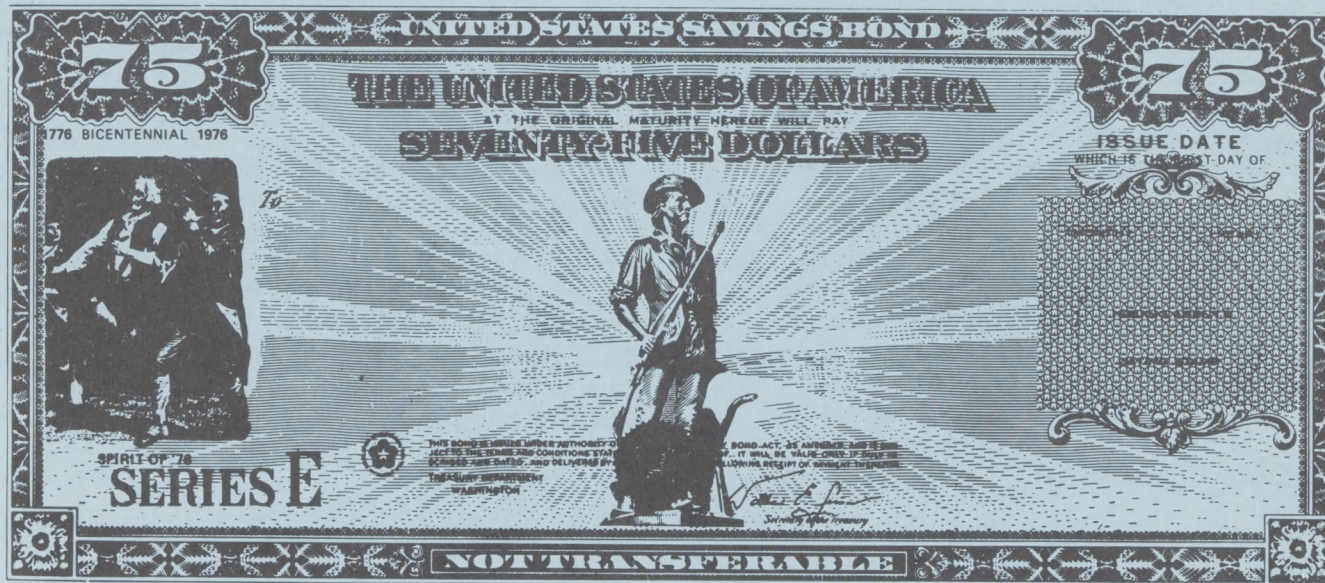
The FAA Headquarters Bond Drive Kickoff was held in the auditorium last Friday with Acting Administrator Quentin Taylor as keynote speaker. This year's Drive is chaired by Ernie Keeling, Director of Accounting and Audit, who promises an exciting time for all. Your Key-person will be contacting you shortly and show you how to "Do something for yourself--for a change." In addition, you are invited to see the hilarious (yes, hilarious) "Nuts and Bolts of Savings Bonds" movie in the auditorium Thursday, May 5, between the hours of 11:30 a.m., and 1:30 p.m. (every 15 minutes). It's a gas!

FAA OFFICIAL HOSPITALIZED

The FAA official who suffered a heart attack while at last week's aircraft crash in McLean was William J. Dailey, Chief of the Air Operations Security Service. Dailey was taken directly to the Fairfax hospital from the crash site on Thursday night.

EEO AWARD

Excellence in promoting equal employment opportunity earned Ernest Keeling, Director of the Office of Accounting and Audit, the agency's Superior Achievement Award recently. The presentation was made by Acting Administrator Quentin Taylor who noted that Keeling's affirmative actions have resulted in a AAA staff comprised of approximately 50% women and 36% minorities with 19% representation of each group in the accountant/auditor series. During his remarks the Acting Administrator also stressed, "The overriding and significant factor to be mentioned here concerns the myth that declining proficiency results when minorities and women are increased in the work force, which has been proven to be just that, a myth."



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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-19 May 9, 1977

FAA/PATCO MEET ON CONTRACT

Approximately 94 articles will be the major initial labor agreement proposals up for discussion when FAA/PATCO annual negotiations get underway on May 16. Bargaining team members for the agency and for the union are:

FAA TEAM

E. V. Curran, ALR-1
J. W. Noonan, ALR-100
Glen Tigner, AAT-2
Lawrence Kotzker, AAT-14
Donald B. Rock, APT-2
Ted Burtness, AEA-10
John Sullivan, Washington ARTCC
Dolph Sand, AGC-14
John Mattson, ASW-501
Donald Latimer, Minneapolis ARTCC
Loren Kirkeeng, Phoenix TRACON
Walter Coker, Jr., Tampa ATCT

PATCO TEAM

John F. Leyden, President
Robert E. Poli, Executive Vice President
Michael J. Rock, Director of Labor Management Relations
William B. Peer, General Counsel
Michael Payne, Santa Monica Tower
Carl Vaughn, Pittsburgh Tower
Freddy Whitt, Memphis Center
Robert McCutchen, Honolulu Tower
Larry Courtroul, Denver Tower
Larry Whisenhunt, Amarillo Tower
Terry L. Anderson, Chicago Center

NEW ADMINISTRATOR AND DEPUTY SWORN IN

Langhorne M. Bond took the oath of office as Administrator last week pledging himself to promote the cause of excellence at all levels in FAA. Quentin Taylor was sworn in as the new Deputy Administrator during the same ceremony with Secretary Adams administering the oaths in both cases. Speaking enthusiastically before a packed auditorium in Washington headquarters, Bond reaffirmed his faith in the concept of a single transportation department noting that the time has long since passed when the various modes could go it alone. But he expressed his belief that FAA will perform with "such competence and such excellence" that the Secretary will delegate to us the authority to be his spokesman on aviation matters. In introducing the two men, Secretary Adams noted that 40-year-old Bond was the youngest man ever to hold the job of FAA Administrator and that Taylor was already well known and respected within the FAA, in Washington and in the field. Adams noted that the Administration had been looking for the best qualified people for the top FAA jobs and this is exactly what they had found in Bond and Taylor. He characterized them as eminently qualified and said they would complement each other extremely well. After taking the oath, Taylor told the audience that one reason he had decided to accept the deputy's job was because he knew he could count on the people of the FAA, and he concluded by promising: "You can count on me."

PAYING FOR QUIETER JETS

Secretary of Transportation Brock Adams last week presented to Congress the Carter Administration's proposals for financing the modification and replacement of commercial jet aircraft that do not meet Federal noise standards. To assist the airline industry in achieving a combination of modification and replacement of noisy jet aircraft, the Secretary proposed:

- A requirement that the Civil Aeronautics Board (CAB) authorize for up to ten years, for those airlines that request it, a two-percent environmental surcharge on air passenger tickets and waybills and a \$2 surcharge on international departures.
- A reduction of the current passenger ticket and waybill taxes by two percentage points for all airlines. This reduction can be offset by the 2% environmental surcharge noted above.
- A requirement that each airline requesting the surcharge, under guidelines set by the CAB, deposit revenues from the surcharge in a separate environmental fund.
- A provision permitting the use of monies in these environmental funds to pay up to all of the cost of retrofitting or reengining or part of the replacement cost of existing aircraft that do not meet Part 36 standards.

Secretary Adams said enactment of legislation following the Administration's guidelines would provide reasonable assurance that present and future noise standards can be met by the airlines on a timely basis through reasonable and economic courses of action, and involve little or no increase in the cost of air transportation to the users. Secretary Adams recommended an unhurried approach toward a noise abatement program for U.S. and foreign aircraft engaged in international aviation, noting: (Continued on page 3)

MORE UNICOM FREQUENCIES

Because of increasing congestion on the standard Unicom or aeronautical advisory frequency ("Flightways, what is your active?" . . . "I'm over the drive-in at five" . . . "Valhalla, do you read two, five, delta?" etc., etc., etc.), the Federal Communications Commission has assigned new frequencies for use on Unicom stations. The traditional 122.8 will be retained and 122.7 and 123.0 MHz will also be reserved for Unicom use at airports with no control tower. Other changes announced by the Commission included canceling 122.850 and 122.950 MHz at private airports and substituting 122.725 and 122.750 MHz, but retaining 123.050 MHz for aeronautical advisories at heliports and adding 123.075 for that purpose. The use of some frequencies--121.95, 123.3 and 123.5 MHz--will be extended to include glider to tow-ship communications. These changes will be implemented gradually over a two-year period.

WHAT GOES THERE?

Is it a bird? Is it a plane? Is it Superman? FAA's Office of the Chief Counsel presumably considered all of these options in evaluating NASA's space shuttle and concluded that it is none of the above. FAA has advised NASA that the shuttle is not an aircraft at all but rather a space vehicle. "This is especially apparent considering that, in general, the operating requirements of Part 91 (of the Federal Aviation Regulations) are inappropriate for application to the shuttle operation. Many would be unnecessary and even incompatible with the shuttle mission," the agency has concluded. On the other hand, this does not mean that space-ships can just come barging unannounced into the airspace controlled by FAA. In fact, a special envelope of safe airspace will be put aside for use by the shuttle as it returns from space.

MORE ABOUT THE FUTURE

The number of jet aircraft in worldwide operations is expected to increase by 55 percent by 1990 with wide-body jets becoming dominant in both passenger and cargo operations, according to two air traffic forecasts published by the agency. "Forecasts of Worldwide Aviation Activity," done by Stanford Research Institute for FAA, show the world air carrier jet fleet increasing from 5,439 in 1975 to 8,458 by 1990. Wide-body jets will show the greatest growth going from 491 to 4,530 while standard-body jets will decrease from 4,988 to 3,340 during the same period. In addition, the report projects a five percent annual growth rate for general aviation jet operations. The second study, "Forecasting Models for Air Freight Demand and Projection of Cargo Activity at J. S. Air Hubs," indicates that U.S. domestic air cargo tonnage will grow 54 percent between 1977 and 1987 with passenger-carrying wide-body jets accounting for the gain through increased utilization of their cargo compartments. The number of all-cargo flights in domestic operations actually will decline during the forecast period by 37 percent although the enplaned tonnage on these flights will be down only four percent because of greater use of large-capacity aircraft. FAA employees may get copies of the two reports by writing to AVP-120, Washington, D.C. 20591.

IT'S WORTH 1,000 WORDS

So where should a picture of the President be hung? We'll let the President answer that question himself: "My policy on the use of the official Presidential photograph is that it be used where the law requires. All other uses will be at your discretion. However, in the interest of conserving money, I ask that you limit its use to those places where absolutely necessary."

PLEASE CALL AHEAD

Persons planning to visit the Dallas-Fort Worth Tower are asked to call the chief to make necessary arrangements. A large number of people from Washington and other regions visit the DFW Tower to see the equipment and observe its operations. On several recent occasions the chief and members of the staff were unable to meet with the visitors since they were busy. Because of this, visitors did not get a chance to get the information they sought. So, in the future, the chief urges that anyone expecting to visit the tower call his office ahead of time.

QUITER JETS (From page 2)

"We should avoid provisions which favor U.S. operators over their foreign competitors and we should also avoid restricting our operators if similar restrictions are not placed on foreign carriers." The Secretary said that the U.S. must make every effort to negotiate an internationally accepted noise abatement program for international traffic, but recommended that U.S. domestic regulations be enforced on all carriers in service to or from the United States beginning in 1985 if international agreement is not reached by 1980.

WOMAN'S COMMITTEE PRAISED

Based on the annual review of the Women's Program Committee, Deputy Administrator Quentin Taylor announced last week that this subcommittee to the Civil Rights Board will continue for at least another year. He said that the volunteer efforts of the members of this committee have had a very positive impact on the achievement of equal employment, career development and promotional opportunity. And he added, "It is readily apparent that this committee has continued to make very constructive and significant contributions to the agency's EEO goals and objectives, especially as they relate to headquarters women and minorities." WPC consists of 24 delegates and several hundred at-large members. Delegates are: Judy Bossen, APT-230; Polly Bryan, APT-305; Lois Delaney, AEQ-4; Lillian Dickerson, ABU-300; Ted Fagan, APT-310; Brenda Hull, APA-300; Sue Huber, APT-220; Nancy Lambert, AGA-1; Patti Lloyd, APT-210; Judy Lott, ARD-103; Tina Mallory, APT-320; Doris Mangiapane, AAF-630; Lillie Morant, AAP-12; Ann Peavey Hoffer, AMS-10; Mike Perie, ARD-102; Janis Pressley, AFS-905; Janie Raymond, AAA-10; Bill Reddick, AEM-100; Pat Romanofsky, APT-220; Sharon Wildes, AAM-12; Nancy Blagg, APT-40; Irene Engelhaupt, ABU-300; Debbie Williams, AAP-12. Ben Alexander, APT-205; Elsie McIntosh, AAA-4.

SAVINGS BOND DRIVE

The FAA headquarters Savings Bond Drive is off and running with Key-persons busily contacting all employees. Sign up and save! "Do something for yourself--for a change."

FAA INTERCOM is published weekly by the Office of Public Affairs.

THEY WANT BLOOD

The American Red Cross Blood-mobile will be in FOB 10-A on May 12 from 10 a.m. to 3 p.m. in rooms 5A, B and C. According to the FAA clinic it is essential that as many people give as possible in order for headquarters to reach its quota and have blood available when needed. Giving takes very little time and it benefits both those who give and all other employees.

LUNCH PRICES UP

The Department of Transportation together with other Federal agencies concerned has been notified by GSA that the high cost of operation is necessitating increased prices and changed operating practices in the non-profit Government Services, Inc. cafeteria in FOB 10-A. Historically, GSI has offered standard menus and standard prices at all cafeterias. The smaller cafeterias, because of their higher overhead costs, have tended to barely break even or lose money on their operation, while the larger ones have generally made money, and enabled the whole operation to remain solvent. In recent years the cost of operation has risen drastically so that fewer cafeterias have been operating at a profit and the entire contract has been costing substantial sums of money. This fact, coupled with declining patronage, has led GSA and GSI to modify the method of operating the cafeterias in certain aspects. In recognition of the inflation, a general increase in prices is being permitted. The standard price policy is being abandoned in an effort to enable each cafeteria to break even or show a small profit. The prices permitted each cafeteria will depend on the size of the losses they have sustained in recent years. New prices will be phased in over the next several weeks.



HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-20 May 16, 1977

APA-4

DESPITE ENGINE FAILURE CONTROLLER MAKES LANDING SAFE

Without the controller's help, the plane would have crashed and three lives may have been lost. The high-priced Cessna with retractable gear was cruising at a nice, safe altitude of 23,000 feet enroute from Missoula, Mont. to Arapahoe County Airport near Denver when the instrument-rated pilot radioed the Denver Center that his engine suddenly had failed completely and he needed to land somewhere fast. He was in a cloud and descending blind. He had no idea where he could land until Royce Morrison of the Denver Center located the descending plane on radar. With the help of Interphone Controller Joseph Kreuzer, Morrison vectored the crippled plane to the Hayden, Colo., Airport as he relayed the latest wind and runway info to the pilot. . . . During the month of April 1977, 324 flight assists were reported--135 by flight service stations, 125 by towers and 64 by centers. There were a total of 548 people reported on board the aircraft involved.

CITED FOR VALOR

For rescuing people from burning planes and other acts of valor, ten persons have been nominated by FAA for the Flight Safety Foundation's Heroism Award. The award is given annually for valorous acts associated with civilian aviation that resulted in saving life or avoiding hazards to people or valuable property. Of those nominated by the agency, four were FAA employees: Patrick L. Booth, flight service station specialist, and Gordon D. Dunn, electronics technician, both of the Miles City, Mont., FSS, who rescued a pilot and passenger from a burning aircraft. After carrying the two victims to safety, they gave mouth-to-mouth resuscitation to the injured pilot, restoring his flagging breathing and pulse to normal. The other FAA employees cited for valor were Philip M. Ruckdeschel, principal maintenance inspector at the Westfield, Mass., GADO, and William R. Wink, electronics technician at the Wilkes Barre, Pa., (Continued on page 2)

AND THE WINNER IS . . .

In May 1927, as everyone knows, Charles Lindbergh became the first person to fly non-stop solo from New York to Paris and his achievement sparked a tremendous surge of aviation activity around the globe. So who won the Robert J. Collier Trophy for the outstanding achievement in aviation that year? Well, if you said Charles Lindbergh, you had both the first name and the initials right. But the actual winner was Charles L. Lawrence who designed the Wright Whirlwind air-cooled radial engine that powered the Spirit of St. Louis as well as the aircraft that carried Chamberlin and Byrd across the Atlantic shortly after the Lindbergh flight. When informed of his selection for the Collier Trophy, Lawrence reportedly remarked: "Who ever heard the name of Paul Revere's horse?"

COPTER PILOT HONORED

Ramon J. A. Gibson, a flight test pilot from the Southwest Region, received the American Helicopter Society's Frederick L. Fineberg Award at the organization's annual meeting in Washington last week. Administrator Bond presented Gibson with the award, which is given annually to recognize outstanding accomplishments in the development of helicopters. Gibson was cited for his work to develop safe, affordable, all-weather, instrument flying systems for helicopters.

HELPING WITH RED TAPE

A new guidebook designed to help prepare Environmental Assessment Reports on airport construction projects has been published by the agency. Entitled "Environmental Assessment of Airport Development Actions," the new publication offers

step-by-step guidance on how to collect and analyze environmental impact data so as to provide clear, responsive documentation that meets the requirements of Federal, state and local laws and regulations. The guide covers all stages of the study and review process including assessment methodologies and report preparation, public hearing presentation, responses to comments raised during the review phase and drafting of the final environmental assessment report. Prepared by Greiner Environmental Sciences, Inc. of Baltimore and Tampa for the agency, the guide applies to the full range of airport sizes and development projects.

USE COMP TIME

If you want to use some of that accumulated compensatory time, the time to do it is now. Pay period, ending June 18, is the cut-off date for using accumulated compensatory time. Any compensatory time still on the books as of June 18 will be converted to overtime pay.

LINDBERGH FLIGHT REMEMBERED

A symposium devoted to the life and accomplishments of Charles A. Lindbergh will mark the Smithsonian's observance of the 50th anniversary of Lindbergh's historic solo flight across the Atlantic. The free, two-hour program will begin at 8 p.m. Friday, May 20, in the National Air and Space Museum Theater. John Grierson, British Lindbergh scholar and a close friend of the American hero, will give a 30-minute keynote address titled, "The Flight."

THUNDER OVER HEADQUARTERS

It sounded like a big, tri-jet, B-727/200, just skimming the roof of the Washington headquarters. Tony Broderick, High Altitude Pollution Program Chief, felt his whole eight-floor office shake but several contractors in his office with him heard nothing. Just when Broderick began to question his faculties, a second jet overflew the building, or maybe it was the first one coming back. This time his visitors also heard the noise, but merely shrugged and said, "So what?" 'So what,' Broderick thought, so it's illegal for planes to fly that low and they're in the prohibited zone as well. It was not until almost an hour later he learned that a fellow worker had been testing a new high-fi system designed to demonstrate what different levels and types of sound are like. So the roar of the 727 didn't come from overhead, it came from the office next door.

SAVE GAS

A noted automotive fuel conservation expert, Bob Allen will address FAA employees in the auditorium at noon on Tuesday, May 17. Allen will explain how the average motorist with no additions to his stock automobile can substantially decrease fuel consumption. Invest one-half hour, attend this interesting and informative presentation and realize savings you hadn't thought possible. Allen is sponsored by Willian Flener, ATF-1.

MANAGEMENT TEAM HONORED

Three men were honored for outstanding contribution to the FAA mission through unusual initiative and exceptional service and leadership in the development of new and improved concepts for the

management of major system acquisitions: Murray E. Smith, Deputy Associate Administrator for Administration; Norman R. Edwards, Chief ATC Systems Division, SRDS and Elden P. Nootenboom, Deputy Director of Management Systems. They were presented the Award for Superior Achievement by Deputy Administrator Quentin Taylor last week at Headquarters. At the same time Taylor awarded a Group Special Achievement Award to Ramon Alvarez, Dale McDaniel, Thad Uehling, Edward Forbes, Harry Bryan, John Seitz, Patrick Lewis, Joseph Stevens, James Farrell, and Patricia Carlton for their assistance in developing a conceptual approach for managing major agency acquisitions. Beside special achievement award certifies each of these team members received cash awards of from \$300 to \$500. The complex, multi-disciplinary program so ably carried out by these men and women is concerned with the acquisition of such systems as the ARTS III or the MLS into the whole of the National Airspace System (NAS). Also presented Group Special Achievement Awards at the same time.

SAVINGS BONDS SELL LIKE HOTCAKES

At the end of the second week of the Savings Bond Drive, AAD and ASF have reached 100% participation. Overall, the FAA headquarters stands at 76% participation, just 9% below the goal of 85%. In addition, the following offices reported that the indicated percentages of their bond buyers had increased their bond allotments: AAA 51%, AED 50%, APD 38%, ASF 33%, and ATF 29%. These indicated percentages are well above the increase goal of 25%.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-21 May 23, 1977

FAA GOES TO PARIS

Memories of Charles A. Lindbergh's heroic air exploit will be re-kindled in the agency's exhibit at the 1977 Paris Air Show June 2-12. Entitled, "1927-1977: Air Navigation since Lindbergh," the exhibit will trace the development of air navigation over the past half-century as well as celebrate the 50th anniversary of Lindbergh's May 20-21 solo, nonstop flight from New York to Paris. Exhibits ranging from the globe on which Lindbergh measured trans-Atlantic mileage to the most sophisticated inertial navigation systems used aboard modern jetliners will illustrate the story of air navigation since the "Lone Eagle" spanned the ocean in a single-engine airplane. FAA participates in the Paris Air Show as part of its mission to promote civil aviation and air commerce. FAA specialists, including a French-speaking technical expert, will be present at the exhibit to greet visitors and answer questions. Also brochures will be available to inform visitors of FAA responsibilities, research programs and technical assistance to other nations. For those of you who can't make it to Paris, the May issue of FAA World offers extensive coverage of the Lindbergh achievement.

'OPS' UP, DELAYS DOWN AS ATC PICKS THE BEST

The Memphis Air Route Traffic Control Center, the Chicago O'Hare Airport Traffic Control Tower and the San Diego Flight Service Station have been named the Air Traffic Control Facilities of the Year. During the year 341 active controllers at the Memphis Center each handled an average of 3,388 IFR operations. This is up from an average of 3,173 operations handled by each controller during 1974. Positive supervision is cited as one of the major reasons for the small number of system errors that occurred at Memphis. During the entire year there were only six errors posted. At Memphis, controller acceptance of automation has been excellent, which may be partially responsible for the fact that the Center is a leader in the use of the conflict alert program, having operated down to surface level since December 1975. At Chicago O'Hare, controllers implemented simultaneous instrument approaches to three runways in 1976. Partly because of the introduction of triple approaches, delays were down eight percent while traffic was up five percent. At the same time there only five system errors. (See p. 3)

'LOW ALT' WARNING INSTALLED

The new Minimum Safe Altitude Warning (MSAW) program continues to progress on schedule. The ARTS III add-on feature now is operational at 15 air traffic control towers. The system, which gives controllers a "Low Alt" warning on their radar scopes when a plane is flying hazardously close to terrain or obstructions, first went on-line at Los Angeles International and Washington's Dulles International Airports in November of 1976. Besides Los Angeles and Dulles, the feature presently is in operation at Baltimore, Washington National, Denver, Des Moines, Detroit, Houston, Kansas City, Omaha, Seattle, Salt Lake City, St. Louis, Minneapolis and Indianapolis. The system is expected to be installed and operating at all 63 ARTS III sites by the end of June.

MORE EYES FOR CONCORDE

The percentage of local residents who support Concorde SST operations at Dulles International Airport has increased somewhat since flights began there last May, according to a public opinion survey released last week by the agency. The survey, made during December, indicated that 50.3 percent of the sample approved of the flights and 26.2 percent expressed disapproval. In a previous baseline study made before the first Concorde flight, 45.7 percent approved and 36.9 percent disapproved of the decision to permit limited SST operations into Dulles. The latest survey found that, among those residents of the Dulles area who had heard the Concorde, 4.8 percent stated that hearing the plane had changed their minds toward approval and 5.8 percent had changed their view toward disapproval.

CANADIAN PLANE OKed

The Canadian de Havilland Dash-7, the latest short-takeoff-and-landing airliner, has been OKed by the agency. The airworthiness certification by the FAA was granted after the four-engine, 50 passenger aircraft earned its Canadian type approval. A bilateral agreement between the two countries facilitated this procedure. The plane, which has already been shown in New Orleans and in the Los Angeles area, will make its first overseas appearance at the Paris Air Show, June 2-12. According to a spokesman for the manufacturer, the plane is "very quiet" and has been tested in noise sensitive neighborhoods. He said that the STOL, designed to operate on runways as short as 2,000 feet, meets all FAA noise standards as contained in the amended Part 36 of the FARs. The manufacturer hopes to sell close to 100 Dash-7s in the U.S. So far they have received one definite order--from Rocky Mountain Airways in Denver--and options for 19 other planes. The Rocky Mountain plane is expected to become operational in September.

OUTSIDE LOADS APPROVED

The agency has amended the operating regulations for restricted category helicopters, requiring them to meet tougher safety standards and, at the same time, permitting them to carry external loads on a commercial basis. The amended rule, effective Aug. 16, 1977, will have the effect of standardizing helicopter external-load operations whether conducted by restricted category or standard category for commercial or non-commercial purposes.

HIRING FREEZE IS ON

An agency-wide four-to-six-weeks hiring and promotion freeze has been imposed for the purpose of assessing agency resources. Besides regional headquarters throughout the agency, the freeze affects NAFEC, the Aeronautical Center, Field medical and airport positions, Washington headquarters and Metropolitan Washington Airports Office of the Director. At Headquarters and MWA, the freeze prohibits all new hires from outside FAA, all lateral reassignments and grade-to-grade promotions. In the field, the freeze prohibits only the hiring of people from outside FAA. This applies to both permanent and temporary positions, except when bonafide commitments were made before COB May 12, 1977, or when the restoration of a job is required by statute or FAA directives. Also excepted from the freeze is hiring necessary to meet air-traffic training schedules. At Headquarters and MWA, the freeze applies to all permanent and temporary positions (including advance-staffing programs but not the summer program) except for the ATC Systems Command Center and positions actually at Washington National or Dulles International Airports. Actions still permitted for all employees include: within grade increases, commitments made or promotions finalized before COB May 12 and implementation of CSC and Departmental decisions.



**Take
stock
in America.**

Buy U.S. Savings Bonds

ORDER CANCELLED

Order 6050.11, The use of Hertz (Hz) as a unit of frequency in place of "cycle per second," is cancelled without replacement. The cancellation of this order will be reflected in the next FAA checklist.

TAKING OFF FOR CUBA

For the first time since 1960, next month a scheduled airliner will leave a U.S. airport for Cuba. Mexicana Airlines has scheduled a June 15 flight from Miami International Airport to Havana via Merida, Mexico. After the initial flight, the airline is planning two flights a week.

THE BEST (From page 1)

Other firsts include the design, construction and inauguration of the agency's first Terminal Dynamic Simulation Laboratory, a training device that has cut on-the-job training in the radar room as much as 30 percent. At the San Diego FSS, activity has almost doubled in the past several years, yet additional demands for services and training have been met with no increase in specialist staffing. During 1976 individual specialist productivity reached 22,761 while flight services for the entire facility soared to 432,474. To insure the demand will continue to be met in the future, an entirely revamped training program was put into operation during the year. By working with the new, expanded program, specialists can progress toward their own personal goals. At the facility there were ten performance awards presented during the year and five specialists completed the facility Assistant Chief upgrade training.

SAVINGS BONDS REPORT

FAA headquarters, with 359 new Savings Bond buyers, reached 80% participation at the end of the third week of the bond drive. This is just short of the goal of 85%. AAD, AED, and ASF have strong leads with 100% participation, and AAA, ACS, ALR, AMS, ASE, ATF, and AVP have reached participation levels of 90% or more. Of those FAA headquarters' bond buyers at the start of the drive, 326 or 16% increased their bond allotments. AAA, ACR, AED, and ATF have signed up 40% or more of their bond buyers for increased allotments, well above the goal of 25%. Thus, 685 employees have signed up for new or increased bond allotments so far in the drive. One more week to go, team, let's make it count!

SPORTS ENTHUSIASTS

All are welcome to attend and cheer on the FA Club's Women Softball Team on Monday nights at 23rd and Constitution Avenue. The women began their season with a 20-7 victory over the State Department Swingers. This was followed by a 12-5 victory over Morgan, Lewis and Bockius. Remaining games for the undefeated FA Club include:

May 23, FAA vs. O.M.B., 7:15 PM, Field #15; June 6, FAA vs. Southern Towers, 6 PM, Field #12; June 13, FAA vs. N.S.F. Sluggers, 6 PM, Field #12; June 20, FAA vs. State Department, 6 PM, Field #12; June 27, FAA vs. Morgan Lewis & Bockius, 6 PM, Field #12; July 11, FAA vs. O.M.B., 7:15 PM, Field #17, July 18, FAA vs. Southern Towers, 7:15 PM, Field #17; July 25, FAA vs. N.S.F. Sluggers, 7:15 PM, Field #15.

CREDIT UNION HOURS

Employees are reminded that the FOB 10A Credit Union Office opens at 9:30 AM until 3:30 PM to transact business. During pay week, extra tellers are on duty from 10:30 AM to 1 PM and 2:30 PM to 3:30 PM for speedier processing.

SAFETY PROGRAM STARTS

The summer term for the Master of Science in Safety degree program offered by the University of Southern California starts May 31 and runs through July 14 with two unique course offerings: Environmental Safety each Monday and Wednesday evening and Legal Aspects of Safety each Tuesday and Thursday evening. Classes are held in the Forrestal Building, 1000 Independence Avenue, S.W., from 5:30 to 8:30 PM. The University of Southern California has been offering the MSS degree in the Washington area since January 1976. FAA personnel who require job-related professional education have received tuition assistance from FAA to take MSS courses. The program is designed to accommodate qualified persons from all types of backgrounds--from the younger safety career aspirant to the seasoned safety practitioner already working in the safety field. According to a USC brochure, a unique aspect of the safety courses in Washington is the high caliber of the students, many of whom are experienced safety professionals currently employed in responsible safety positions. Master of Science in Safety courses are taught in 8-week terms throughout the year. These courses are non-sequential, and students may enter the program at the beginning of any term. Contact the USC Safety Center to get answers to your specific questions. TEL.: (703) 521-5025 or (703) 256-6853.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

JAK

77-22 May 31, 1977

FINDING MISSING AIRCRAFT

Spin-off from the computerized air traffic control radar system is being used by controllers to help locate downed aircraft in remote areas and speed the rescue of possible survivors. The new technique uses recorded radar data which can be retrieved and studied by controllers to pinpoint where the missing aircraft disappeared from the radar scope. Since its introduction in 1975, the number of aircraft located through use of this technique has increased steadily from two the first year to 14 in 1976 and to 15 through the first four months of 1977. To date, the technique is credited with saving at least one life. That involved the 17-year-old pilot of a light plane that crashed in a remote mountain pass near Lake Tahoe, Calif., in March. Rescuers were 35 miles off in estimating the crash site but the FAA data enabled them to zero in on the approximate location and get the surviving pilot out before a heavy snowstorm moved into the area. In today's system, using the print-out to trace the flight path and pinpoint a missing aircraft requires a great deal of skill and specialized training, but the agency is developing a new computer program that will simplify the task.

NEW RULE UPDATES AIRLINE WEATHER SYSTEMS

The agency has taken regulatory action to assure that airline flight crews receive full and up-to-date information on hazardous weather conditions that could affect the safety of their operations. The new rule is intended to reduce the potential for accidents and in-flight injuries resulting from unexpected encounters with thunderstorms, clear air turbulence, low altitude wind shear and other adverse weather phenomena. The new weather rule requires all U.S. domestic and flag air carriers to establish an FAA-approved system for collecting and transmitting weather reports and forecasts, including those related to severe weather phenomena, for each flight route and airport used by that carrier. Prior to flight, pilots must be provided with all available weather information, and then, during flight, given additional information that might affect the safety of their operation. Current regulations require the airlines to supply their flight crews with pertinent weather information, but there is no specific requirement for gathering and disseminating hazardous weather data and no provision for FAA approval of these weather information systems. To assist airlines to meet the new rule, the agency is preparing an advisory circular. Airlines have seven months to implement their system.

TESTING THUNDERSTORM ALERTS

Pilots flying during bad weather in the vicinity of any one of five major east coast airports this summer may find themselves involved in a test of thunderstorm warning procedures conducted by the agency and the National Oceanic and Atmospheric Administration (NOAA). Scheduled to begin June 15, the three month test is similar to one conducted last summer by FAA and NOAA, but it incorporates changes designed to improve the flow of vital weather information to pilots to help them avoid hazardous weather. Airports involved are Washington National, Philadelphia International and the three New York area airports--JFK, LaGuardia and Newark. One of the principal changes from the previous test is an increase in the thunderstorm advisory area. Participating pilots within a 50-mile radius of the airport now will receive the service as compared with the 30-mile radius used last summer.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
 DAKAR 2 years - PC-9/77 Technical Officer, COM, P-4, Gross: \$29,940 per annum and NET (free of tax): \$20,209 without dependents; \$21,756 with dependents per annum. Language Requirement: Command of English and French essential, a working knowledge of Spanish is desirable. Applications due in AIA-19 by July 4, 1977. BANGKOK 2 years - PC-10/77 Technical Officer, P-2, \$19,040 per annum and NET (free of tax): \$14,149 without dependents per annum; \$15,096 with dependents per annum. Applications due in AIA-19 by July 20, 1977. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

FATALITIES DOWN

The transportation death toll in the United States levelled off in 1976 after three years of decline, according to preliminary statistics released last week by the National Transportation Safety Board. There were 49,575 fatalities in all transport modes last year, as compared with 49,502 in 1975. Total aviation fatalities in 1976 were 1,318, down from 1,448 in 1975. General aviation fatalities were down from 1,324 in 1975 to 1,273 in 1976, and air carrier fatalities dropped from 124 to 45. Highway fatalities, on the other hand, turned slightly upward, increasing from 44,690 to 44,807 or less than one percent. There had been a nearly 20 percent decrease in 1974 and a two percent decrease in 1975. Highway fatalities historically account for more than 90 percent of all U.S. transportation fatalities. In other modes--railroads and marine--fatalities were slightly down. Railroads were down from 564 to 503 and marine down from 1,860 to 1,741 in 1976. Pipeline fatalities were up from 30 to 82 in 1976.

THIS IS CONFIDENTIAL

It's time again to get ready to submit the annual supplemental statement which is required from all employees who submit a Confidential Statement of Employment and Financial Interests (Form DOT F 3700.1). This year, revised regulations require that an employee provide a record of any changes that occurred in his or her interests during the time covered by the supplemental statement. Paragraphs 4 and 8 of FAA Order 3750.3A contain background information on these statements, as well as on the yearly requirement of supervisors to call to the attention of their subordinates the standards of conduct employees are expected to observe.

DOT/FAA ACTS TO AID HANDICAPPED

When a West Virginia woman was stranded at an airport by a sudden winter blizzard, she found she had more problems than her fellow passengers because of a hearing impairment. She needed to make an important telephone call but couldn't because there were no amplified telephones in the terminal building. So, after her trip she wrote to DOT Secretary Adams and asked that two or more telephones equipped with amplifiers be installed in all airport terminals in the U.S. to accommodate air travellers with hearing impairments. The Secretary asked FAA to follow up on the suggestion, and the agency moved quickly to install clearly-marked amplified telephones at the two airports it operates--Washington National and Dulles International Airports. More than 10 of the special telephones have been installed at each terminal and additional units are planned. FAA also asked the operators of the 500-plus airports in the U.S. served by scheduled airlines to contact local telephone companies about immediate installation of amplified telephones. To insure a happy ending to the story for the lady from West Virginia, a representative from the Office of Airport Programs contacted her by phone and told her what the agency was doing about the problem. According to reports, she was amazed and very appreciative to find a government agency moving so quickly on her suggestion In a related action, FAA has asked operators of airline airports to provide telephone installations which are readily accessible and can be easily used by persons in wheel chairs.

LANDING GEAR INSPECTION ORDERED

Responding with alacrity the New England Region issued an Airworthiness Directive on May 19 requiring the immediate inspection of suspect landing gear fittings on the Sikorski S-61 helicopter following an accident atop the Pan American Building in New York City that took five lives. The action, which requires a one-time inspection using a fluorescent penetrant and a daily inspection with a 10-power magnifying glass, was taken within 48 hours of the accident and 24 hours after the National Transportation Safety Board sent the FAA a recommendation calling for such inspection.

ORDER CANCELLED

The following AAF orders are cancelled and will be reflected in the next edition of the FAA Directives Checklist: SM P 6320.2, Maintenance of Precision Approach Radar (PAR) Facilities; SM P 6720.1, Maintenance of Consolan Facilities Handbook.

HERTZ STILL O.K.

The item in our May 23, 1977, INTERCOM, regarding cancellation of Order 6050.11, should have included an explanation that the use of the term 'Hertz (HZ)' as a unit of frequency - in place of 'cycle per second' - has become so commonplace and universally accepted that the order dictating its use is no longer necessary.

FA CLUB GOLF

The May outing at Twin Shields provided a beautiful day of golf but a relative small field of participants. The next scheduled tourney will be June 8 at Cedar-Crest Country Club in the Rolling Hills of Virginia west of Fairfax. The FA Club emphasizes that "golfing widows" are welcome for a day of swimming or golfing. Cedar Crest has 27 holes of golf and a beautiful pool.

HEADQUARTERS PERSONNEL NOTES

PLEASE RESPOND

Have you responded to the recent questionnaire sent out by the Personnel Management Operations Division requesting self-identification of medical disability? If not, please take a moment to do so. Complete Standard Form 256 and return it to the Employment Branch, APT-150. The Rehabilitation Act of 1973 requires each agency to conduct a survey of all employees to have them identify their handicap status, if any. It's a requirement--the Personnel Management Operations Division must receive a response from each employee. If they do not receive a response from you, they are required to contact you personally to obtain one. However, if you do not wish to have your disability status recorded, you are not required to do so. The survey form (Standard Form 256) is designed to accommodate those who wish to have their disability status recorded as well as those who do not. You can control the disability information about yourself that will be entered into the agency personnel system by simply checking the appropriate code on the SF-256. If you do not wish to have any information recorded regarding your disability status, use code 01. On the other hand, if you have no disability to report, use code 04, which has been provided for this purpose. Since we must have a response from each employee, your cooperation will be appreciated. In the event you need a form, they are available in Room 512, or you may call x63383 and we will send you a form.

COMPUTING RETIREMENT ANNUITIES

For retirement planning, it is important to know how to estimate your retirement annuity. The Civil Service Commission will calculate your annual Federal retirement annuity income by determining your basic annuity and then making certain adjustments. The basic annuity is determined by your length of employment and "high-three" average pay. Your "high-three" average pay is the highest average basic pay (excluding overtime, bonuses, awards, and holiday pay) you earned during any three consecutive years of employment. To estimate your basic annuity, add:

- 1 1/2% of your anticipated "high-three" average pay times five years of service.
- + 1 3/4% of the "high-three" pay times years of service over five and up to ten years.
- + 2% of "high-three" pay times years of service over ten.

Basic Annuity

In general, the basic annuity cannot exceed 80 percent of your "high-three" average pay or be less than the smallest Social Security primary insurance amount. The basic annuity will be reduced if you are involuntarily separated and apply for a discontinued service annuity before reaching the minimum retirement age. Except for disability, involuntarily discontinued service, and certain exempted occupations, the minimum retirement age is 62 years with five years of service, age 60 with 20 years, and age 55 with 30 years. For more information, call the Labor Relations Branch, APT-140, x68916.

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intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-23 June 6, 1977

TESTING BY FIRE

Full-scale fire tests--the first of their kind on a wide-body jet fuselage--are being conducted at NAFEC as part of the agency's continuing program to enhance passenger survival in aircraft accidents involving fire. The tests measure the effects in the passenger cabin of heat, smoke and gases generated by external fuel fires. Interior emergency lighting systems also are being evaluated. The aircraft being used in the tests is a salvaged C-133 military transport whose interior has been modified to resemble that of wide-body jets such as the Boeing 747, DC-10 or L-1011. For the tests large jet fuel fires are set in a four-by-four foot pan next to the front door of the aircraft, and large electric fans are used to force the fire and smoke into the cabin area. The tests will be conducted over a period of 18 months.

INCOME TAX CHANGES

The Tax Reduction and Simplification Act of 1977 changed the standard deduction to a flat rate of \$2,200 for single individuals and \$3,200 for married couples filing jointly. As a result of this, federal tax withheld from individual checks may be \$1 to \$9 less. These changes are effective with wages paid after May 31 and will be reflected in checks received for the payday of June 15.

SOUTHERN REGION SELECTS FIRST WOMAN TOWER CHIEF

The only woman tower chief in the FAA says that "air traffic control is a great career for women." Mary Ellen Kraus, who took over as chief of the Winston-Salem, N.C., Tower, May 22, also insists that she hasn't been the victim of discrimination because of her sex. She said, "It took some time to gain the respect of my fellow controllers, but once I proved myself as a good controller, I had their support and I was part of the team." Ms. Kraus said she began working as a Navy controller at the Jacksonville Naval Air Station. She joined the agency in 1971 and began her career as a VFR controller in the Gainesville, Fla., Tower. From there she transferred to Orlando's Herndon Airport and subsequently to Jacksonville International Airport, where she was a radar controller. In a telephone interview she told INTERCOM that when she heard she had been selected as a tower chief, "It was a dream come true." She added that she still had other dreams and hoped to continue with her professional growth in the agency. Ms. Kraus is the first woman to be appointed tower chief in the Southern Region. She is currently the only female tower chief in the FAA, but there have been others in the past. There are 1,186 women air traffic controllers.

ADMINISTRATOR TRIES CONCORDE

Administrator Bond will fly round trip to Europe leaving this week on the supersonic Concorde to obtain a first-hand look at this airplane in its operating environment. FAA presently is involved in an extensive safety and airworthiness analysis of the Concorde as part of its type certification process. FAA certification of the aircraft is required before any U.S. airline can operate the aircraft. Braniff International Airways has made application to fly the Concorde. Bond will leave Washington's Dulles International Airport for Paris aboard an Air France Concorde on June 9 and return from London on a British Airways Concorde on June 16. A pilot himself, Bond will occupy the cockpit jump seat during part of each flight. In Europe, Bond will attend the Paris Air Show which this year celebrates the 50th anniversary of Charles Lindbergh's historic trans-Atlantic flight.

NOT FOR HUMAN FLIES

When a mountain climber startled New York City and much of the world last week by scaling the World Trade Center building, FAA was an unknowing and unwilling accomplice. Before setting off on his 110 story climb, toy designer George Willig had a friend call the Teterboro Flight Service Station for winds aloft. It was on the basis of the FSS reports that "the human fly" (not certificated by the FAA) went ahead with his escapade. The stunt was a success, but nonetheless, Stan Perro, the Deputy Chief of the Teterboro FSS, wants to emphasize that aviation weather is "strictly for aviators" and not for human flies or any other non-aviation purpose.

CONFERENCE CANCELLED

The agency has cancelled its 1977 Aviation Review Conference and will study a revised format for presenting aviation-related policies and programs which reflect the National Transportation Policy Statement now under development. Conducted annually, the conference originally was scheduled for May 16-18 and subsequently deferred for an indefinite period. FAA also will not issue a 10-year plan this year. This document normally is issued in conjunction with the Aviation Review Conference and forms a basis for discussion at the meeting. Administrator Bond said cancellation of the conference will not affect other elements of FAA's Consultative Planning Program. The agency will continue regular meetings with specialized groups on specific aviation matters.

IN THE JUNE WORLD

Is there an "assessment center" in your future? There may be if you bid on certain jobs because the agency is using it more and more as an evaluation tool to help it select the right people for the right jobs. So, you better read "The Assessment Centers--Not A Place But A Way To Go" in the June issue of FAA WORLD or you may stay a GS-1 forever.... You also can read about "FAA's Third Airport" at Atlantic City and react to the new Administrator's call for "A Renewed Commitment to Excellence" in the same issue. "Heads Up" returns to FAA WORLD after an absence of more than a year. And, of course, you will find your ol' friends "Faces and Places," "Federal Notebook," "Direct Line" and an eye-teasing "Word Search."

PROFILE DESCENT CHARTS SIMPLIFIED

Beginning June 16, pilots flying profile descents into Atlanta's Hartsfield and Denver's Stapleton airports will have larger, simpler and thus easier-to-read charts to help them do the job. Depicting only headings, routes, airspeeds and altitudes, the new U.S. Government charts will replace smaller versions which contain some information pilots don't need for profile descent. In addition, pilots will have all profile descent routes and related information on one chart rather than on four separate plates as they now have. The agency is planning the new charts as models for use at other airports where profile descent will be introduced. Profile descent has been in use at Atlanta and Denver since Feb. 21, and is scheduled for 14 other airports by the end of the year. It enables pilots of high-performance jets to make uninterrupted descents at idle or near-idle thrust from cruise level all the way down to the approach gate. And, true to its advance billing, it has saved fuel and reduced noise in the vicinity of airports. At an ATA meeting last month, to cite just one example, a Braniff representative conservatively estimated that his company was saving about 100 gallons of fuel per flight using profile descent at Denver. Taking into consideration all profile descents at Denver, that could add up to more than \$3 million savings in fuel a year.

ORDER CANCELLED

The Office of Airports Programs is cancelling the obsolete agency Order 5320.2, Maximum Runway Length and Pavement Strength for Federal-Aid Airport Program Participation, dated 7/18/66. The cancellation will appear in the next directives checklist.

TIME TO THINK ABOUT LEAVE

The time for summer vacations is upon us, and that means it is time to see about scheduling that annual leave. Leave is a valuable benefit of our jobs, but it can be lost as the Office of Personnel and Training reminds us: accumulated annual leave in excess of the maximum permissible carry-over amount (generally 240 hours) is automatically forfeited at the end of the leave year if an employee does not use the leave. Civil Service Commission regulations state that annual leave forfeited because of exigencies of the public business or sickness may be restored if the leave is approved in writing before November 19 (the beginning of the third biweekly pay period prior to the end of the year). Except in a bona fide emergency, the decision that the exigency is of such importance as to preclude the use of leave must be made before annual leave is cancelled (See Paragraph 15d, FAA Handbook 3600.4). Employees should request annual leave before November 19 and management should encourage such employee requests. If an employee does not request annual leave, management should schedule and approve annual leave for the employee. If an employee chooses not to request or to use annual leave, that leave will be forfeited.

NO 1,000-FOOT MARKERS

The agency has withdrawn an Advance Notice of Proposed Rulemaking issued in May 1975 to explore the feasibility of requiring "distance-to-go" markers every 1,000 feet on jet runways as an aid to pilots during takeoff and landing. The agency noted that monitoring the markers would divert the flight crew from cockpit duties and could lead to an error during a critical phase of takeoff.

HAPPY ENDING FOR BOND DRIVE

The FAA headquarters met its 85% participation goal in the 1977 savings bond drive. Of those employees who were buying bonds at the beginning of the drive, 20% increased their bond allotments (in relation to a goal of 25%). All in all, 916 employees either signed up for new or increased bond allotments. Eleven offices--AAA, AAD, AAP, AED, AEQ, AIA, ASE, ASF, ASP, ATF, and AVP--met or exceeded both goals. Ten offices--AOA, AAF, AAM, ABU, ACS, AEM, AFS, ALG, ALR, and AMS--met or exceeded the 85% participation goal. Five offices--ACR, AGA, AGC, APD, and APT--met or exceeded the 25% increased bond allotment goal. E. M. Keeling, Bond Drive Chairperson this year, thanks all of those hard working FAAers who helped make this a successful drive and all of those astute investors who "took stock in America."

COMMUNICATIONS WORKSHOP

The Office of Civil Rights and the Office of Personnel and Training are sponsoring the Second Workshop on Intergroup Communications to be conducted at Harpers Ferry, W. Va., June 15-17. The workshops are designed to study concerns shared by both FAA management and employees and to examine ways of increasing the effectiveness of the organization by sharing cultural similarities and differences. The training will also focus on having managers and employees recognize their ability to design and implement self-change and changes within their individual spheres of influence.

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INVEST IN YOUR OWN CAREER

The annual national training programs sponsored by the Federally Employed Women, Inc. will be held this year in Washington, D.C. July 14-16 at the Sheraton Park Hotel. Persons who attend all three days will participate in seven training sessions, which they will have selected from a bill of 168 workshops. These workshops are designed for groups ranging from beginners to executives. One workshop is specifically geared to men who supervise women. Registration rates are lower and first choices of workshops are guaranteed for persons who register before June 13. Costs range from a maximum of \$85 for non-FEW members for all three days (this includes a luncheon and banquet) to \$20 for the first day (without meals). Interested employees are encouraged to invest in their careers. For registration forms, contact Louisa Stimpert, ACR-3, Federal Women's Program Coordinator, 63785.

REVEALING DISCRIMINATION

It may never happen to you during your FAA career, but there's no guarantee it won't. However, if you would like to become more informed on "Discrimination," a public meeting on the subject--the who, what, why and how--may be just what you need. Open to all employees, the meeting in the 3rd floor auditorium at 12 noon, June 8 will focus on the types of discrimination identified by the law and government regulations and on the procedures available to an employee for action on a discrimination complaint. The meeting is sponsored by the Headquarters Women's Program Committee.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-24 June 13, 1977

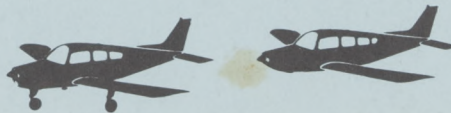
'PROMPT AND COURTEOUS SERVICE' BRINGS KUDOS

High on the list of good things to hear was the following editorial broadcast by KOOL radio and TV in Phoenix, Ariz., last month:

"Dealing with Federal Bureaus can be very frustrating. Often it is nearly impossible to get any kind of answer to your question. We have had our share of such experiences. There is one shining exception to what has become this general rule . . . that is the Federal Aviation Administration. Because we operate an airplane and a helicopter, we are in constant contact with various branches of the FAA. From the people in Los Angeles, who OK'd construction of a downtown heliport, to the controllers in the airport towers, we have always had prompt and courteous service. It is refreshing indeed to find so many people in one Federal agency who not only know their jobs but seem to like what they do and do it with efficiency and a smile. Other government agencies should study the FAA and the people who are employed by this government bureau. They could learn a valuable lesson."

HATCH ACT REVISIONS PENDING

A bill which nullifies many restrictions of the Hatch Act and allows Federal employees to participate publicly in partisan politics passed the House of Representatives last week by a 244 to 164 vote and is now awaiting Senate action. The Hatch Act is the legislation, passed in 1939, which restricts participation in partisan politics by Federal employees. The new bill would allow most Federal employees to take a leave of absence while running for political office, and it would guarantee that they could return to their jobs, or to similar jobs, if they were not elected to office. It would also allow most Federal employees to solicit funds and to campaign for a political candidate as long as this was not done in Federal buildings or on the job. Employees to whom the new legislation does not apply are those involved in national security jobs and some workers who have audit, inspection, prosecution or law enforcement responsibilities.



NEW TOWER OPENED AT MEMPHIS

Things are going just great in the new air traffic control tower at Memphis International Airport, according to tower chief James L. Wright. The operation was recently moved from the old tower to the new one over a weekend while traffic was light. On Monday morning, both secondary and primary radar were on line to control the influx of heavy traffic. In a local newspaper story Wright is quoted as explaining in layman's language that "Primary (radar) searches out solid objects such as airplanes while secondary talks with a system on board a plane." The tower is a FAA standard 190 foot-high, I.M. Pei design structure. It is similar to towers, for instance, at Oklahoma City and Chicago. The new tower and adjoining facilities are staffed by 74 controllers, 10 operating supervisors and 11 persons in management support positions. Last year there were about 319,000 operations at the airport; 112,000 of these were air carrier.

MORE VORs ORDERED

The agency last week awarded a \$745,045 contract to Wilcox Electric, Inc. of Kansas City for additional air navigation equipment for the nation's airways. Under the contract FAA will receive seven dual and 19 single very high frequency omnidirectional radio range (VOR) systems that provide pilots of properly equipped aircraft with their location in reference to VOR stations. Most of the new systems will be used to replace or improve existing VORs while three will be used to establish new VOR sites at

Cordova, AK. (in the Anchorage area); Windsor Locks, CT.; and Placerville, CA. The dual systems, which provide a back-up capability, will be used at high density, heavy air traffic sites. Deliveries of the solid state equipment will begin within five months and will be completed in 13 months.



ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL - PC-11/77 Programme and Budget Officer, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 without dependents; \$21,756 with dependents per annum. Applications due in AIA-19 by July 1, 1977. PC-12/77 Personnel Officer, P-3, Gross: \$23,910 per annum and Net (free of tax): \$16,978 per annum without dependents; \$18,193 with dependents per annum. Applications due in AIA-19 by August 3, 1977. PC-13/77 Legal Officer, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 without dependents; \$21,756 with dependents per annum. Applications due in AIA-19 by August 3, 1977. Additional information about salary, duties, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

20 YEARS OF SERVICE RECOGNIZED

An FAA air traffic controller, Wilfred E. Johnson, Jr., of the Chicago/O'Hare Tower, was recently awarded a certificate of merit from the city's mayor for 20 years of service. Johnson, who is nicknamed "Radar Willie", is the first person to put in 20 years in the "world's busiest airport." Coincidentally, he started his career at O'Hare on the same day as the first jet landed at the field. In a newspaper interview Johnson said, "There were only two approaches when I came on board, one from the northwest and the other from the southeast. Now we have 13 different approach and departure configurations and, when the weather permits, we have triple approaches." Johnson, who is currently on detail to the training office, estimates that he has controlled more than one million airplanes during his career. The story of "Radar Willie" is scheduled to appear in a forthcoming FAA World.

NEW ATC TRAINING

Construction of a new building designed specifically for air traffic control training is scheduled to get underway this winter in Oklahoma City. Final plans for the three-story building--one floor below ground level--will be delivered to Washington next month. The building will be used for intensive basic training of developmental controllers. Laboratories will be equipped with air traffic control simulation equipment. In order to simulate real working conditions, actual radar scopes and consoles from ARTS III and en route NAS radar equipment will

be installed. Flight strip printers, map boards and even the lighting will complete the life-like facsimilies. The new training program is designed to screen new hires as well as teach the basics of air traffic control. This is expected to substantially reduce the number of dropouts in the field by the early identification of those unlikely to succeed.

ONLY AN OLD COMPASS

The pilot had an old fashioned compass and nothing else. All of his sophisticated radio navigation equipment was out. He was lost in the clouds. His radio signals were too weak to be understood by controllers at the Jacksonville en route Center and too weak to provide a "direction finding" bearing from flight service stations in the area. Military planes were summoned to the search, but the stray single engine aircraft was not located until an unidentified target appeared on the center's radar. Then, a Navy plane was sent to investigate, and the search was concluded as the thankful pilot was led to a landing at Jekyll Island, Ga., Airport. During the month of May, 233 flight assists were reported--117 by flight service stations, 78 by towers and 38 by centers. There were a total of 465 people reported on board the aircraft involved.

WOMEN MEET BOND

Administrator Bond recently met at length with the 25 delegate members of the FAA Headquarters Women's Program Committee, chaired by Nancy Lambert of the Office of General Aviation. The Committee presented for his consideration a list of issues and recommendations ranging from recruitment practices, through training and career development opportunities, to the worsening attrition rate at FAA. At the meeting Committee membership selection procedures and the criteria for high-level FAA personal awards were also discussed. Delegates stressed their willingness to assist in improving the equal employment, development, and promotional opportunities of all FAA employees.

CELESTIAL RINGS

The newly discovered Rings of Uranus will be the subject of a lecture in the Baird Auditorium of the National History Museum on June 27. The speaker, Dennis L. Mammana of the National Air and Space Museum, will also discuss the Voyager spacecraft mission, scheduled for late 1977. Time is 8 p.m., price \$3.

LANGUAGE SKILLS CATALOGED

A file of persons with language capabilities other than English has been compiled for use by the Civil Aviation Security Service. As the file was compiled, employees with good to excellent fluency in various languages were uncovered. The languages include: German, Spanish, Italian, French, Greek, Russian, Czechoslovakian as well as Vietnamese, Japanese and Chinese.

AWARDS AND REWARDS

The Office of Aviation Medicine presented Special Achievement Awards to Albert Poliak, Joseph A. Sirkis, and Helen J. Wisner. The Airway Facilities Service presented Quality Within-Grade Increases to Blanche Mader, James J. Jamitis, Roger Bair, John Putnam, and Harold Rugg. Special Achievement awards were presented to Janice Barther and Joyce Tabbs (Stay-in-School). The Air Traffic Service presented Quality Increase Awards to Gerald C. Walton, Leonard Skitzki, John MacNamara, Frederick Merrick; and Special Achievement Award to Leonard Sinks. The Flight Standards Service presented Quality Increases to Marie A. Jordan, Hugo R. Hofmann, George W. Bodkin, Earl D. Borden, Harvey VanWyen, Robert S. Barringan, and John S. Kern, and Special Achievement awards to Alice M. Payne, Glenna S. Guido, Gerald E. Gibson, Thomas H. Brown, and Leo Weston.



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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

AAA-4

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77-25 June 20, 1977

FAA/PATCO NEGOTIATE

FAA and Professional Air Traffic Controller Organization (PATCO) negotiating teams began discussing substantive issues last week at meetings in Washington as the second round of negotiations for a new contract began. PATCO, which was certified as the exclusive representative for FAA's air traffic controllers on Oct. 20, 1972, covers approximately 17,800 active controllers at about 450 towers and en route centers. It was originally formed in January 1968.

CONTROLLERS REPORT FOR SAFETY

Air traffic controllers are now contributing more than half of the safety reports received by the Aviation Safety Reporting System. According to the just-published third quarter report (Oct. 15, 1976, to Jan. 14, 1977), the number of safety reports received from controllers, pilots and others continues to average about 100 a week, totaling 1,429 for the three-month period. Of these, 54 percent were from controllers and 42 percent originated with pilots and aircrews. During the second quarter (July 15 to Oct. 14, 1976), 48 percent of the total reports were from controllers, and during the first quarter (See page 2)

TOP FLIGHT INSTRUCTOR AND MECHANIC CITED

With the help of FAA advisors, two midwesterners have been selected to receive the 1977 Flight Instructor of the Year and Mechanic of the Year awards by a group of general aviation associations. Winning the separate competitions were Richard C. Wartinger of Miamisburg, Ohio, who was picked as Mechanic of the Year, and E.A. Englehardt of Lake Bluff, Ill., as Flight Instructor of the Year. Both recipients were selected for their general all-around excellence in their particular fields. Besides receiving cash awards, both will be presented special plaques from the agency. Wartinger, who has a 30-year career in aviation, developed a system for fuel control when the Environmental Protection Agency issued an order that no fuel dumping would be permitted for engine shutdown on turbine powered aircraft. The system he developed can be installed for only ten percent of the cost of the one previously available. Englehardt flew more than 250 hours with students last year and recommended five individuals for instrument ratings and one for a private license. His safety programs and training aids, according to the judges, showed both ingenuity and an ability to transmit knowledge.

SAFETY (From page 1)

controllers provided only 34 percent of the safety-oriented reports. The NASA-administered reporting system is part of the overall FAA Aviation Safety Reporting Program which is conceived as an early warning safety system, designed to root out those "accidents just waiting to happen." The system is unique because it protects the identity of persons who make the reports or are involved in the reported incident.

INSTANT REPLAY

If you missed the FAA World article on weird aircraft that have been submitted to the agency over the years for certification-- "If God Had Wanted Man To Fly..."-- you can catch up with it in the June Issue of Airline Pilot. The recent World article on Howard Hughes also will run in a future issue of the Pilot and the one on the FAA controller who is also mayor of Plains, Ga., will run in Naval Aviation News.

PER DIEM EXPLAINED

Travel regulations and decisions of the Comptroller General provide that per diem cannot be paid to employees while at their official duty station. Employees who are selected for positions at locations where they are currently performing temporary duty are considered to be at their official duty station once they are given oral or written notice of their selection to that duty station. After receiving this notice, they may be reimbursed only for actual relocation expenses. Although the initial notice to an employee may be oral, necessary action should be taken promptly to issue formal change-of-station orders. This will avoid misunderstandings and facilitate reimbursement for relocation expenses.

AVIATION MEETINGS SET

The Air Traffic Control Association's 22nd Annual Meeting and Technical Program will be held October 10-13 in Las Vegas. Scheduled are two and one-half days of technical sessions examining "Tomorrow's NAS Concepts and Requirements in Light of the Realities of Today." Presentations and discussions will be focused on critical problems of today; possible approaches to those problems; future challenges; international approaches and the controller and his environment. The ATCA meeting is expected to draw together people from all segments of the aviation community... "Safety in the Terminal Environment" is the theme of the Flight Safety Foundation's 30th Annual International Air Safety Seminar which is scheduled to be held in Ottawa, Canada, September 19 through 22. The seminar will focus directly on available as well as anticipated solutions to problems relating to terminal area flight operations, aircraft and aircraft systems, approach facilities, airports, security measures, ground safety, crash/fire rescue and survival factors.

WHO'S IN CHARGE?

Among the questions from newsmen that stimulated some head scratching at the Office of Public Affairs last week was the following, "Who has the authority to order airlines to shut their engines off after takeoff in order to conserve fuel?" One suggested answer--"Only one who is prepared to hear the pilot tell him very bluntly what he can do with his order."

'HEARING' DOGS WELCOME

The first leg of a routine business trip on a commercial airliner posed no problem for the deaf woman and her friend. But, when the two started to enter the airport terminal for the return trip, they were denied access because the woman's companion happened to be a "hearing" guide dog. Fortunately for others who might find themselves in the same predicament, the woman did not dismiss the incident as just another one of life's hassles. Instead she wrote to her congressional representative who brought the complaint to the attention of DOT Secretary Adams. That got action because the Secretary passed the complaint on to the FAA. With the cooperation of the Airport Operators Council International, the agency asked all airports serving commercial air carriers to amend their regulations to allow such dogs in terminal buildings. In the course of the investigation, FAAers from the Office of Airports Programs found that most airport regulations had stipulated that canine visitors to their facilities must be "seeing eye" dogs accompanied by visually handicapped persons or pets in cages or crates. Guide dogs for the hard-of-hearing were not included because, in most cases, airport operators didn't know about them. But, in fact, specially trained "hearing" dogs are being used more and more to alert the deaf to sounds of daily living, such as alarms, buzzers and inadvertently dropped objects.

HAZARD RULE REVISED

The public will get a chance to tell FAA what they think of one of its rules as a result of an Advanced Notice of Proposed Rule-making (ANPRM) published last week

in the Federal Register. The agency is asking for help in revising and clarifying Part 77 of the FARs which deals with the construction or alteration of objects such as buildings, towers and antennas which may pose a hazard to aircraft. The rule requires construction sponsors to notify the FAA Administrator, through the regional offices, when their constructions or alterations are higher, for example, than 200 ft. or within a specified distance from an airport. If you have any comments, get them to FAA Headquarters, Office of Chief Counsel, Attn: Rules Docket, AGC-24, by Sept. 12.

MORE RULES REVIEWED

The agency will hold a regulatory review conference later this year on aircraft engines and has asked the public for proposed agenda items. Tentatively scheduled for December, the meeting is one in a series of regulatory conferences being conducted by the FAA to review and update the Federal Aviation Regulations (FARs). The conference agenda will be based on appropriate proposals submitted by the aviation industry, the public and Government agencies. The principal regulations involved are Parts 23, 25, 27, 29 and 33 of the FARs, which cover airworthiness standards and powerplant installation requirements. Proposals should be submitted to AFS-910, FAA, Washington, D.C. 20591.

EEO AWARD DEADLINE NEAR

Managers and supervisors are reminded of the special annual EEO awards to be given throughout FAA on Women's Equality Day. Criteria for selection are spelled out in FAA Order 3450.7C, Chapter 2, Paragraph 22 dated August 29, 1975. All nominations must be made through proper channels. Be sure to refer to this order in submitting your choice of nominees. Justifications should demonstrate significant accomplishments in EEO, with special emphasis on affirmative action efforts on behalf of women such as:

- Encouraging women to define, develop, and pursue their own career objectives and goals.
- Initiating action to provide for full utilization of skills, knowledge and abilities of women employees.
- Initiating independent action to identify and attract qualified women candidates to apply for vacant positions.
- Recognizing outstanding performance by women employees in accordance with merit principles, through incentive awards, quality step increases, promotions, and appropriate encouragement and commendation for original work.
- Taking positive steps in creating work environment sensitive and responsive to Federal laws and policies prohibiting sex discrimination in employment.

Various levels of awards will be made at the special awards ceremony in connection with Women's Equality Day Program. The day is set aside to celebrate the August 26 anniversary of U.S. women's winning the right to vote. Office and service heads have been reminded that names of qualified nominees for the Administrator's Award for Superior Achievement or Certificate of Achievement, together with all required justifications, should be sent to APT-40 no later than July 1.

TOASTMISTRESS CLUB TO MEET

The Installation Dinner Meeting for the Federal Aviation Toastmistress Club will be held at the Flagship Restaurant on June 25. Social hour starts at 6:30 and dinner at 7:00. For reservations, call Rita Blake, x63320.

AWARDS AND REWARDS

The Air Traffic Service presented Quality Increase Awards to William H. Andrews, Natalie J. Miller, Gary D. Titsworth, Robert H. Orr, Arnold Corradino; and Special Achievement Award to Wray R. McClung.

TAYLOR TO ADDRESS CAP

Deputy Administrator Taylor will be the guest of the Columbia Cadet Squadron of the National Capital Wing, Civil Air Patrol (CAP) for their Open House Meeting on Wednesday July 13. Meeting time is 7:00 to 9:30 p.m. at the Church of the Incarnation (rear, lower level), 880 Eastern Avenue, N.E. in D.C. This Open House Meeting is another in a series to provide to visitors a familiarity with CAP and other aerospace related activities. All are invited to attend.

SAVE GAS

A valuable booklet for FAAers interested in getting top gas mileage from their autos is available from ATF-4, Room 1015A. It is the Douglas Aircraft Company's "Vehicular Energy Conservation Program," and it elaborates on some of the facts and theories explained by conservationist Bob Allen in his lecture here on May 17.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

2-APA-4

77-26 June 27, 1977

NOISE CONTROL TESTED

Airports in California, Utah, New York and Oklahoma have been selected by the agency to participate in a demonstration program designed to help airport operators develop noise control and compatible land use plans. The four participants are San Francisco International Airport, Salt Lake City International Airport, Rochester-Monroe County (N.Y.) Airport and Oklahoma City's Wiley Post Airport. Under the prototype program, FAA will provide funds to each airport operator to examine the noise impact of aircraft operations at the facility and to determine the costs and benefits of various noise reduction techniques. The airport operators will be encouraged to involve airport users and community residents in all phases of the studies. Funds for the projects will be made available under the Planning Grant Program for Fiscal Year 1977. Applications for funds from the airport operators are expected in the near future. Additional airport locations are being considered for inclusion in the program in FY 1978. Establishment of the demonstration program was a major provision in the DOT/FAA Aviation Noise Abatement Policy of November 1976.

NEW RADAR WILL SEE GROUND TRAFFIC BETTER

A contract for development of an improved all-weather airport surface detection radar to enhance surveillance of ground traffic at airports was awarded by the agency recently. Under the \$1.5 million contract, General Signal Corporation's Cardion Electronics Division of Woodbury, N.Y., will provide an engineering model of an Airport Surface Detection Equipment designated ASDE-3. It will be installed at NAFEC in October 1978 for test and evaluation. The new equipment will be designed to overcome or minimize the deficiencies of the older ASDE-2. It will penetrate rain-fall better and present a clearer, sharper picture on the radar scope under all light conditions.

SUBWAY TO AIRPORT OPENS

For travelers coming in from the field or Headquarters people headed for Washington National, there will be a new way to go to and from the airport when the Blue Line of the Washington subway opens on July 1. The METRO will provide fast, convenient transportation from the airport to a station just across the street from Headquarters or in the courtyard at the Transportation building.

(For more on METRO see page 3)

SHOULDER HARNESSES ORDERED

The agency has ordered the installation of shoulder harnesses for the front seats of all small airplanes manufactured after July 18, 1978, to reduce the potential for injury and death in survivable accidents. In addition, crew members occupying seats with required shoulder harnesses must have them fastened during takeoff and landing. Other seats in the airplane must be equipped with lap belts and the surrounding cabin area within striking distance of the head and torso must be free of potentially injurious objects, sharp edges, protuberances and hard surfaces. Present regulations require that each seat be equipped with a lap belt and either shoulder harnesses or other means of reducing head injuries. Affected by the rule change are all civil airplanes weighing 12,500 pounds or less, including those certificated in the restricted category. The new requirement is not retroactive to previously manufactured small planes. The FAA action was prompted by a recommendation from the National Transportation Safety Board and a petition for rule-making submitted by Ralph Nader.

NEW PUBLIC AFFAIRS DIRECTOR

A former-television newsman and veteran pilot, Peter Raymond Clapper, has been appointed Assistant Administrator for Public Affairs. Clapper was with CBS, ABC and Westinghouse Broadcasting, and he was a senior Public Information Officer at the Environmental Protection Agency for four years prior to his FAA appointment. While at EPA, he was detailed on two occasions to important outside assignments, serving as Director of Public Affairs for the

President's Commission on CIA Activities Within the U.S. in 1975 and as a project supervisor for the Department of State in 1976. His government experience also includes five years, 1967 to 1972, with the Agency for International Development where he served as deputy chief and then chief of the Public Liaison Division. A Marine veteran and holder of the Purple Heart medal, he has flown for 30 years and holds a commercial license and instrument rating.

DEADLINE FOR EEO AWARDS NEAR

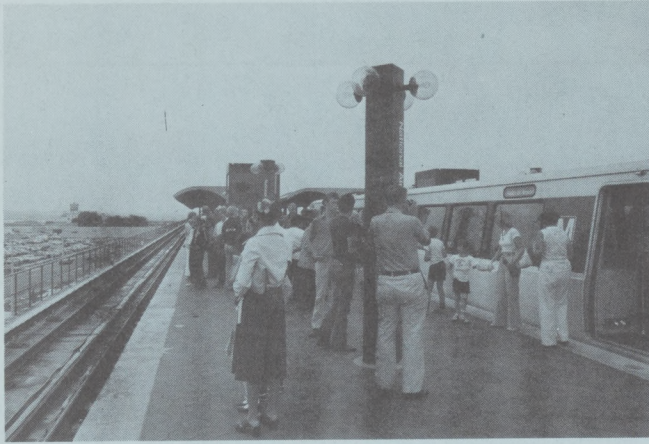
The Office of Civil Rights has reminded all managers that the EEO Awards Day is approaching. All deserving employees are to be considered for achievement in EEO, with special emphasis on women, as the EEO awards program is planned to coincide with Women's Equality Day. FAA Order 3450.7C lists the criteria, types of awards and the nominating procedures. Selectees, in the regions and headquarters, for the Administrator's Award for Superior Achievement or Certificate of Achievement, will be honored in an awards ceremony in the FAA headquarters auditorium August 26. The names of all qualified nominees for the above awards together with all required justifications must be sent to APT-40 no later than July 1, 1977. Other EEO awards will be made in the regions, as appropriate. You are encouraged to seek out and nominate.

Take the METRO to the AIRPORT



The view from the new METRO line, opening July 1, isn't sensational. After all, there just isn't too much to be seen from inside a subway tube . . . until the train climbs out of the tunnel at Washington National Airport. Then the view is spectacular. As we coasted into the station on our get-acquainted trip last week, a 727 trijet was just lifting off the airport's main runway as though to announce that we had arrived at a crossroads of transportation modes. For once the expression "modal interface" made real sense. The subway itself is best described as smooth and quiet. It is new and spanking clean. It's fast—the train we took made the run from the airport to L'Enfant Plaza station in 17 minutes. Above all, it's convenient . . . as long as you want to go where the subway goes. It should be a boon to FAA employees who have business at the airport from time to time. The elevated airport station, which is not as close to the terminal building as some critics would like it to be, is right across the

street from the North Terminal and the general aviation terminal and is only a hop/skip from the Metropolitan Washington Airports office. To get to the subway from the FAA building, the Maryland Avenue entrance is most convenient. It's just across 7th Street from FOB-10A. (For handicapped riders there's an elevator on this side of 7th, and if you happen to be in the Nassif Building, there's an entrance right in the courtyard.) If you use the Maryland Avenue entrance, your trip will begin with a short, but busy walk. After taking the escalator down to the entrance level, you might want to stop by the system map and double check your fare to your destination. You'll find that the airport fare is 50 cents in peak hours (6 to 9:30 a.m. and 3 to 6:30 p.m.) and 45 cents at all other times. Your next stop will be at the fare-card machine. If you're traveling during peak hours and you want to make a round trip, put in a dollar and that's all there is to it. Just don't forget to



The airport station

take your farecard with you. If you're traveling during slack hours and you want change, press the minus button. If you only have a \$5 bill and you want \$4 change; that can be arranged also. On the other hand, if you're going to be traveling the subway often and you want \$10 worth of traveling credit, no problem. The machine will give you a farecard worth \$10. With your farecard clutched firmly in hand you are ready to pass through the entrance gate. Insert the card in the machine, but don't leave it there. You're going to need the card to get out of the subway at the other end. Next you will amble forward onto a "flying mezzanine" (that's what they call it--apparently because it's not attached to the sides of the tunnel), and down another escalator to the unused platform of the 7th Street line. Near the end of this platform, there's yet another escalator, which takes you to the train. From there, you just sit back, relax and let the METRO do the driving. The line that opens on the first of next month is the so-called "Blue" line. Besides the airport, it will take you to RFK Stadium and intermediate points to the east or to the downtown Washington and Foggy Bottom areas to the west. You



INTERCOM editor rides the METRO

can also go to Rosslyn or the Pentagon, or, by transferring to the "Red" line, to Dupont Circle or Union Station. For commuters in the Silver Spring area, the best is yet to come. According to the current schedule, the line to Silver Spring will go into business in about six months. Then Washington will be a city with a real subway and thousands of people will be able to come to work on the "underground." If you're waiting for the opening of the other line--the one actually under 7th--don't hold your breath. Optimistic estimates indicate it may be running in 1981. When it does open, it should cut the trip to the airport to about five minutes, but in the meantime let's enjoy what we've got.



A transportation crossroads

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